

Consent Agenda

February 1, 2022

MET IN REGULAR SESSION

The Board of Supervisors met in regular session at 10:00 A.M. All members present. Chairman Wichman presiding.

PLEDGE OF ALLEGIANCE

1. CONSENT AGENDA

After discussion was held by the Board, a Motion was made by Belt, and second by, Shea, to approve:

- A. January 25, 2022, Minutes as read.

UNANIMOUS VOTE. Motion Carried.

2. SCHEDULED SESSIONS

Motion by Belt, second by Schultz, to open public hearing on Pottawattamie County’s amendment to current county budget for fiscal year 2021-22.

Roll Call Vote: **AYES: Wichman, Belt, Grobe, Schultz, Shea. Motion Carried.**

Motion by Grobe, second by Belt, to close public hearing.

Roll Call Vote: **AYES: Wichman, Belt, Grobe, Schultz, Shea. Motion Carried.**

Motion by Belt, second by Shea, to approve and authorize Board to sign **Resolution No. 11-2022**, a Resolution to Approve Pottawattamie County’s amendment to current county budget for fiscal year 2021-22. Said Resolution is set out as follows:

RESOLUTION NO. 11-2022

WHEREAS, there were necessary expenses incurred in several county departments, causing the budget of that department to exceed 100% of costs; and

WHEREAS, the Public Health, Medical Examiner, Board Supervisors, and Planning have exceeded their Budget due to said necessary expenditures; and

WHEREAS, the Amendment to the Fiscal Year 2021/22 Budget for the Public Health, Medical Examiner, Board Supervisors, and Planning shall be substantially as follows:

DEPT #	Revenue Amount	Expense Amount
Public Health - 23	\$ 642,604	\$ 855,790
Total	\$ 642,604	\$ 855,790
Medical Examiner - 12	\$ 6,000	\$ 15,000
Total	\$ 6,000	\$ 15,000
Board of Supervisors - 01	\$ 10,553,903	\$ 5,323,249
Total	\$ 10,553,903	\$ 5,323,249
Planning - 53	\$ 40,000	\$ 40,000
Total	\$ 40,000	\$ 40,000
	\$ 11,242,507	\$ 6,234,039

WHEREAS, the Board of Supervisors desires to allow those expenditures, and no tax increase will occur due to these expenditures; and

WHEREAS, the public had due notice of the Budget Amendment Hearing held on February 1, 2022, and at the hearing, due time was allowed for objections to any and all portions of the amended budget.

NOW, THEREFORE BE IT RESOLVED, that the Board of Supervisors of Pottawattamie County, hereby amends the Fiscal Year 2021/22 budget.

Dated this 1st day of February, 2022.

ROLL CALL VOTE

	AYE	NAY	ABSTAIN	ABSENT
_____ Tim Wichman, Chairman	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
_____ Scott Belt	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
_____ Lynn Grobe	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
_____ Justin Schultz	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
_____ Brian Shea	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

ATTEST: _____
Melvyn J. Houser, County Auditor

Roll Call Vote: AYES: Wichman, Belt, Grobe, Schultz, Shea. Motion Carried.

Deb Masker from Southwest Iowa Leadership Academy appeared before the Board to give a presentation and provide an update on the 2022 Southwest Iowa Leadership Academy Retreat and potential funding by the County. Discussion only. No action taken.

Antonia Krupicka-Smith from the Council Bluffs Public Library appeared before the Board to give a presentation and provide an update on the Council Bluffs Public Library. Discussion only. No action taken.

Matt Wyant Director, Planning and Zoning appeared before the Board to give an update on the Public Health Building Project. Discussion only. No action taken.

Patricia Russmann / Executive Director, Thriving Families Alliance appeared before the Board to give a presentation on Community Plan for Pottawattamie County advance early childhood. Discussion only. No action taken.

After discussion was held by the Board, a Motion was made by Belt, and second by Schultz, to approve the Veteran Affairs Commission’s recommendation to hire Margarita Dooley as Director for Pottawattamie County Veteran Affairs at an annual salary of \$65,000.

Roll Call Vote: AYES: Wichman, Belt, Grobe, Schultz, Shea. Motion Carried.

3. OTHER

After discussion was held by the Board, a Motion was made by Schultz, and second by Shea, to approve the Treasurer’s office renovation work to Olsen Construction. UNANIMOUS VOTE. Motion Carried.

After discussion was held by the Board, a Motion was made by Schultz, and second by Shea, to approve and authorize Chairman to sign the Final Acceptance Certification for Project RC-C078(203) – 9A-78. UNANIMOUS VOTE. Motion Carried.

4. RECEIVED/FILED

A. Reports

- 1) Sheriff’s Report of Fees Collected and Disbursed for December 2021.

B. Salary Action(s):

- 1) Jail – Payroll Status Change for Steve Winchell.

5. CLOSED SESSION

Motion by Schultz, second by Shea, to go into Closed Session pursuant to Iowa Code 20.17 (3) for discussion and/or decision on labor negotiations / collective bargaining matters.

Roll Call Vote: AYES: Wichman, Belt, Grobe, Schultz, Shea. Motion Carried.

Motion by Grobe, second by Belt, to go out of Closed Session.

Roll Call Vote: AYES: Wichman, Belt, Grobe, Schultz, Shea. Motion Carried.

6. STUDY SESSION

The Board of Supervisors held a study session. Discussion only.

7. BUDGET DISCUSSION

Discussion only.

8. ADJOURN

Motion by Shea, second by Grobe, to adjourn meeting.

UNANIMOUS VOTE. Motion Carried.

THE BOARD ADJOURNED SUBJECT TO CALL AT 3:08 P.M.

Tim Wichman, Chairman

ATTEST: _____
Becky Lenihan, Finance & Tax Officer

APPROVED: February 8, 2022

PUBLISH: X

I, Melvyn Houser, Auditor of Pottawattamie County, verify the following to be a correct copy of all claims allowed by the Pottawattamie County Board of Supervisors for the month of January 2022.

Vendor Name	Payable Description	Total Payments
3312 WEST BROADWAY PROPERTIES LLC	RENT - PUBLIC HEALTH	1,530.00
3RD DEGREE SCREENING INC	PROF SVC - HR	82.00
A AND L HYDRAULICS INC	ROADS/PARTS	2,460.72
AARON SOUCIE	REIMB EXP - SHERIFF	118.97
ABBIE ASHCRAFT	REIMB EXP - SWIA MHDS REGION	81.87
ABC ELECTRIC INC	PROF SVC - NON-DEPARTMENTAL	1,933.63
ABLE LOCKSMITHS	ROADS/REPAIR - HANCOCK	545.00
ADAM KLEIN	REIMB EXP - IT	82.66
ADVANCE SOUTHWEST IOWA CORPORATION	PROF SVC - PLANNING	30,773.26
AGRI DRAIN CORP	ROADS/SUPPLIES	784.11
AGRIVISION GROUP LLC	ROADS/REPAIR	1,663.70
AIRGAS INC	ROADS/SUPPLIES	435.86
ALBIREO ENERGY	PROF SVC - JAIL	3,479.00
ALEAGENT CREIGHTON CLINIC	MED SVC - JAIL	16.80
ALEAGENT CREIGHTON HEALTH	MED SVC - JAIL	1,020.00
ALEAGENT HEALTH BERGAN MERCY HEALTH SYSTEM	MED SVC - JAIL	397.07
ALEAGENT HEALTH BERGAN MERCY HEALTH SYSTEM	MED SVC - JAIL	3,096.00
ALFREDO GARCIA	ROADS/ROCK	58,820.60
ALICIA GEHRMANN	REIMB EXP - CO ATTORNEY	117.62
ALL COPY PRODUCTS INC	PROF SVC - WIC	38.25
AMAZON CAPITAL SERVICES INC	SUPPLIES - B&G	4,161.16
AMERICAN NATIONAL BANK	MO BILL - SWIA MHDS REGION	22,127.77
AMERICAN PUBLIC HEALTH ASSOCIATION (APHA)	MEMBERSHIP - PUBLIC HEALTH	205.00
AMY JOBE	REIMB EXP - SWIA MHDS REGION	191.52
ANDREW MOATS	REIMB EXP - RECORDER	43.29
ANDRY HAYDUK	RENT ASSIST - GA	550.00
ANTHONY KAVA	REIMB EXP - BOARD	250.00
ASHLEY GRAY	REIMB EXP - SWIA MHDS REGION	148.96
AT&T MOBILITY LLC	MO BILL - EMA	1,419.72
AVOCA VETERINARY	PROF SVC - CONSERVATION	22.00
BARBARA CHENEY	REIMB EXP - SWIA MHDS REGION	134.96
BAUER BUILT INC	ROADS/TIRES	5,736.00
BECKY LENIHAN	REIMB EXP - AUDITOR	147.42
BERENS TATE CONSULTING GROUP INC	PROF SVC - BOARD	2,500.00
BILLS WATER CONDITIONING INC	MO BILL - JAIL	495.16
BISHOP BUSINESS EQUIPMENT COMPANY	PROF SVC - CO ATTORNEY	1,540.32
BLACK HILLS UTILITY HOLDING	MO BILL - JAIL	12,857.99
BLUFFS ELECTRIC INC	ROADS/REPAIRS - UNDERWOOD	8,420.00
BLUFFS PAVING & UTILITY COMPANY INC	ROADS/VOUCHER 11 -FINAL	30,894.00
BLUFFS TAXI AND COURIER INC	TRANSPORT - JAIL	25.75
BOB BARKER COMPANY INC	SUPPLIES - JAIL	5,011.90
BODE DUE INC	ROADS/TIRES - 373	49.00
BOMGAARS SUPPLY INC	SUPPLIES - JAIL	2,205.54
BP ENTERPRISES INC	PROF SVC - SHERIFF	558.13
BRAND INDUSTRIAL SERVICES INC	ENCLOSURE - NON-DEPARTMENTAL	32,337.44
BRANDON ALLEN	REIMB EXP - SHERIFF	132.58
BREDA TELEPHONE CORPORATION	MO BILL - COMMUNICATIONS	734.00
BRIAN MILLER	REIMB EXP - SHERIFF	287.30
BRIAN SHEA	REIMB EXP - BOARD	225.44
BRUMLEY SUPPLIES LLC	ROADS/SUPPLIES - CENTRAL	8,950.14
BUSINESS CLEANING SOLUTIONS INC	MO BILL - CONSERVATION	517.00
C & J INDUSTRIAL SUPPLY INC	PROF SVC - JAIL	276.50
C & P AUTO PARTS INC	SUPPLIES - SHERIFF	23.95
CAPITAL ONE NA	MO BILL - DHS	83.56
CAPITOL PROCESS SERVERS INC	SVC FEES - BOARD	75.00
CARL H ROGERS JR	SURVEY - CONSERVATION	7,375.00
CARROLL DISTRIBUTING & CONSTRUCTION SUPPLY INC	ROADS/SUPPLIES	625.00
CDW LLC	SUPPLIES - IT	245.88
CELLCO PARTNERSHIP	MO BILL - SHERIFF	12,313.63
CENTURY LINK COMMUNICATIONS LLC	MO BILL - IT	1,079.30
CENTURYLINK INC	MO BILL - IT	5,857.19
CHASITY KEPHART	REIMB EXP - SWIA MHDS REGION	79.74
CHRISTIAN HOME ASSOCIATION	PROF SVC - DHS	3,825.30
CHRISTOPHER JON ELLIOTT	MED SVC - MED EXAMINER	6,666.67
CHS INC	FUEL - EMA	38.69
CINTAS CORPORATION NO 2	ROADS/SUPPLIES	209.67
CIOX HEALTH LLC	RECORDS - CO ATTORNEY	110.31
CIT BANK NA	PROF SVC - WIC	175.84
CITIBANK NA	SUPPLIES - DHS	824.19
CITY OF AVOCA	ROADS/UTILITIES	63.94
CITY OF COUNCIL BLUFFS	PROF SVC - EMA	15,572.00
CITY OF HANCOCK	MO BILL - CONSERVATION	277.61
CITY OF MISSOURI VALLEY	RENT ASSIST - SWIA MHDS REGION	46.29
CITY OF OAKLAND	REIMB DEMO - BOARD	44,284.60
CITY OF WALNUT	ROADS/UTILITIES	42.00
CLAYS PUMP AND EQUIPMENT CORP	ROADS/PARTS	835.41

COMMERCIAL FARM INDUSTRIAL TIRE SERVICE INC	ROADS/TIRES - 500	361.00
COMMSYS INC	PROF SVC - IT	12,193.75
CONCERNED INC	PROF SVC - SWIA MHDS REGION	1,579.50
CONNER PSYCHOLOGICAL SERVICES PC	MED SVC - JAIL	1,155.00
CONVERGEONE INC	PROF SVC - IT	3,149.55
CORNERSTONE COMMERCIAL CONTRACTORS INC	PROF SVC - BOARD	70,267.35
CORNHUSKER INTERNATIONAL TRUCKS INC	ROADS/PARTS- 365	268.19
COST ADVISORY SERVICES INC	PROF SVC - BOARD	7,600.00
COTT SYSTEMS INC	PROF SVC - AUDITOR	150.00
COUNCIL BLUFFS CHAMBER OF COMMERCE	SPONSOR - CO ATTORNEY	500.00
COUNCIL BLUFFS WATER WORKS	MO BILL - JAIL	4,463.04
COUNTRY CARE CENTER CORPORATION	RCF - SWIA MHDS REGION	49,203.20
COX COMMUNICATIONS INC	MO BILL - IT	6,539.31
CRYSTAL CLEAR WATER INC	MO BILL - RECORDER	42.75
CSI SSP INC	PROF SVC - VA	221.21
D R ANDERSON CONSTRUCTORS CO	PROF SVC - SHERIFF	265,931.65
DANELLE BRUCE	REIMB EXP - SWIA MHDS REGION	197.12
DAVID DAU	LANDSCAPING - WEST POTT SWCD	9,333.00
DEBBIE SCHULER	REIMB EXP - SWIA MHDS REGION	64.51
DEK CORP	PROF SVC - JAIL	608.57
DENNIS SUPPLY COMPANY	SUPPLIES - B&G	179.89
DI CENZO PAINTING INC	PROF SVC - B&G	1,409.71
DIAMOND MOWERS LLC	ROADS/PARTS	546.52
DIAMOND OIL COMPANY	FUEL - CONSERVATION	1,794.27
DIANA REINSCH	REIMB EXP - PUBLIC HEALTH	408.96
DISTRICT IV RECORDERS ASSOCIATION	DISTRICT DUES - RECORDER	50.00
DLR GROUP INC	PROF SVC - SHERIFF	8,443.08
DODGE COUNTY (NE)	SVC FEES - BOARD	20.42
DONALD NIELSON	PUBLICATIONS - BOARD	497.30
DONALD W MATHEWS	PROF SVC - SHERIFF	123.40
DOUGLAS COUNTY (NE)	SVC FEES - BOARD	150.00
DULTMEIER SALES LLC	ROADS/PARTS	1,657.23
DXP ENTERPRISES INC	SUPPLIES - B&G	12.33
EAST POTTAWATTAMIE AGRICULTURAL EXTENTION DISTRICT	ROADS/TRAINING	35.00
EBS c/o AMERICAN NATIONAL BANK	EBS RETIREES - JAIL	7,661.56
ECHO GROUP INC	SUPPLIES - JAIL	4,427.29
EDWARDS CHEVROLET CADILLAC INC	PROF SVC - SHERIFF	92.66
ELI LLC	RENT ASSIST - GA	600.00
ELIOR INC	SUPPLIES - JAIL	48,978.06
ELLEN ROSS	TRANSCRIPTS - CO ATTORNEY	45.50
ENGINEERED CONTROLS INC	PROF SVC - B&G	2,117.33
ENGINEERING TECHNOLOGIES INC	PROF SVC - B&G	29,410.00
ERIC STROVERS	REIMB EXP - CO ATTORNEY	270.00
EVIZZIT LLC	MH SVC - SWIA MHDS REGION	1,929.03
FARM SERVICE COOPERATIVE	ROADS/FUEL	45,574.59
FARMERS MUTUAL COOPERATIVE TELEPHONE COMPANY	ROADS/UTILITIES	560.32
FIELD DAY DEVELOPMENT LLC	PROF SVC - NON-DEPARTMENTAL	2,880.00
FIKES COMMERCIAL HYGIENE LLC	ROADS/UTILITIES - CENTRAL	678.87
FIREGUARD INC	PROF SVC - B&G	2,590.50
FIRESPRING PRINT INC	PROF SVC - PUBLIC HEALTH	193.79
FIRST NATIONAL BANK OF OMAHA	MO BILL - CONSERVATION	146.93
FMTC SWT INC	ROADS/UTILITIES	117.84
FOCUS FAMILY OPTIONS & COMMUNITY SUPPORTS INC	SUPPORT SVC - SWIA MHDS REGION	918.00
FOURTH JUDICIAL DISTRICT DEPARTMENT OF CORRECTIONAL SERVICES	RENT ASSIST - GA	300.00
FOX CREEK FUNDRAISING LLC	PROF SVC - PUBLIC HEALTH	240.00
FOX DIRT LLC	PROF SVC - WEST POTT SWCD	300.00
FRONTIER COMMUNICATIONS OF IOWA LLC	MO BILL - COMMUNICATIONS	487.09
GENERAL PARTS LLC	PROF SVC - JAIL	267.45
GENIE SERVICES	PROF SVC - PUBLIC HEALTH	45.00
GOVCONNECTION INC	PROF SVC - IT	11,615.00
GOVERNMENT SCIENTIFIC SOURCE INC	SUPPLIES - WIC	169.56
GRAHAM TIRE CO OF LINCOLN LLC	PROF SVC - SHERIFF	1,187.00
GREAT PLAINS PEST SERVICES INC	PROF SVC - B&G	309.00
GREAT PLAINS UNIFORMS	PROF SVC - SHERIFF	2,097.46
GREATER OMAHA REFRIGERATION	PROF SVC - CO ATTORNEY	167.05
GREGORY L DAVIS	MED SVC - JAIL	1,460.00
GRINDR LLC	ADVERTISEMENT - PUBLIC HEALTH	1,525.00
GRISWOLD COOPERATIVE TELEPHONE CO	ROADS/UTILITIES	35.40
GRP & ASSOCIATES INC	PROF SVC - JAIL	300.00
GUARDIANS OF NORTHEAST IOWA INC	PROF SVC - SWIA MHDS REGION	450.00
GUYER MACHINE SHOP INC	ROADS/PARTS	1,113.18
HAMELE ENTERPRISES INC	SUPPLIES - JAIL	70.80
HAMELE GROUP INC	ROADS/TOOLS	804.77
HARRIS COUNTY (TX)	SVC FEES - BOARD	75.00
HARRISON COUNTY RURAL ELECTRIC COOPERATIVE	MO BILL - COMMUNICATIONS	505.45
HAWKEYE TRUCK EQUIPMENT CO INC	ROADS/PARTS	3,672.16
HEARTLAND CO OP	FUEL - SHERIFF	1,048.10
HEARTLAND FAMILY SERVICE	BRIDGES - SWIA MHDS REGION	59,524.82
HEARTLAND TIRES AND TREADS INC	ROADS/TIRES	3,078.32
HENRY SCHEIN INC	SUPPLIES - JAIL	2,669.93
HGM ASSOCIATES INC	ROADS/SERVICES	122,666.43
HOLTZ SERVICE & SMALL ENGINE LLC	ROADS/REPAIR	21.25

HOME DEPOT USA INC	SUPPLIES - B&G	385.48
HOSE & HANDLING INC	ROADS/PARTS	1,267.90
HOTSY EQUIPMENT CO	ROADS/SERVICE - UNDERWOOD	224.50
HUMAN SERVICES ADVISORY COUNCIL INC	REGISTRATION - PUBLIC HEALTH	55.00
INDOFF INCORPORATED	SUPPLIES - NON-DEPARTMENTAL	2,890.20
INFOSAFE SHREDDING LLC	PROF SVC - DHS	767.00
INLAND TRUCK PARTS	ROADS/PARTS - 327	757.51
INTERSTATE POWERSYSTEMS INC	ROADS/REPAIR - 374	48.53
IOBP (INSTITUTE OF BUSINESS PUBLICATIONS)	MEMBERSHIP - HR/RISK	265.00
IOWA DEPARTMENT OF TRANSPORTATION	ROADS/SUPPLIES	1,039.27
IOWA DEPT OF NATURAL RESOURCES	PERMIT - NON-DEPARTMENTAL	350.00
IOWA MUNICIPALITIES WORKERS COMPENSATION ASSOCIATION	WORK COMP - BOARD	33,545.00
IOWA OFFICE INTERIORS	SUPPLIES - AUDITOR	1,037.55
IOWA STATE ASSOCIATION OF COUNTIES	REGISTRATION - SWIA MHDS REGION	1,580.00
IOWA STATE SHERIFFS & DEPUTIES ASSOCIATION	REGISTRATION - JAIL	775.00
IOWA STATE UNIVERSITY OF SCIENCE AND TECHNOLOGY	ROADS/REGISTRATIONS	2,610.00
IOWA WASTE SERVICES HOLDING INC	PROF SVC - JAIL	2,313.14
IOWA WASTE SERVICES HOLDINGS INC	PROF SVC - ENV HEALTH	1,232.87
IOWA WEED COMMISSIONERS ASSOCIATION	ROADS/REGISTRATIONS	360.00
IOWA WORKFORCE DEVELOPMENT	4TH Q 2021 UNEMPLOYMENT	4,080.81
IVAN DELGADO	MED SVC - JAIL	6,281.32
J B POINDEXTER & CO INC	ROADS/PARTS	109.98
JACKSON SERVICES INC	PROF SVC - B&G	580.35
JAMES HALL	PROF SVC - NON-DEPARTMENTAL	20,000.00
JAMES KOHL	RENT ASSIST - GA	475.00
JASON STUDY	REIMB EXP - COMMUNICATIONS	79.00
JASPER COUNTY (IA)	SVC FEES - BOARD	60.00
JDW MIDWEST LLC	PROF SVC - PLANNING	2,647.50
JEFFERSON FARM & AUTO LLC	ROADS/TIRES - 717	497.02
JEFFREY W ANDERSEN	ROADS/TIRES - 605	4,280.07
JEFFS CAR WASH	PROF SVC - B&G	44.00
JEFFS WASH & GLO	PROF SVC - SHERIFF	260.00
JENNIFER M MINCHEW	REIMB EXP - PUBLIC HEALTH	94.08
JEREDITH BRANDS LLC	MO BILL - B&G	13,658.49
JIM HAWK TRUCK TRAILERS INC	ROADS/PARTS	2,067.12
JODIE BECKMAN	REIMB EXP - AUDITOR	15.12
JOHNSON HARDWARE COMPANY LLC	PROF SVC - JAIL	722.00
JON THOMAS	MED SVC - JAIL	6,473.55
JONERIC PRODUCTS INC	SUPPLIES - HR	543.68
JP LUMBER INC	ROADS/SUPPLIES	85.61
JUSTIN SCHULTZ	REIMB EXP - BOARD	108.24
KAMBY ENTERPRISES LLC	POSTAGE - CONSERVATION	41.25
KAREN POTTER MAXWELL	PROF SVC - WIC	100.00
KATHRYN E AND EDWIN T BAKER	RENT ASSIST - GA	241.00
KELTEK INC	PROF SVC - IT	3,969.00
KEY MASTERS OF GREATER OMAHA	PROF SVC - JAIL	140.00
KEY REAL ESTATE COMPANY	RENT ASSIST - GA	525.00
KIESLERS POLICE SUPPLY INC	SUPPLIES - CONSERVATION	2,190.06
KIMARIE MAASSEN	REIMB EXP - SWIA MHDS REGION	47.04
KONE INC	PROF SVC - JAIL	12,367.18
KRISTINA M RICHEY	REIMB EXP - SWIA MHDS REGION	905.52
KRONOS SAASHR INC	PROF SVC - IT	1,048.20
LANCASTER COUNTY (NE)	SVC FEES - BOARD	70.00
LANGUAGE LINE SERVICE INC	MO BILL - COMMUNICATIONS	281.50
LARSEN SUPPLY CO	SUPPLIES - JAIL	1,903.44
LAWSON PRODUCTS INC	ROADS/SUPPLIES	471.37
LEADS ONLINE LLC	PROF SVC - SHERIFF	3,625.00
LEANNE GIFFORD	REIMB EXP - CO ATTORNEY	270.00
LEE BHM CORP	PUBLICATIONS - BOARD	2,493.23
LEE BHM CORPORATION	PUBLICATIONS - BOARD	227.93
LEWIS TOWNSHIP FIRE AND RESCUE	TRANSPORT - EMA	5,000.00
LOCKTON COMPANIES	WELLNESS - BOARD	18,490.00
LYMAN RICHEY CORPORATION	ROADS/MATERIALS	11,968.80
LYNDZE THOMPSON	REIMB EXP - CO ATTORNEY	270.00
LYNN GROBE	REIMB EXP - BOARD	265.04
M&K MILLS TREE SERVICE	ROADS/SERVICE	265.00
MAIL SERVICES LLC	PROF SVC - TREASURER	2,937.27
MARIA SIECK	REIMB EXP - PUBLIC HEALTH	137.76
MARILYN HEBING	REIMB EXP - RECORDER	71.96
MARILYN KENNEDY	REIMB EXP - AUDITOR	62.83
MARK MERTES	ROADS/REPAIR	94.00
MARK SIEH	SUPPLIES - SHERIFF	2,516.00
MARNE & ELK HORN TELEPHONE COMPANY	MO BILL - COMMUNICATIONS	592.46
MARVEL THIEL	RENT ASSIST - GA	500.00
MATTHEW REEVES	REIMB EXP - IT	6.22
MCMULLEN FORD INC	ROADS/REPAIRS - 332	2,189.76
MECO-HENNE CONTRACTING INC	PROF SVC - NON-DEPARTMENTAL	169,509.00
MEDIBADGE INC	SUPPLIES - WIC	122.77
MENARDS INC	SUPPLIES - B&G	1,964.47
MERCHANTS BONDING COMPANY (MUTUAL)	BONDING - BOARD	100.00
MID STATES ORGANIZED CRIME INFORMATION CENTER	MEMBERSHIP - SHERIFF	250.00
MIDAMERICAN ENERGY COMPANY	RELOCATE/UPGRADE - NON-DEPARTMENTAL	66,852.96

MIDLANDS HUMANE SOCIETY	CONTRACT - ANIMAL CONTROL	7,121.63
MIDWEST GLASS & GLAZING INC	PROF SVC - JAIL	462.00
MIDWEST MEDICAL AND SAFETY INC	SUPPLIES - JAIL	211.95
MIDWEST SPECIAL SERVICES INC	TRANSPORT - JAIL	3,400.14
MIDWEST SPRAY TEAM & SALES INC	ROADS/SUPPLIES	6,930.00
MILLER ELECTRIC COMPANY	PROF SVC - IT	681.75
MINDEN CUSTOM MEATS INC	SUPPLIES - BOARD	350.96
MIRION TECHNOLOGIES (GDS) INC	SUPPLIES - JAIL	191.39
MMB LLC	SUPPLIES - CONSERVATION	7.99
MMB LLC	ROADS/PARTS	2,081.35
MMIC INSURANCE INC	INS PREMIUM - JAIL	1,215.00
MOSAIC	SUPPORT SVC - SWIA MHDS REGION	2,771.55
MTS PARTNERS INC	SUPPLIES - JAIL	352.00
MUNICIPAL HOUSING AGENCY	RENT ASSIST - GA	50.00
MYRA NIXON	REIMB EXP - RECORDER	76.75
NAMI SOUTHWEST IOWA	SUPPORT - SWIA MHDS REGION	9,000.00
NATIONAL SHERIFFS ASSOCIATION	MEMBERSHIP - SHERIFF	135.00
NCH CORPORATION	PROF SVC - B&G	503.39
NEBRASKA MACHINERY COMPANY	ROADS/PARTS - 113	3,459.30
NEW CENTURY PHYSICIANS OF IOWA PC	MED SVC - JAIL	618.80
NEWMAN SIGNS INC	SUPPLIES - PLANNING	910.33
NINA HOANG	REIMB EXP - JAIL	21.84
NISHNABOTNA VALLEY RURAL ELECTRIC COOPERATIVE	ROADS/UTILITIES	2,622.03
NORTHERN SAFETY CO INC	SUPPLIES - B&G	54.20
NORTHWEST IOWA YOUTH EMERGENCY SERVICES CENTER	TRANSPORT - SWIA MHDS REGION	118.75
NSG LOGISTICS LLC	ROADS/MATERIALS	13,200.84
OMAHA COMPOUND COMPANY	SUPPLIES - JAIL	9,253.64
OMAHA COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY	PROF SVC - BOARD	22,823.00
OMAHA COUNCIL BLUFFS PLUMBING INC	PROF SVC - JAIL	2,293.25
OMAHA DOOR & WINDOW COMPANY INC	PROF SVC - B&G	2,472.57
OMAHA PUBLIC POWER DISTRICT	UTILITY ASSIST - GA	85.00
OMAHA SLINGS INC	ROADS/SUPPLIES	2,010.80
OMAHA TRUCK CENTER COMPANY INC	ROADS/PARTS	863.70
OMNI CENTRE LLC	RENT - WIC	1,983.00
OMNI INVESTMENTS LLC	LEGAL REP - SWIA MHDS REGION	119.70
OTIS ELEVATOR COMPANY	PROF SVC - B&G	6,016.00
OUTDOOR POWER GROUP INC	SUPPLIES - CONSERVATION	240.89
PARALLEL TECHNOLOGIES INC	PROF SVC - JAIL	20,400.74
PARKWILD HEIGHTS LLC	RENT ASSIST - GA	150.00
PATRICK SONDAG	REIMB EXP - CO ATTORNEY	390.00
PEOPLESERVICE INC	UTILITY ASSIST - GA	70.90
PITNEY BOWES GLOBAL FINANCIAL SERVICES LLC	PROF SVC - DHS	574.17
PITTSBURGH PIPE & SUPPLY CORP	ROADS/MATERIALS	56,400.00
POPCO INC	MO BILL - PLANNING	79.25
POTTAWATTAMIE COUNTY BOARD OF SUPERVISORS	28 E-911 - EMA	1,826,232.53
POTTAWATTAMIE ARTS/CULTURE ENTERTAINMENT (PACE)	CAPITAL CAMPAIGN - BOARD	25,000.00
POTTAWATTAMIE COUNTY	HOTEL/MOTEL TAX - CONSERVATION	1,460.00
POTTAWATTAMIE COUNTY CONSERVATION BOARD	PROCESSING FEES - CONSERVATION	99.23
POTTAWATTAMIE COUNTY EMERGENCY MGT AGENCY	911 CONTRIBUTION - BOARD	2,033,388.50
POTTAWATTAMIE COUNTY RECORDER	BOAT REGISTRATIONS - CONSERVATION	375.40
POTTAWATTAMIE COUNTY SHERIFF	TRANSPORT - BOARD	11,774.63
PRIDE GROUP INC (THE)	RCF - SWIA MHDS REGION	20,980.54
QUADIENT INC	POSTAGE - VARIOUS	2,406.88
QUADIENT LEASING USA INC	PROF SVC - TREASURER	1,278.12
R & M HOUSING	RENT ASSIST - GA	775.00
R & S WASTE DISPOSAL LLC	MO BILL - CONSERVATION	3,322.06
RAY MARTIN COMPANY OF OMAHA	PROF SVC - JAIL	584.43
RED OAK WELDING SUPPLIES	ROADS/SUPPLIES	745.80
REDWOOD TOXICOLOGY LABORATORY INC	SUPPLIES - JAIL	87.54
REGIONAL WATER INC	MO BILL - CONSERVATION	1,167.95
REM DEVELOPMENTAL SERVICES INC	SUPPORT SVC - SWIA MHDS REGION	3,280.24
REPORTING SERVICES LLC	TRANSCRIPTS - CO ATTORNEY	163.20
REX WOODBURY	REIMB EXP - SHERIFF	37.42
RICHARD D GRIFFEN	ROADS/REPAIR - CENTRAL	765.80
RIVERBEND APARTMENTS LLC	RENT ASSIST - GA	1,330.00
ROBERT M MCCALL JR	PROF SVC - B&G	6,125.00
ROSANNA THURMAN	MED SVC - JAIL	850.00
S & L SANITATION ENTERPRISES INC	MO BILL - CONSERVATION	121.00
SAINT JOHN LUTHERAN CHURCH	MO BILL - CONSERVATION	25.00
SAM ASHER COMPUTING SERVICES INC	MO BILL - IT	262.61
SANDAU BROTHERS SIGN COMPANY INC	PROF SVC - PUBLIC HEALTH	3,000.00
SANDY LAW FIRM PC	LEGAL REP - SWIA MHDS REGION	61.56
SAPP BROS INC	FUEL - SHERIFF	10,270.78
SCHILDBERG CONSTRUCTION COMPANY INC	ROADS/ROCK	88,713.00
SCHROER & ASSOCIATES PC	PROF SVC - JAIL	180.00
SCOTT BELT	REIMB EXP - BOARD	90.32
SCOTT RUCKER	RENT ASSIST - SWIA MHDS REGION	376.00
SDJD BROWN INC	PROF SVC - SHERIFF	3,999.56
SECURITY TRANSPORT SERVICES INC	TRANSPORT - JAIL	1,620.20
SHELBY COUNTY (IA)	REIMB EXP - SWIA MHDS REGION	145.60
SHELBY COUNTY CHRIS A MYRTUE MEMORIAL HOSPITAL	24 HR CRISIS - SWIA MHDS REGION	4,926.20
SHELLEY WELTER	REIMB EXP - SWIA MHDS REGION	698.32

SHELLY HOVEY	REIMB EXP - SWIA MHDS REGION	45.36
SHIVE HATTERY INC	PROF SVC - CONSERVATION	1,875.00
SHRED IT US JV LLC	PROF SVC - WIC	336.30
SONYA KENNEDY	TRANSCRIPTS - CO ATTORNEY	5.50
SOUTHWEST IOWA PLANNING COUNCIL	TRANSPORT - SWIA MHDS REGION	2,402.44
SPEE DEE DELIVERY SERVICE INC	PROF SVC - DHS	607.86
SPEER FINANCIAL INC	PROF SVC - BOARD	375.00
ST LUKES HEALTH RESOURCES	ROADS/DRUG SCREENING	336.00
STAMETS & WEARIN PC	LEGAL REP - SWIA MHDS REGION	232.40
STAPLES CONTRACT & COMMERCIAL INC	SUPPLIES - DHS	115.74
STAPLES INC	SUPPLIES - EMA	585.74
STAPLES INC	SUPPLIES - DHS	1,969.61
STAR EQUIPMENT LTD	ROADS/PARTS - 397	147.32
STATE OF IOWA	PROF SVC - WIC	23.49
STATE OF IOWA, SECRETARY OF STATE	NORARY - JAIL	120.00
STATE UNIVERSITY OF IOWA	PROF SVC - ENV HEALTH	350.00
SUNDQUIST ENGINEERING PC	DRAINAGE - 2019 FLOOD - SOUTH NOBLE - PROF SVC	487.50
SUSAN C HUNT REVOCABLE TRUST	DRAINAGE - 2019 FLOOD - FENSLER - CROP DAMAGES	388.80
SUZANNE WATSON	REIMB EXP - SWIA MHDS REGION	285.10
SYNCHRONY BANK	MO BILL - SWIA MHDS REGION	327.15
SYNCHRONY BANK	MO BILL - CONSERVATION	875.87
T&N ACQUISTION COMPANY	SUPPLIES - SHERIFF	220.00
TENEX SOFTWARE SOLUTIONS INC	EQUIP - AUDITOR	19,880.00
TERESA SCHULTZ	REIMB EXP - SHERIFF	140.98
TERRACON CONSULTANTS INC	PROF SVC - SHERIFF	5,525.75
THINK SPACE IT	PROF SVC - IT	34,068.40
THOMAS OLSEN	REIMB EXP - SWIA MHDS REGION	198.80
TIMOTHY WICHMAN	REIMB EXP - BOARD	151.92
TITAN ENERGY SYSTEMS INC	SUPPLIES - COMMUNICATIONS	444.27
TORYANN CROZIER	PROF SVC - CONSERVATION	140.00
TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS INC	PROF SVC - SHERIFF	75.00
TREVOR KLEPPE	RENT ASSIST - GA	750.00
TRIVIUM LIFE SERVICES	SUPPORT - SWIA MHDS REGION	533.00
TW VENDING INC	SUPPLIES - JAIL	649.65
ULTEIG ENGINEERS INC	ROADS/SERVICE	1,822.00
UNDERWOOD FARM SUPPLY LLC	SUPPLIES - CONSERVATION	1,246.18
UNITED CHURCH OF AVOCA	RENT - WIC	50.00
UNITED STATES CELLULAR CORPORATION	MO BILL - COMMUNICATIONS	561.70
UNITED STATES POSTAL SERVICE	POSTAGE - DHS	26,865.00
US BANK NATIONAL ASSOCIATION	MO BILL - EMA	1,412.47
US BANK NATIONAL ASSOCIATION	PROF SVC - SWIA MHDS REGION	136.66
US BANK NATIONAL ASSOCIATION	MO BILL - VARIOUS	9,310.70
VERMEER SALES & SERVICE INC	ROADS/REPAIR	2,004.54
VERONICA ROSS	REIMB EXP - COMMUNICATIONS	91.46
VINCE GUYER	REIMB EXP - SHERIFF	224.69
VISUAL EDGE INC	PROF SVC - SWIA MHDS REGION	14.13
VISUAL EDGE INC	ROADS/SUPPLIES - CENTRAL	54.46
VOCATIONAL DEVELOPMENT CENTER INC	VOC/DAY - SWIA MHDS REGION	2,987.00
VOLANO SOFTWARE LLC	PROF SVC - CO ATTORNEY	70.00
W W GRAINGER INC	ROADS/SUPPLIES	399.56
WAUBONSIE MENTAL HEALTH CENTER	SUPPORT SVC - SWIA MHDS REGION	4,959.38
WEI KAY ENG	REIMB EXP - WIC	28.63
WELLS FARGO FINANCIAL LEASING INC	PROF SVC - DHS	971.62
WEST PUBLISHING CORPORATION	PROF SVC - CO ATTORNEY	4,598.18
WESTERN ENGINEERING COMPANY INC	ROADS/MATERIALS	6,840.86
WESTLAKE HARDWARE INC	SUPPLIES - B&G	71.11
WEX BANK	ROADS/FUEL	31,692.71
WINDSTREAM HOLDINGS INC	MO BILL - JAIL	90.54
YANT TESTING SUPPLY & EQUIPMENT INC	ROADS/REPAIRS - HANCOCK	50,925.25
YLONDA MAGUIRE	REIMB EXP - SWIA MHDS REGION	184.80
YOUTH SHELTER CARE OF NORTH CENTRAL IOWA INC	PROF SVC - DHS	768.18
ZIMMERMAN SALES & SERVICE INC	PROF SVC - BOARD	10,717.51
		<hr/>
		6,068,933.33

Fund Summary

Fund	Payment Amount
0001 - GENERAL BASIC FUND	455638.32
0002 - GENERAL SUPPLEMENTAL FUND	2138935.17
0003 - GAMBLING RESOURCES FUND	44620.16
0005 - WIC/FEDERAL FUNDING FUND	6555.5
0007 - LOST CONSERVATION FUND	950
0011 - RURAL SERVICES BASIC FUND	51799.76
0017 - CO ATTORNEY DEL FINE COLLECT FUN	1277.62
0019 - PROPERTY ACQUISITION & IMPROVEMENT FUND	286625.48
0020 - SECONDARY ROADS FUND	590107.07
0027 - CO CONSERV LAND ACQ	925
0036 - LOST SOIL CONS WEST FUND	9333
0040 - C.I.T.I.E.S. FUND	114526.95
0046 - WEST SWCD/POTT CO STRUCTURES FUN	300
1610 - BOND SERIES 2018 CAPITAL FUND	42691.63
1620 - BOND SERIES 2020A CAPITAL FUND	19629.29
1630 - BOND SERIES 2021A CAPITAL FUND	15000
1640 - BOND SERIES 2021B CAPITAL FUND	263701.84

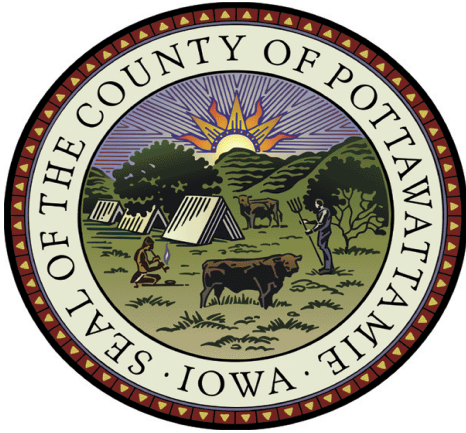
1700 - BIKE TRAIL FUND	350
4000 - EMER MANAGEMENT SERVICE FUND	1846237.09
4010 - E911 FUND	5367.78
4155 - MHDS REGION FUND	173485.37
6000 - DRAINAGE	876.3
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	6068933.33

Scheduled Sessions

**Paula Hazelwood & Shalimar
Mazetis / Advance Southwest
Iowa Corporation**

Presentation and brief update from Advance Southwest
Iowa Corporation.

**Swearing in of Rita Dooley, Veterans Affairs
Director.**



STATE OF IOWA OATH OF OFFICE

Name of Official: **Rita Dooley**
Office: Director, Veteran Affairs

I, Rita Dooley, do solemnly swear (or affirm) that I will support the Constitution of the United States and the Constitution of the State of Iowa, and that I will faithfully discharge the appointed duties as Director of Veteran Affairs according to the best of my ability as defined in Iowa Code 35B.

Rita Dooley, Director Signature

Date: February 8, 2022

Sworn to before me this 8th day of February, 2022.

Tim Wichman, Chairman, Pottawattamie County
Board of Supervisors

Information of Individual taking Oath:

Name: Rita Dooley
Address: 24465 Richfield Loop
Phone: (712) 310-7324
email: rita.f.dooley@gmail.com

Grant Anderson / MAPA

Discussion and/or decision to approve and authorize Chairman to sign CDBG contract expansion request letter addressed to the Economic Development Authority.

February 8, 2022

Iowa Economic Development Authority
Attn: Ed Basch, Project Manager
1963 Bell Ave, Suite 200
Des Moines, IA 50315

RE: Request to Extend CDBG Contract End Date – Project Contract Number: 18-DTR-004

Mr. Basch,

On behalf of the cities of Carson and Macedonia, Pottawattamie County is requesting a second and final contract end date extension to the above referenced project. As of this letter, eight of the 12 participating buildings are substantially complete, three are at least 75 percent complete, and one is 49 percent complete; this building required a change order and a 90-day addition to the date of substantial completion due to unexpected wall repairs. These repairs are currently in progress, and once complete the planned storefront improvements will take a month to a month-and-a-half to install. In addition, COVID-19 related supply chain issues have caused delays for the delivery of certain building materials, specifically windows, doors/hardware, and other factory-made components. Some windows ordered in 2021 will not arrive for installation until March or early April.

An amended contract end date of May 31, 2022, is requested per the recommendation of the project architect and contractor (see enclosed correspondence). This date also coincides more closely with a matching grant award from the Iowa West Foundation. As a condition of their award agreement, the foundation will only disburse grants funds proportional to funding from all sources. Therefore, CDBG funds are necessary to fully leverage the remaining foundation grant balance, and this is also why an extension through the month of May is being proposed.

Should you have any questions regarding this request, please contact Grant Anderson, MAPA, at 402-444-6866, ext. 3222 or by email at ganderson@mapacog.org.

Sincerely,

Tim Wichman, Chair
Pottawattamie County Board of Supervisors

Enclosure

**Dr. Christopher Elliott / County Medical
Examiner and/or Cheri Dahlheim, Chief
Medical Examiner Investigator**

**Discussion and/or decision to approve
Unclaimed Body Policy and related
fees/expenses.**

Pottawattamie County Medical Examiner's Office

Title: Removal/Transport of Decedents

Policy Number: 601

Effective Date: January 11, 2012

Revision Date:

Authorized by: Board of Supervisor's (January 17, 2012)

Policy:

It is the policy of the Pottawattamie County Medical Examiner's Office to contact funeral homes to remove decedents from death scenes and to transport, when requested, the decedents to/from the Iowa Office of the State Medical Examiner in Ankeny, IA, in accordance with the guidelines and responsibilities established below.

Definitions:

PCMEO – Pottawattamie County Medical Examiner's Office

IOSME – Iowa Office of the State Medical Examiner

NOK – next of kin; designee as defined in Iowa Code 144C.5

Death scene – physical location of the decedent

Removal of Decedents – see PCMEO Policy Number 601; removal of decedents from death scene

On-call funeral home – see PCMEO Policy Number: 602; On-Call Funeral Home

Unclaimed body – see PCMEO Policy Number 603: Unclaimed/Unidentified Decedent

Policy 601: Removal of the decedents from death scene

Guidelines:

When the PCMEO investigates and subsequently declines jurisdiction of a decedent, the PCMEO will attempt to locate the NOK to arrange for the removal of the decedent from the death scene.

- When the NOK is present or has been notified of a death, they may request the services of a specific funeral home for the removal of the decedent from the death scene. The funeral home chosen by the NOK will be notified by the PCMEO to respond to the death scene and remove the decedent.
 - If the funeral home chosen by the NOK is located more than 30 miles away from Pottawattamie County, the funeral home will be notified of the death and if they do not have a funeral home to partner within Pottawattamie County, the PCMEO may elect to contact the on-call funeral home for the removal. The on-call funeral home shall make arrangements with the funeral home chosen by the NOK to receive the decedent. Any costs, including removal, incurred by the on-call funeral home shall be forwarded to the funeral home chosen by the NOK for payment.
- When the NOK is unavailable or unwilling to request a specific funeral home, or when the NOK is not notified or is unknown at the time of the removal, the PCMEO will assume temporary responsibility for the removal of the decedent and notify the on-call funeral home to remove the decedent from the death scene.
 - When the removal of the decedent has been completed by the on-call funeral home and the NOK selects the on-call funeral home for the decedent's final disposition, any costs, including removal, incurred by the on-call funeral home shall be forwarded to the NOK for payment.
 - When the removal of the decedent has been completed by the on-call funeral home and the NOK selects a funeral home other than the on-call funeral home for the decedent's final disposition, the on-call funeral home shall make arrangements with the funeral home chosen by NOK to receive the decedent. Any costs, including removal, incurred by the on-call funeral home shall be forwarded to the funeral home chosen by the NOK for payment.
 - When the removal of the decedent has been completed by the on-call funeral home and the decedent remains unclaimed for 36 hours refer to PCMEO Policy Number 603: Unclaimed/Unidentified Decedent.

Responsibilities:

PCMEO shall be responsible for the following:

- Contact the funeral home requested by the NOK or the on-call funeral home.
- Provide the funeral home with the decedent's information.
- Ensure the removal of the decedent by the funeral home.

Funeral home shall be responsible for the following:

- Respond to the death scene.
- Remove the decedent from the death scene.

Reimbursements:

The NOK assumes the financial responsibility for funeral home incurred costs, including the removal, **to be billed to NOK only by the funeral home completing final disposition. If funeral home handling removal is not funeral home that handles final disposition, funeral home that completed removal will bill only receiving funeral home for removal fees.**

For reimbursements regarding unclaimed decedents, refer to PCMEO Policy Number 603: Unclaimed/Unidentified Decedent.

Policy 601: Transport of the decedent from death scene to/from the Iowa Office of the State Medical Examiner

Guidelines:

When the PCMEO requests an autopsy of a decedent to be performed at the IOSME, the PCMEO will attempt to locate the NOK to arrange for the transportation of the decedent from the death scene to/from the IOSME.

Transport to the IOSME:

- When the NOK is present or has been notified of a death, they may request the services of a specific funeral home for transport of the decedent from the death scene to the IOSME. The funeral home chosen by the NOK will be notified by the PCMEO to respond to the death scene and transport the decedent to the IOSME.
 - If the funeral home chosen by the NOK is located more than 30 miles away from Pottawattamie County, the funeral home will be notified of the death and if they do not have a funeral home to partner with in Pottawattamie County, the PCMEO may elect to contact the on-call funeral home for transport.
- When the NOK is unavailable or unwilling to request a specific funeral home, or when the NOK is not notified or is unknown at the time of transport, the PCMEO will notify the on-call funeral home to transport the decedent from the death scene to the IOSME.

Transport from the IOSME:

- When the NOK selects a funeral home for the decedent's final disposition, the selected funeral home is responsible for contacting the IOSME and transporting the decedent from the IOSME to the funeral home.

Responsibilities:

PCMEO shall be responsible for the following:

- Contact the funeral home requested by the NOK or the on-call funeral home.
- Provide the funeral home with the decedent's information.
- **Ensure the placement of an identification tag* on the decedent and on the outside of the body bag.**
- **Ensure the placement of a lock tag* on the outside of the body bag.**
- Ensure the removal of the decedent by the funeral home.

Funeral home shall be responsible for the following:

- Respond to the death scene.
- Provide a body bag.
- **Ensure the placement of an identification tag* on the decedent and on the outside of the body bag.**
- **Ensure the placement of a lock tag* on the outside of the body bag.**
- Immediate transport of the decedent to the IOSME, **unless otherwise arranged with IOSME by PCMEO Investigator.**
- Contact the IOSME to determine the release date and time of the decedent for retrieval.

~~***identification tags and lock tags shall be provided by the PCMEO and funeral home assumes responsibility for maintaining a sufficient number of tags on hand**~~

Reimbursements:

Funeral home requests for reimbursement of costs incurred must be submitted in writing to the PCMEO.

- Transport of a decedent to the IOSME is eligible for reimbursement up to **\$500.00** paid by the PCMEO.
- Transport of a decedent from the IOSME is eligible for reimbursement up to **\$350.00** paid by the PCMEO.
- **Cost of removal is financial responsibility of NOK. Funeral home completing final disposition is responsible for billing NOK. Funeral home that completes removal but not final disposition is to bill receiving funeral home for removal fees.**

Pottawattamie County Medical Examiner's Office

Title: On-Call Funeral Home

Policy Number: 602

Effective Date: January 11, 2012

Revision Date:

Authorized by: Board of Supervisors (January 17, 2012)

Policy:

It is the policy of the Pottawattamie County Medical Examiner's Office to identify certain funeral homes who shall be designated as an on-call funeral home and act under the direction of the Pottawattamie County Medical Examiner's Office.

Definitions:

PCMEO – Pottawattamie County Medical Examiner's Office

NOK – next of kin; designee as defined in Iowa Code 144C.5

Death scene – physical location of the decedent

Policy 602: On-call funeral home designation

Guidelines:

A funeral home located within Pottawattamie County has the opportunity to be an on-call funeral home by agreeing to the terms and conditions in this policy.

- The list of PCMEO on-call funeral home(s) will be reviewed and renewed annually.
- The PCMEO will make the schedule and designate the response area in accordance with the location and availability of the on-call funeral home(s).
- The PCMEO assumes responsibility of the decedent until NOK assumes responsibility.
- The PCMEO reserves the right to remove an on-call funeral home from the list.

Responsibilities:

Funeral home shall be responsible for the following:

- Respond to the death scene and remove or transport the decedent in accordance with the Guidelines, Responsibilities, and Reimbursements set forth in PCMEO Policy: 601; Removal/Transport of Decedents.
- Ability to store the decedent in a refrigerated and secure location until notified by the PCMEO, NOK, or the funeral home chosen by NOK.
- Contact the PCMEO if there is no contact from the NOK or the funeral home chosen by the NOK within 36 hours.
- Accept the possibility of removing and storing a decedent who qualifies as an unclaimed decedent under PCMEO Policy Number: 603; Unclaimed/Unidentified Decedent.
 - If requested, complete unclaimed decedent final disposition in accordance with the Guidelines, Responsibilities, and Reimbursements set in PCMEO Policy: 604; Unclaimed Decedent Disposition.
- Refrain from soliciting the NOK unless contact is initiated by the NOK.
- Release the decedent to the funeral home chosen by the NOK, if different. Any expenses for removal of decedent will be billed to the receiving funeral home.

Reimbursements:

There are no reimbursements made to an on-call funeral home outside of reimbursements set forth in PCMEO Policy: 601; Removal/Transport of Decedents, PCMEO Policy 603; Unclaimed/Unidentified Decedents, and PCMEO Policy: 604; Unclaimed Decedent Disposition.

Pottawattamie County Medical Examiner's Office

Title: Unclaimed/Unidentified Decedents

Policy Number: 603

Effective Date: March 1, 2022

Revision Date:

Authorized by: Board of Supervisors

Policy:

It is the policy of the Pottawattamie County Medical Examiner's Office to identify next of kin (NOK) or authorized person in order to verify identification of decedent and allow for authorization of final disposition of decedent. Should NOK/authorized person not be identified at time of investigation at death scene, the Pottawattamie County Medical Examiner's Office will attempt to locate NOK/authorized person in accordance with the guidelines and responsibilities established below.

Definitions:

PCMEO – Pottawattamie County Medical Examiner's Office

IOSME – Iowa Office of the State Medical Examiner

NOK – next of kin; designee/authorized person as defined in Iowa Code 144C.5

Death scene – physical location of the decedent

Removal of Decedents – see PCMEO Policy Number 601; removal of decedents from death scene

On-call funeral home – see PCMEO Policy Number: 602; On-Call Funeral Home

Unclaimed body – see PCMEO Policy Number 603: Unclaimed/Unidentified Decedent

Unclaimed Decedents

Guidelines:

When the PCMEO investigates a death scene and NOK has not been identified or located, the PCMEO will arrange for the removal and transport (as needed) of decedent in accordance with PCMEO Policy 601 and PCMEO Policy 602. Investigations of decedents and determination of need for autopsy will be conducted at the discretion of the PCMEO Medical Examiner and in accordance with guidelines as set forth by IOSME and Iowa Code.

- PCMEO will attempt to identify/locate NOK **within a 10 day period**.
- PCMEO assumes responsibility of the decedent until NOK assumes responsibility or **10 day period** ends, at which time the Pottawattamie County Medical Examiner designates disposition of decedent.

When the PCMEO investigates a death scene and NOK has been identified, PCMEO will arrange for the removal and transport (as needed) of decedent in accordance with PCMEO Policy 601 and PCMEO Policy 602. In the event NOK requests the services of a specific funeral home for the removal of the decedent from the death scene, the NOK assumes the financial responsibility for funeral home incurred removal costs.

Identification of NOK:

Responsibilities:

PCMEO shall be responsible for the following:

- **PCMEO will run a local newspaper notice for a period of _____.**
- PCMEO will attempt to identify and/or locate NOK through the following resources (not to be considered all inclusive):
 - Law Enforcement Agency with Jurisdiction
 - Social Security Administration
 - Veteran's Affairs
 - Primary Physician
 - Specialist Physicians
 - Medical Facilities
 - Landlord
 - Neighbors
 - Employer
 - Social Media
 - County Assessor
 - www.Unclaimed.org
 - Friends
- PCMEO will keep documentation of investigative efforts, to include, but not limited to sources utilized, dates, contacts made and information acquired.
- PCMEO will notify funeral home of NOK name, relationship, and contact information when identified/located.

Funeral Home shall be responsible for the following:

- Remove and transport (whereas necessary) decedent from death scene in accordance with PCMEO Policies 601 and 602.
- **Provide refrigerated and secure storage for decedent for maximum investigative period of 10 days.**
- Notify PCMEO if contacted by NOK and provide name, relationship, and contact information.

Unidentified NOK:

Responsibilities:

PCMEO shall be responsible for the following should NOK not be identified within a period of **10 days**:

- PCMEO will request authorization for cremation form from funeral home and provide funeral home with completed authorization by PCMEO Medical Examiner.
- PCMEO Medical Examiner will sign permit for cremation.
- PCMEO will take cremains into custody and maintain in a secure location.
- PCMEO will release cremains of decedent to NOK if identified after 10 day period.

Funeral Home shall be responsible for the following:

- Funeral home will notify PCMEO at end of 10 day period if anyone has contacted Funeral Home regarding decedent.
- Funeral home will provide authorization for cremation form to PCMEO.
- Funeral home will submit request for cremation after authorization obtained.
- Funeral home will conduct disposition of remains in accordance with Iowa Code.

Reimbursements:

- Funeral Home request for reimbursement of costs incurred in an itemized statement must be submitted, in writing, to the PCMEO.
- Funeral Home is eligible for reimbursement of \$1000.00, paid by the PCMEO, for the disposition of unclaimed decedent with unidentified NOK, including, but not limited to: removal, mileage, storage for 1-10 days, cremation, and related supplies.
- **There are no reimbursements made to a Funeral Home for removal or disposition of decedents where NOK has been identified and notified. Funeral home is responsible for billing NOK for related costs of disposition, to include removal, supplies, disposition, and any other fees as related to such.**
- There are no reimbursements made to a Funeral Home when designated by request of NOK, for removal and disposition of decedents, should NOK refuse to accept financial responsibility for costs incurred.
- Should NOK be identified after Funeral Home reimbursement, NOK is responsible for the reimbursement of disposition, to be billed by the PCMEO.
- The PCMEO will waive \$75.00 fee to funeral home for cremation of unclaimed persons.

Unidentified Decedents:

Guidelines:

When the PCMEO investigates a death scene and the decedent is unidentified, the PCMEO shall arrange for the removal and transport of decedent to IOSME for autopsy, in accordance with the guidelines, responsibilities and reimbursements as set forth per Iowa Code and at the discretion of the IOSME, the PCMEO Medical Examiner, and PCMEO Policies 601 and 602. When decedent remains unidentified and therefore unclaimed, disposition of said decedent will be burial due to unidentified status.

Responsibilities:

PCMEO shall be responsible for the following:

- PCMEO will advise funeral home of unidentified status of decedent.
- PCMEO will request embalming authorization from funeral home, which PCMEO Medical Examiner will authorize.

Funeral Home shall be responsible for the following:

- Funeral Home will provide form to authorize embalming to PCMEO Medical Examiner.
- Funeral Home will arrange for disposition of decedent, to include removal, storage, embalming, procurement of gravesite, open and close of said grave site, vault, casket and any other necessary supplies for disposition.
- Funeral home will keep record of location of decedent and provide to PCMEO.

Reimbursements:

- Funeral home request for reimbursement of costs incurred in an itemized statement must be submitted, in writing, to the PCMEO.
- Funeral home is eligible for reimbursement of \$3000.00, paid by the PCMEO, for the disposition of unidentified decedent, including, but not limited to: removal, mileage, storage for 1-10 days, embalming, casket, burial site, open and close of burial site, vault, and related supplies and costs.
- Should decedent be identified after Funeral Home reimbursement, NOK (if identified) is responsible for the reimbursement of disposition, to be billed by the PCMEO.

John Rasmussen/Engineer

**Discussion concerning traffic control for
Lewis Township Volunteer Fire Department.**

TRAFFIC ENGINEERING ASSISTANCE PROGRAM

FINAL

County of Pottawattamie, Iowa Traffic and Safety Study



Prepared for:
County of Pottawattamie, IA

In Cooperation With:
Iowa Department of Transportation &
U.S. Department of Transportation
Federal Highway Administration

May 4, 2018



INFORMATION SHEET
IOWA DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING ASSISTANCE PROGRAM

COUNTY OF POTTAWATTAMIE TRAFFIC AND SAFETY STUDY
May 4, 2018

1. Local Jurisdiction: County of Pottawattamie, IA
2. Reason TEAP Study Originated: The County of Pottawattamie was concerned with the safety and operations of the Iowa Highway 92 & Cypress Avenue intersection. The County requested the evaluation of the potential traffic control strategies appropriate at the intersection with consideration given to the emergency vehicle preemption needs of the Lewis Township Volunteer Fire Department located at the northwest corner of this intersection.
3. Scope of Services Provided: Performed field review and observation of existing conditions, reviewed vehicle count data, evaluated relevant crash history and traffic operations, evaluated traffic signal, examined intersection sight distances, and considered potential improvements.
4. The Consultant, HR Green, submitted a final report dated May 4, 2018 with the following recommendations:

Short Term Recommendations

- Refresh/replace pavement markings and stop bar markings
- Consider the addition of lane designation arrow pavement markings to the eastbound Iowa Highway 92 right turn lane.
- Install emergency vehicle warning signs with activated flashing beacons

Long Term Recommendations

- Review traffic conditions and consider installation of a traffic signal at the intersection of Iowa Highway 92 & Cypress Avenue
 - Semi-actuated detection with emergency vehicle pre-emption and major road dilemma zone detection
 - Install Advanced Warning Assemblies with activated beacons in both eastbound and westbound Iowa Highway 92 approach directions

5. The order of magnitude construction cost opinions for recommended improvements:

Short-Term:

- A. Linear pavement markings: \$0.50 per linear foot
- B. Stop bar pavement markings: \$200 - \$300 per approach
- C. Remove/relocate existing signing: \$200 - \$300 per assembly
- D. Emergency vehicle warning sign with flashing beacon: \$15,000 - \$30,000

Long-Term:

- A. Advance warning assembly for traffic signal: \$7,500 - \$15,000 (Further Study Necessary)
 - B. Traffic signal installation: \$200,000 - \$300,000 (Further Study Necessary)
6. Potential funding sources include the County-State Traffic Engineering Program (C-STEP), and Traffic Safety Improvement Program (TSIP).

Traffic Engineering Assistance Program

Traffic and Safety Study

Pottawattamie County, Iowa

FINAL Report



May 2018

Prepared For:

Pottawattamie County, Iowa

In Cooperation with:

Iowa Department of Transportation

 <p>TYLER C. WILES 20906</p> <p>LICENSED PROFESSIONAL ENGINEER IOWA</p>	<p>I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.</p> <p> 5/3/2018</p> <hr/> <p>TYLER C. WILES, P.E. DATE</p> <p>License Number: 20906</p> <p>My license renewal date is DECEMBER 31, 2019.</p> <p>Pages or sheets covered by this seal:</p> <p>ENTIRE DOCUMENT</p> <hr/> <hr/> <hr/>
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Prepared By:



HRGreen

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INTRODUCTION

Purpose and Study Objective

At the request of the Iowa Department of Transportation (DOT) and the County of Pottawattamie, Iowa, on behalf of the Lewis Township, through the Iowa DOT Traffic Engineering Assistance Program (TEAP), this study evaluated traffic operations and safety at the intersection of Iowa Highway 92 & Cypress Avenue within the County of Pottawattamie, Iowa. The study examined existing traffic patterns, traffic control, and roadway geometry at the Iowa Highway 92 & Cypress Avenue intersection. Recommendations for improvements and possible funding sources to implement the recommended improvements are contained within the report.

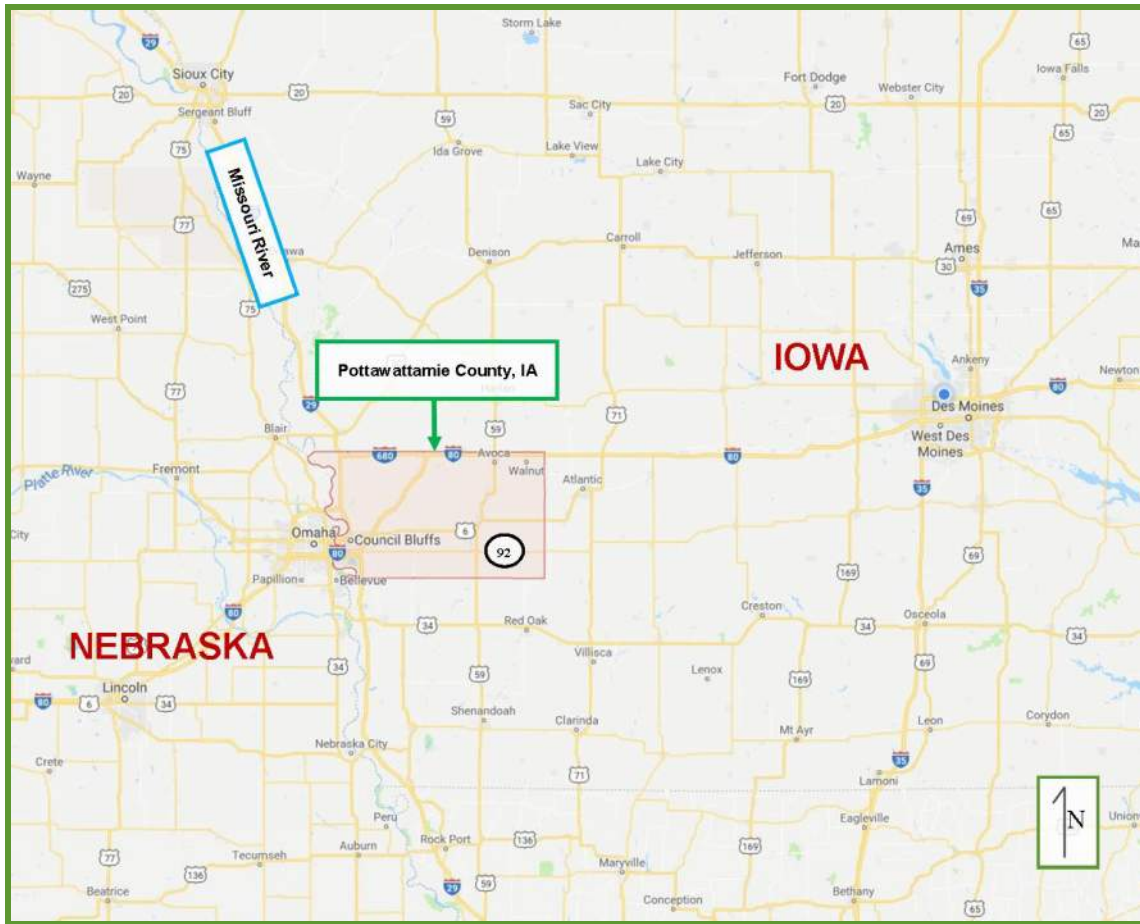
Lewis Township is a political township within Pottawattamie County which provides governmental functions such as fire protection, cemetery management, and fence maintenance and boundary dispute resolution within the township. The County of Pottawattamie initiated the study to evaluate the potential traffic control strategies appropriate at the intersection of Iowa Highway 92 & Cypress Avenue with consideration given to the emergency vehicle preemption needs of the Lewis Township Volunteer Fire Department located at the northwest corner of this intersection. The County of Pottawattamie, on behalf of the Lewis Township, would like to evaluate the potential of installing a traffic signal system with emergency vehicle activation at this intersection.

BACKGROUND

Study Location

Pottawattamie County is located in the southwest of the State of Iowa, along the Missouri River, adjacent to the State of Nebraska. In 2010, the population of Pottawattamie County was approximately 93,000 people. Lewis Township is located within Pottawattamie County, outside the municipal limits of Council Bluffs, with an approximate population of 13,000 people. The location of Pottawattamie County is shown in **Exhibit 1**.

Exhibit 1 – Location of Pottawattamie County, Iowa

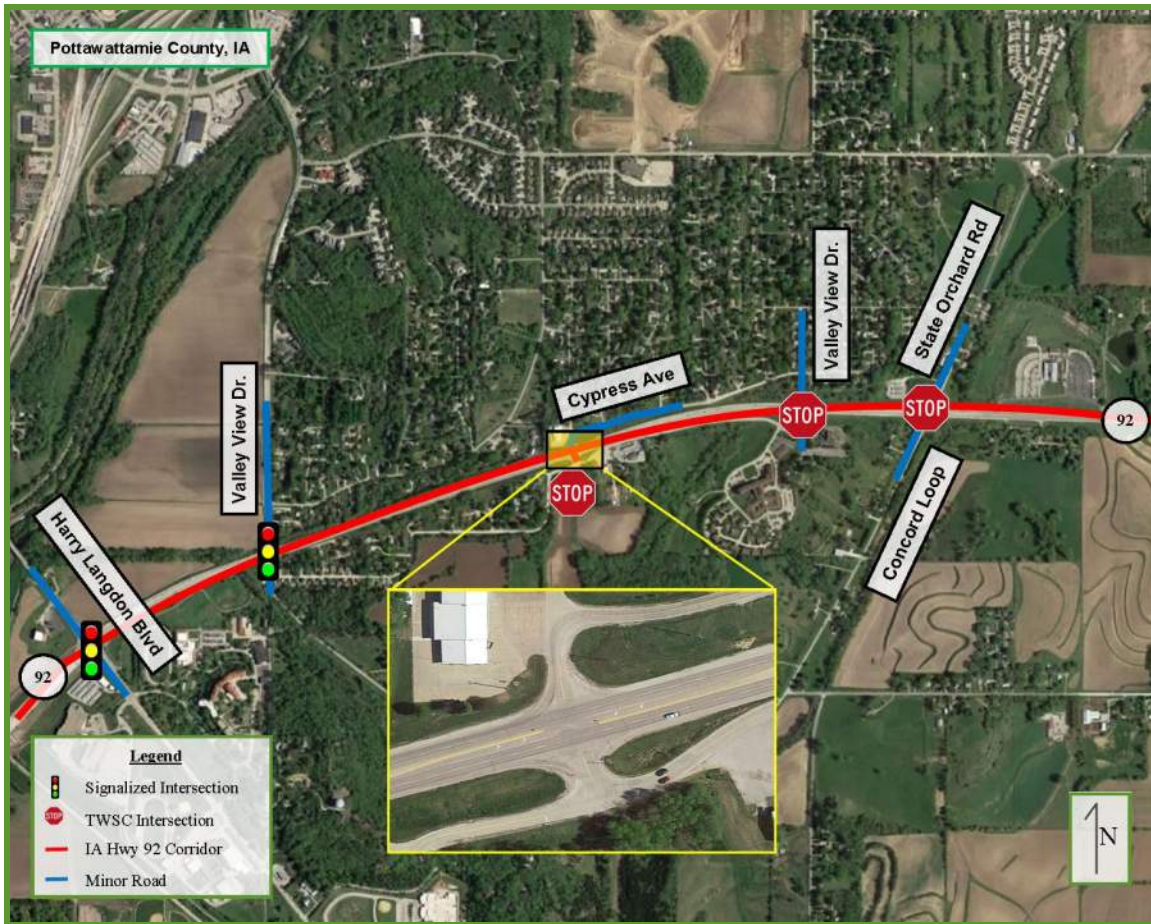


The study area includes the corridor of Iowa Highway 92 within Pottawattamie County and the Lewis Township with a primary focus on the intersection with Cypress Avenue and the surrounding area.

The intersection of Iowa Highway 92 & Cypress Avenue is located on the mid-north area of Lewis Township and provides access to residential homes on both sides of the highway as well as some commercial and governmental facilities including: the Casey's General Store/Gas Station and the Kaneshville Quilting store on the south and the Lewis Township Fire Department on the north. The study intersection is of concern to the Lewis Township Fire Department because the minor road (Cypress Avenue) is currently stop controlled and can prove difficult to obtain sufficient gaps for the emergency vehicles to access Iowa Highway 92. The Lewis Township Fire Department responds to approximately 420 calls per year (approximately eight calls per week). Approximately 90 percent of the calls require access to Iowa Highway 92 with eastbound along the highway being the primary response direction, requiring a left-turn onto Iowa Highway 92.

Exhibit 2 shows the study area and the location of the study intersection.

Exhibit 2 – Project Study Area



Iowa Highway 92 is a primary route that runs from east to west across the state of Iowa connecting Nebraska Highway 92 and Illinois Route 92. It begins at the Missouri River in the west and ends at the Mississippi River in the east. The highway carries intra-city traffic as well as regional traffic.

Iowa Highway 92 transitions from a four-lane urban highway with lower speeds west of the study area to a typical two-lane rural highway east of the study area. Iowa Highway 92 has a four-lane cross section design in the study area with raised median. The posted speed limit through the study area is 50 mph.

The nearest signalized intersection, approximately 3,100 feet to the west of the study intersection, is the intersection of Valley View Drive/Concord Loop & Iowa Highway 92. Both minor roads of this intersection, Valley View Drive and Concord Loop, have a two-lane undivided geometric design and appear to serve as major traffic collectors of the residential areas on both side of Iowa Highway 92. There are no signalized intersections in close vicinity to the east of the study intersection.

STUDY AREA FIELD REVIEW

HR Green staff conducted a field review of the study area on Tuesday, November 7th, 2017. The field review included conversations with Pottawattamie County and Lewis Township representatives and site observations.

Through the field review, concerns were noted and observations were made at the study area and are described in greater detail below.

Study Intersection: Iowa Highway 92 & Cypress Avenue

The intersection of Iowa Highway 92 & Cypress Avenue is a four leg intersection with stop control on the minor streets (Cypress Ave. and Virginia Hills Rd.). There are no developed properties within the immediate study intersection area. Land uses near the study intersection include residential homes on both sides of Iowa Highway 92, commercial properties including the Casey's General Store and Gas Station to the southeast, and the Lewis Township Fire Department to the northwest of the intersection.

Iowa Highway 92 has a four lane cross section in the immediate vicinity of the study intersection with two approximately 12 foot lanes in each direction. The eastbound direction has a paved shoulder approximately 8 foot wide while the westbound direction has a granular shoulder approximately 10 foot wide. There exist dedicated left-turn lanes for both eastbound and westbound directions with raised medians. The left-turn storage length is approximately 120 feet for the westbound traffic and 140 feet for the eastbound traffic. In addition, a dedicated right-turn lane is provided for the eastbound traffic with an approximated length of 105 feet. There exists a vertical curve to the west of the study intersection which impedes sight distance to and from Cypress Avenue.

Both of the cross roads at the study intersection, Cypress Avenue and Virginia Hills Road, have a two lane cross section design with varied lane widths of approximately 11 feet and 16 feet, respectively.

Iowa Highway 92 has a 50 mph posted speed limit and Cypress Avenue has a 25 mph posted speed limit. Street lighting exists at the southeast quadrant of the study intersection. There are no sidewalks or pedestrian crosswalk pavement markings at the intersection.

Pavement markings within the study area include center line, edge line and stop lines. Pavement markings found within the study area were observed to be weathered and faded at some locations.

Exhibit 3 depicts the study intersection and its features.

Exhibit 3 – Study Intersection



Exhibit 4 illustrates the views from the south leg (Virginia Hills Rd.) and the north leg (Cypress Ave.) of the study intersection.

Exhibit 4 – Iowa Highway 92 & Cypress Avenue Intersection Approach Legs



Virginia Hills Rd Looking West at the Intersection



Virginia Hills Rd Looking East at the Intersection



Cypress Ave Looking West at the Intersection



Cypress Ave Looking East at the Intersection

CRASH HISTORY/INFORMATION

Iowa DOT SAVER Analysis Tool

HR Green compiled and reviewed crash data for the study intersection. The crash data was compiled using web-SAVER application accessible through the Iowa DOT website. The crash data review includes the most recent five years of available crash data (2012-2016).

The following is a summary of the crash history for the study intersection. The crash report from web-SAVER for the study intersection is contained in **Appendix A**.

Crash rate per MEV (Million Entering Vehicle) were calculated for the study intersection based on the 2016 AADT data for Pottawattamie County as well as the approximation of the ADT for Cypress Ave where AADT data is not available.

Study Intersection: Iowa Highway 92 & Cypress Avenue

- 5 Total Crashes
 - 1/5 = Possible Injury Incident
 - 1/1 = Failure to Yield Right-of-Way: Making Left Turn
 - 4/5 = Property Damage Only

- 4/4 = Animal Related
 - 0.28 Crashes/MEV (Million Entering Vehicles) compared to 0.9 Crashes/MEV Category Type Statewide Average (Primary with City Street)

Crash History/Information Summary

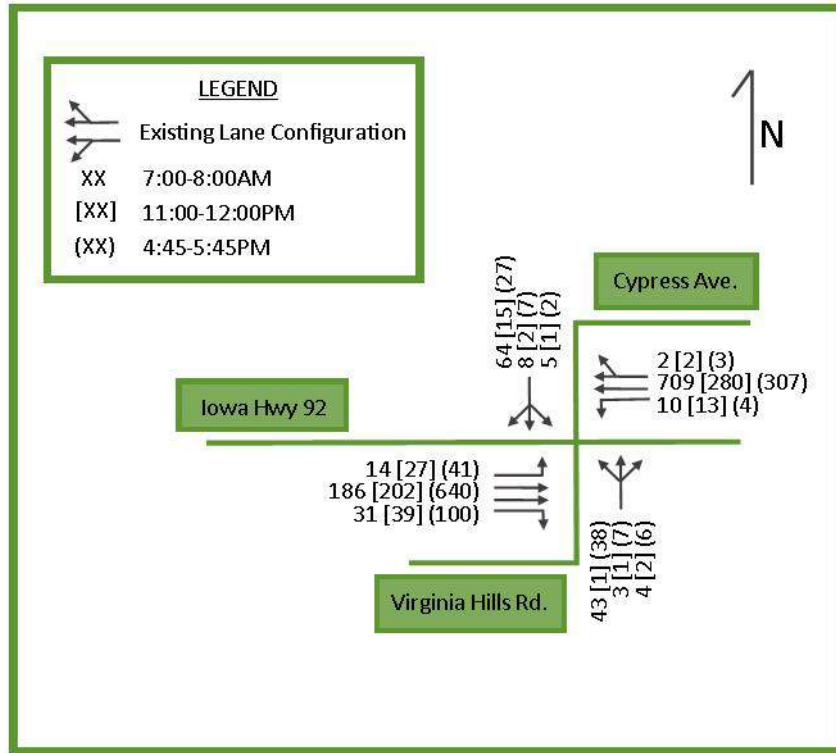
From reviewing the crash history data, the major cause of crashes within the study area were animal related incidents, which occurred in four of the five crashes at this intersection. The second major cause of crashes was Failure to Yield Right of Way when making left turns, which occurred in one of the five crashes at the study intersection. The crash rate calculated at the study intersection was approximated to be 0.28 crashes per million entering vehicles (MEV). The crash rate over the five most recent years at the study intersection is below the statewide average for a comparable road system and severity crash rate of 0.90 Crashes/MEV (Primary with City Street).

TRAFFIC HISTORY/INFORMATION

Traffic flow data was attained from the Iowa DOT for Pottawattamie County. Annual average daily traffic (2016 AADT) along Iowa Highway 92 in the vicinity of the intersection with Cypress Avenue is approximately 9,300 vehicles per day (vpd). Annual average daily traffic (2016 AADT) along Virginia Hills Avenue in the vicinity of the intersection with US Highway 92 is approximately 280 vehicles per day (vpd). AADT data attained by the Iowa DOT can be found within **Appendix B**.

Pottawattamie County provided the most recent (2017) 8-hour intersection turning movement counts for the study intersection. Turning movement counts were conducted on Tuesday, December 12, 2017 and included collection periods from 6:00-9:00 AM (AM Period), 11:00 AM - 1:00 PM (Mid-Day Period) and 3:00-6:00 PM (PM Period). The turning movement count data is provided in **Appendix C**. The AM, MID and PM peak hour turning movement counts for each intersection are shown below in **Exhibit 5**.

Exhibit 5 – Iowa Highway 92 & Cypress Avenue Turning Movement Counts



SIGHT DISTANCE REVIEW

Sight distance is a measure of the length of roadway that is visible to the driver. The roadway design should consider the driver’s ability to see ahead a sufficient distance to safely operate a vehicle in order to avoid striking an unexpected object in the traveled way. Four aspects of sight distance are considered for safe and efficient roadway design: stopping sight distance, decision sight distance, intersection sight distance, and passing sight distance.

With respect to the project needs, only stopping sight distance and intersection sight distance will be discussed within this report.

Stopping Sight Distance

The stopping sight distance should be of sufficient length to allow a vehicle traveling at or near the design speed to come to a complete stop before reaching a stationary object in the traveled way. Stopping sight distance is the sum of two components comprising the brake reaction time and the braking distance. The individual components represent the distance a vehicle travels from the moment of object recognition until the brake is applied and the distance a vehicle travels from the initial brake application until the vehicle comes to a complete stop.

Stopping sight distances for the study intersection were derived from Section 3.2.2, Stopping Sight Distance, in the 2011 Edition of *A Policy on Geometric Design of Highways and Streets* from the American Association of State Highway and Transportation Officials (AASHTO). The brake reaction time of 2.5 seconds was used in the determination of brake reaction distance and the deceleration rate of 11.2 ft/sec² was

used in the determination of braking distance. These values encompass the operating capabilities of most drivers and vehicles, based on AASHTO guidance.

Table 1 shows the AASHTO calculated stopping sight distances from a major approach based on applicable Iowa Highway 92 analysis design speeds. These distances are minimum values and greater distances should be used whenever practical to ensure a higher margin of error for all drivers. It should be noted that these values represent stopping sight distances required for a level roadway and highways on grade will require modification of these values.

Table 1 – Stopping Sight Distances Based on Design Speed

Design Speed (mph)	Brake Reaction Distance (ft.)	Brake Distance (ft.)	Stopping Sight Distance, Design (ft.)
45	165.4	194.4	3
50	183.8	240.0	425
55	202.2	290.3	495
60	220.5	345.5	570

Condensed from AASHTO 2011 Edition of A Policy on Geometric Design of Highways and Streets, Tables 3-1

The analysis design speeds used in the determination of stopping sight distances were defined by the approaching Iowa Highway 92 posted speed limit plus five (5) mph. Based on the design speed, the required minimum stopping sight distance for vehicles on the Iowa Highway 92 approaches is 495 feet. This distance is attainable in both eastbound and westbound directions along Iowa Highway 92. Furthermore, the eastbound Iowa Highway 92 approach at the study intersection is an approximately 3% upgrade and so would require a distance shorter than the values shown above.

The required stopping sight distances for vehicles on the Iowa Highway 92 approaches are shown below in **Exhibit 6**.

Exhibit 6 – Required Stopping Sight Distance



Intersection Sight Distance

Sight distance triangle measurements were constructed for the Iowa Highway 92 approach. Specified areas along the approach to an intersection should be clear of obstructions that might block the driver’s view of potential conflicting vehicles. These areas are known as clear sight triangles. The dimensions of the sight triangles depend on the design speeds of the intersecting roadways and type of traffic control used at the intersection.

Ideally, the vertical profiles of the intersecting roadways will allow for the recommended sight distance for drivers on the intersection approaches. It is also preferred that obstructions such as buildings, parked cars, roadside structures, hedges, trees, walls, and the terrain itself do not exist within the sight triangle.

Sight distance triangles for the study intersection were derived from Section 9.5, Intersection Sight Distance, in the 2011 Edition of *A Policy on Geometric Design of Highways and Streets* from the American Association of State Highway and Transportation Officials (AASHTO). The vertex of the sight triangles along the minor road were located approximately 14.5 ft. back from the edge of the major-road (IA Highway 92) travel way. This position represents the typical position of the minor-road driver’s eye location when a vehicle is stopped, based on AASHTO guidance.

The study intersection falls under Case B – Intersections with stop control on the minor road (Section 9.5.3 Intersection Control). Case B1 and B2 were analyzed to account for left turns and right turns from the minor road, respectively. Case B3, the crossing maneuver from the minor road, was analyzed using the same procedure as Case B2 based on AASHTO guidance. **Table 2** shows the AASHTO calculated intersection sight distances required from a minor approach based on applicable Iowa Highway 92 analysis design speeds and with time gap consideration for a typical two-lane undivided highway.

Table 2 – Intersection Sight Distances Based on Design Speed

Design Speed	Left Turn (Case B1)		Right Turn (Case B2)		Crossing (Case B3)	
	Passenger Car (ft.)	Single Unit Truck (ft.)	Passenger Car (ft.)	Single Unit Truck (ft.)	Passenger Car (ft.)	Single Unit Truck (ft.)
45	500	630	430	565	430	565
50	555	700	480	625	480	625
55	610	770	530	690	530	690
60	665	840	575	750	575	750
Time Gap	7.5	9.5	6.5	8.5	6.5	8.5

Condensed from AASHTO 2011 Edition of A Policy on Geometric Design of Highways and Streets Tables 9-6 through 9-8 and Equation 9-1.

The analysis design speeds used in the determination of sight distances were defined by the approaching Iowa Highway 92 posted speed limit plus five (5) mph. If a speed transition occurs within a specific sight triangle, the highest posted speed limit plus five mph was utilized.

Table 3 summarizes the available study intersection sight distances for the minor road left, crossing, and right turns onto Iowa Highway 92 as well as the adjusted intersection sight distances based on the lane configuration of the study intersection by considering additional time gaps requirements for multilane divided highways.

Table 3 – Iowa Highway 92 & Cypress Ave. Intersection Sight Distances

Minor Road Intersection and Orientation	Turn from Minor Approach	Approach Design Speed Used (mph)	Intersection Sight Distance					
			Passenger Cars (ft.)			Single Unit Trucks (ft.)		
			Time Gap (sec)	Available	Required	Time Gap (sec)	Available	Required
Virginia Hills Road Northbound	Left	55	9	1000	730	11.6	1000	940
	Crossing	55	8.5	1000	690	11.3	1000	915
	Right	55	6.5	840	530	8.5	840	690
Cypress Avenue Southbound	Left	55	8.5	730	690	10.9	730	885
	Crossing	55	8.5	730	690	11.3	730	915
	Right	55	6.5	1000	530	8.5	1000	690

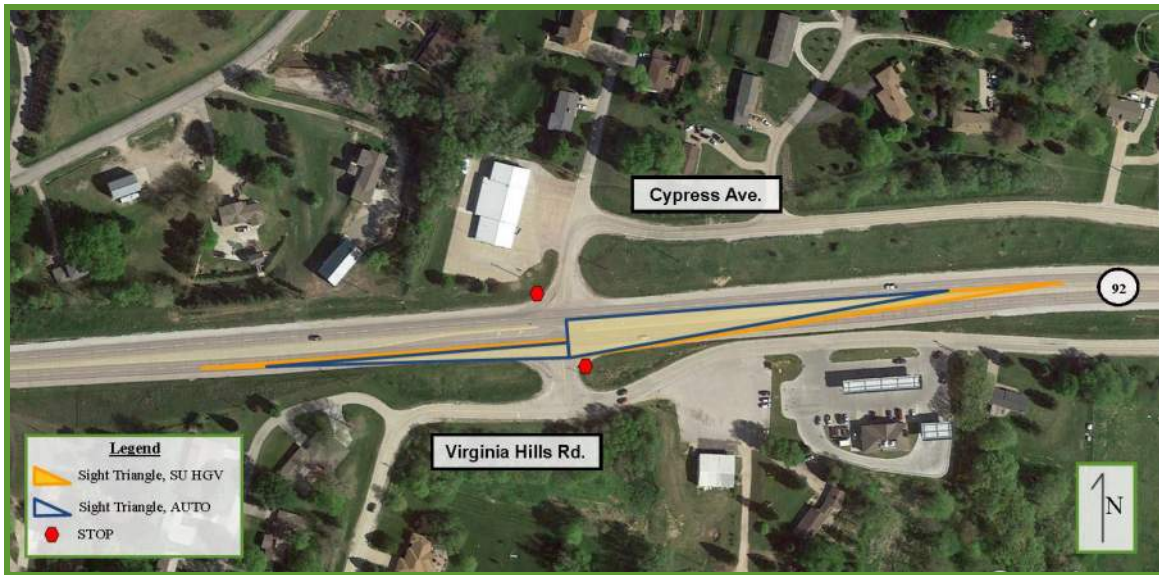
With Cypress Avenue often being used for emergency vehicles from the Lewis Township Fire Department, departure sight triangles were reviewed for both passenger cars and single unit trucks. Departure sight triangles should provide sufficient sight distance for a stopped vehicle on Cypress Avenue to depart from the intersection and enter Iowa Highway 92. The required sight distance triangles for left and right turning vehicles from both minor road approaches are shown below in **Exhibit 7** and **Exhibit 8**.

As can be seen from **Table 3**, a required sight distance of 885 and 915 feet is necessary along Iowa Highway 92 for a stopped single unit truck along Cypress Avenue to be able to view down Iowa Highway 92 to safely turn left or cross the highway, respectively. However, it was determined that the existing available sight distances are insufficient for both southbound left-turn and crossing movements for the Iowa Highway 92 design speed. The insufficient sight distances result from the vertical curve to the west of the intersection along Iowa Highway 92.

Exhibit 7 – Required Sight Distance Triangles for SB Vehicles



Exhibit 8 – Required Sight Distance Triangles for NB Vehicles



GAP STUDY REVIEW

Vehicle gaps are time measurements of the available headway between consecutive vehicles in a traffic stream. The size of available gaps in a traffic stream depends on a number of factors, including: the traffic volumes, traffic speed on the major approach, roadway approach grade, and number of lanes. At uncontrolled intersections, each driver on the minor street, or controlled leg of the intersection, must determine whether conflicting vehicles on the major street provide an adequate gap before attempting to enter or cross the intersection. This is termed gap acceptance and the minimum gap that drivers on a minor leg of an intersection will utilize to enter an intersection is defined as the critical gap. Gap studies can provide valuable information about the potential safety of intersection entering and crossing movements.

Minimum time gap values are provided in Chapter 6D-1 of the Iowa DOT Design Manual. Time gap values represented in the Iowa DOT document reflect the gaps accepted by a stopped driver on the minor leg to accelerate and complete an entering or turning movement into traffic. The accepted gap values are different for left turn and right turn/crossing movements and are dependent on the design vehicle. These values are based on AASHTO design criteria for two-lane roadways with no median and approach grades of 3 percent or less. Adjustments to the time gaps must be made to account for non-standard conditions. These adjustments include adding 0.5 seconds for automobiles and 0.7 seconds for trucks for each additional lane crossed while completing a movement and adding 0.2 seconds for approach grades greater than 3 percent.

Table 4 below contains the standard IA DOT time gaps for turning movements.

Table 4 – Acceptable Time Gaps for Two-Lane Roadway

Design Vehicle	Minimum Gap Acceptance Time (sec)		
	Left Turn	Right Turn	Crossing
Passenger Car	8.0	7.0	7.0
Single-Unit Truck	9.5	8.5	8.5
Combination Truck	11.5	10.5	10.5

Table reproduced from the Iowa DOT Design Manual.

A gap study was conducted at the study intersection of IA 92 & Cypress Avenue on April 5, 2018 to determine the available gaps during the PM peak hour time period, when peak traffic volumes were present. The gap data collected in the field was compared to the time gap values provided in the Iowa DOT Design Manual with adjustments for the intersection geometry at Iowa Highway 92 & Cypress Avenue. The gap study data is provided in **Appendix D**.

A comparison of the available (85th percentile) gaps to the required gaps for an emergency vehicle using the southbound Cypress Avenue approach is provided below in **Table 5**.

Table 5 – Available (85th Percentile) Time Gaps at IA 92 & Cypress Ave

Minor Road Intersection and Orientation	Design Vehicle	Turn from Minor Approach	Time Gap (sec)	
			Available	Required
Cypress Ave. Southbound	Single-Unit Truck	Left	9.6	10.9
		Crossing	9.6	11.3
		Right	18.5	8.5

It can be seen that the southbound approach at the intersection of Iowa Highway 92 & Cypress Avenue requires a time gap of 10.9 seconds for the design vehicle to complete a left turn movement, 11.3 seconds to complete a crossing movement, and 8.5 seconds to complete a right turn movement. A comparison to the available gaps shows that the study intersection does not provide adequate gaps for the design vehicle to complete left turns or crossing movements. While it is sometimes possible to complete a left turn or crossing maneuver in stages on a multi-lane roadway, the existing roadway cross section and median width do not allow this at the study intersection.

SIGN PLACEMENT AND SPACING REVIEW

Additional observations recognized the presence of numerous regulatory, guide and warning signs in the vicinity of the Iowa Highway 92 & Cypress Avenue intersection. The location and spacing of the existing signs were reviewed to determine conformity to current design standards set by the MUTCD and documented in Chapter 2 of the Iowa DOT Traffic and Safety Manual.

The Iowa DOT Traffic and Safety Manual normally recommends a minimum distance of 800 feet for longitudinal sign spacing of signs on a four-lane divided roadway in rural locations. However, due to the increasingly urban characteristics of this corridor, reduced minimal longitudinal sign spacing of 3 to 5 times the posted speed limit would

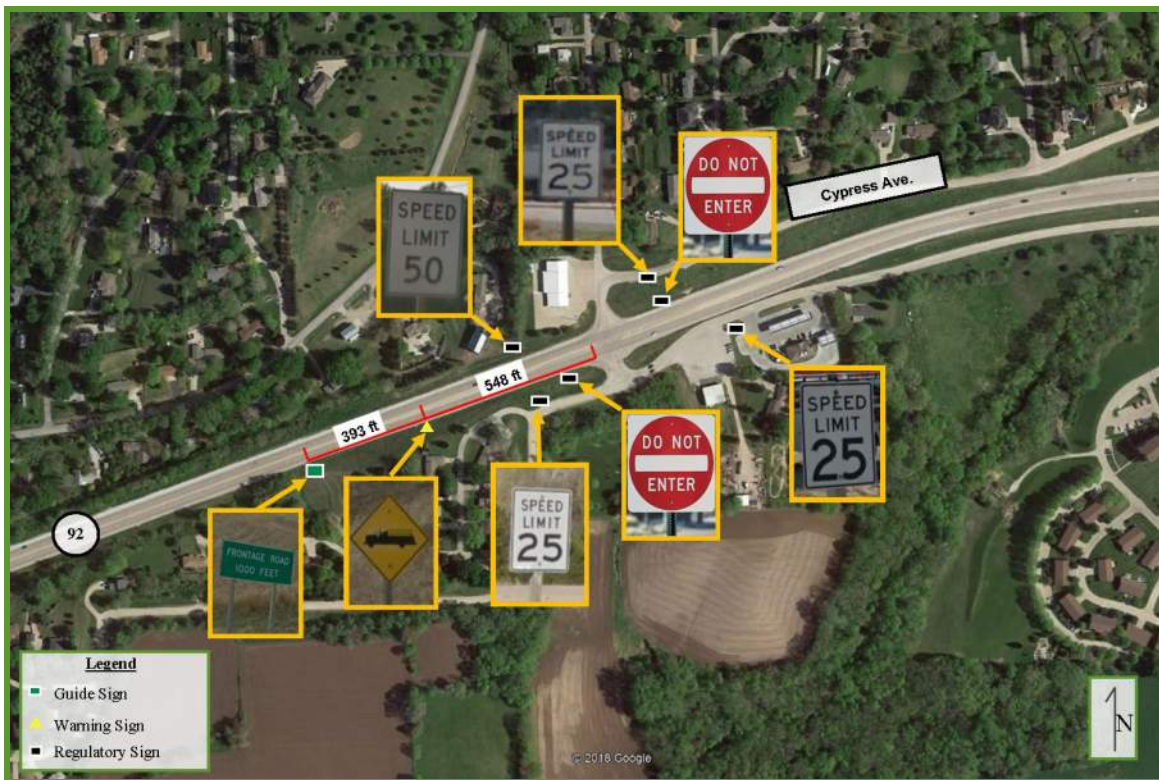
be accepted. The acceptable minimal longitudinal sign spacing for the posted speed within this study area would be 150 to 250 feet.

Upon review it was determined that the distance between the eastbound Frontage Road Guide Sign (D3 Series) and the Emergency Vehicle Warning Sign (W11-8) measures approximately 393 feet. The distance between the eastbound Emergency Vehicle Warning Sign (W11-8) and the study intersection approach (approximated eastbound stop bar) is approximately 550 feet, which fulfills the minimum requirements of the Iowa DOT design standards for sign placement of 375 feet in advance of the intersection based on the posted speed limit (50 mph for the study intersection). These signs all conform to the current longitudinal spacing standards.

There are no posted signs in the westbound direction at the Iowa Highway 92 & Cypress Avenue intersection with the exception of a Do Not Enter (R5-1) sign mounted to face eastbound traffic.

Exhibit 9 shows the current locations of those signs along Iowa Highway 92.

Exhibit 9 – Existing Sign Locations along Iowa Highway 92

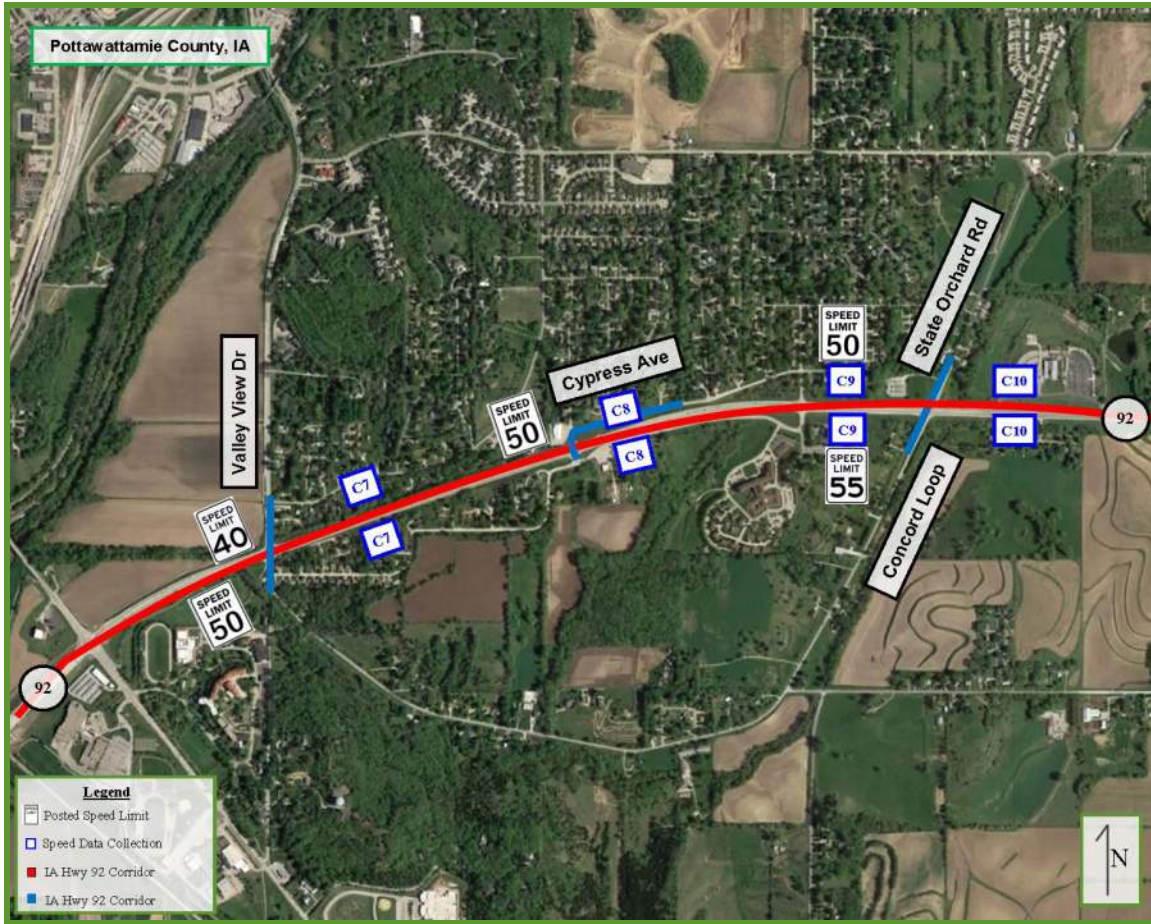


SPEED STUDY REVIEW

The Iowa DOT conducted a speed study on Iowa Highway 92 in Council Bluffs in 2011 at ten data collection locations along the corridor. The speed data collection locations and all posted speed limits within the study area are shown in **Exhibit 10**. The posted speed limit is 50 mph on Iowa Highway 92 through the study area.

A data collection map and output detail sheets for all speed data collection locations are provided in **Appendix E**.

Exhibit 10 – Speed Study Locations and Posted Speed Limit Overview



The 85th percentile speed, the speed at which 85 percent of free-flowing traffic is traveling at or below, was identified from the field measured speeds. Measured 85th percentile speeds at the two locations within the study area were all found to be above the posted speed limit. The results are summarized in **Table 6**.

Table 6 – Speed Study Results Summary

Location	Site No.	85 th Percentile Speed	Posted Speed Limit
1100 ft. East of Valley View Dr.	C7	55	50
600 ft. East of Cypress Ave.	C8	56	50
200 ft. East of Summerset Ave.	C9	59	50
450 ft. East of Concord Loop	C10	60	55

INTERSECTION CAPACITY ANALYSIS

Traffic Signal Warrant Evaluation

Traffic signal warrant criteria were evaluated at the intersections of Iowa Highway 92 & Cypress Avenue according to the *Manual on Uniform Traffic Control Devices (MUTCD)*, 2009 Edition. Traffic data utilized for the analysis included the 2017 intersection turning movement counts collected by Pottawattamie County.

The analysis indicated that a traffic signal does not currently satisfy any of the nine MUTCD warrants at the intersection. The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic signal.

Table 7 below summarizes the results of the traffic signal warrant evaluation.

Table 7 – MUTCD Traffic Signal Warrant Analysis

Traffic Signal Warrant	IA 92 & Cypress Ave. Satisfied?
Warrant 1 (Eight Hour Vehicular Volume)	NO
Warrant 2 (Four Hour Vehicular Volume)	NO
Warrant 3 (Peak Hour Vehicular Volume)	NO
Warrant 4 (Pedestrian Volume)	NO
Warrant 5 (School Crossing)	NO
Warrant 6 (Coordinated Signal System)	NO
Warrant 7 (Crash Experience)	NO
Warrant 8 (Roadway Network)	NO
Warrant 9 (Intersection near RR Crossing)	NO

Additional details of the traffic signal warrant evaluation can be found within **Appendix F**. Specific warrant notes include:

- **Warrant 1 (Eight Hour Vehicle):** Warrant 1 volume criteria establish a minimum required volume over eight hours within a 24-hour period. The 2017 turning movement counts provided by Pottawattamie County include eight hours of traffic data. The data of the collected hours does not satisfy the eight hours required to satisfy Warrant 1 volume criteria for either Condition A or Condition B. Due to the study intersection having a posted speed limit larger than 40 mph on the major road, the 70 percent factor of required traffic levels was used for both intersections.
- **Warrant 2 (Four Hour Vehicle):** Warrant 2 volume criteria establish a minimum required volume over four hours within a 24-hour period. 2017 turning movement counts provided by Pottawattamie include eight hours of traffic data. The data of the collected hours confirms that traffic volumes do not satisfy Warrant 2 volume criteria. Due to the study intersection having a posted speed limit larger than 40 mph on the major road, the 70 percent factor of required traffic levels was used for both intersections.
- **Warrant 3 (Peak Hour Vehicle):** The 2017 turning movement counts did not satisfy Warrant 3, under condition B during the peak hour. Due to the study intersection having a posted speed limit larger than 40 mph on the major road, the 70 percent factor of required traffic levels was used.

- Warrant 4 (Pedestrian Volume): Based on traffic volumes along this corridor, Warrant 4 would require at least 75 pedestrians per hour for four different hours or greater than 93 pedestrians in a peak hour. Pedestrian volume counts do not satisfy Warrant 4 volume criteria.
- Warrant 5 (School Crossing): Warrant 5 would require at least 20 schoolchildren per hour during the highest crossing hour. Pedestrian volumes counts do not satisfy Warrant 5 volume criteria.
- Warrant 6 (Coordinated Signal System): The study intersection along the Iowa Highway 92 corridor is not within a coordinated signal system.
- Warrant 7 (Crash Experience): Five or more reported crashes, susceptible to correction by a traffic control signal, must have occurred at the intersection within a twelve month period to satisfy Warrant 7. The most recent 2016 crash data confirm that the number of reported crashes (0 crashes) does not satisfy Warrant 7 crash number criteria.
- Warrant 8 (Roadway Network): Roadway network requirements do not necessitate a traffic signal at this intersection.
- Warrant 9 (Intersection near a Grade Crossing): The Iowa Highway 92 & Cypress Avenue intersection is not located adjacent to a railroad grade crossing.

At this time, a traffic signal at the Iowa Highway 92 & Cypress Avenue intersection does not satisfy any of the nine MUTCD traffic signal warrants. As shown in the warrant analysis, the traffic volumes do not show a need based on the 8-hour or 4-hour volume warrants. The crash history does not indicate an existing safety issue at the intersection that would be susceptible to correction by a traffic control device, as there have been 0 reported crashes in 2016 at this intersection.

Capacity Analysis – Existing Condition

Level of service (LOS) at intersections is primarily a function of peak hour turning movement volumes, intersection lane configuration, and traffic control. For intersection analysis, the Highway Capacity Manual (HCM) defines LOS in terms of the average control delay at the intersection in seconds per vehicle. The results of an HCM analysis are typically presented in the form of a letter grade (A-F) that provides a qualitative estimate of the operational efficiency or effectiveness of the corridor. Much like an academic report card, LOS A represents the best range of operating conditions (i.e., motorists experiencing little delay or congestion) and LOS F represents the worst (i.e., extreme delay or severe congestion).

Table 8 defines the control delay range corresponding to each LOS for signalized intersection locations. LOS E is considered to be at capacity and, typically, LOS D is considered acceptable operations in urban environments.

Table 9 defines the control delay range corresponding to each LOS for un-signalized intersection locations. For un-signalized intersections, the worst-case stop-controlled LOS is reported. For instance, if an intersection experienced LOS D on one approach and LOS B on another, the LOS D would be reported for the intersection.

Table 8 – Level of Service vs. Control Delay (Signalized Intersections)

Level Of Service	Delay / Vehicle (s)
A	0 – 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

Table 9 – Level of Service vs. Control Delay (Un-signalized Intersections)

Level Of Service	Delay / Vehicle (s)
A	< 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

Traffic models for the study area were created using Synchro 10 software. The Highway Capacity Manual (HCM 6) reporting function of Synchro was used to obtain the average delay and corresponding Level-of-Service for each intersection movement. Further information for each analysis condition is contained below. Intersection reports from the Synchro software are available in **Appendix G**.

The results of the current intersection capacity analysis are documented in **Table 10**.

Table 10 – Existing Condition Capacity Analysis

Peak Hour	Measure of Effectiveness	EB	WB	NB	SB	Overall
Iowa Highway 92 & Cypress Ave. (TWSC)						
AM	Delay (sec)	0.6	0.2	19.4	16.5	19.4
	Level of Service	A	A	C	C	C
MID	Delay (sec)	0.9	0.4	14.4	10.7	14.4
	Level of Service	A	A	B	B	B
PM	Delay (sec)	0.5	0.1	30.2	22	30.2
	Level of Service	A	A	D	C	D

Per the capacity analysis results of the study intersection, the Stop controlled minor road approaches were identified to operate at LOS C, B and D for AM, Midday and PM peak hours, respectively. The Level-of-Service for two-way stop control intersections are defined by the highest approach delay experienced on either of the controlled legs. At the intersection of IA 92 & Cypress Ave, the northbound approach consistently experiences the highest delay. LOS D is generally considered an acceptable operational metric in urban highway applications, while LOS B is generally considered an acceptable operational metric in rural highway applications.

CONSIDERED OPTIONS

The following section explores options that were considered and may be of interest for improving the safety and operational efficiency along the Iowa Highway 92 corridor. The proceeding mentioned options are not recommendations, but rather items that may have associated benefits as well as potential disadvantages. The considered options below are arranged in no particular order. Final recommendations for the study intersection can be found within the Recommended Improvements section of this report.

Emergency-Vehicle Warning Sign with Activated Flashing Beacon

The MUTCD, Section 2A.15, outlines the options to enhance conspicuity of standard regulatory, warning and guide signs. To increase the awareness and emphasis of these signs, provisions allow for the installation of a flashing beacon system. A flashing beacon system can provide traffic control when used as an intersection control beacon or it can provide warning when used in other applications.

Within the MUTCD, Chapter 4L contains the standards and guidance of flashing beacon systems. A Warning Beacon consists of one or more signal sections with a flashing circular yellow signal indication in each signal face. These can be used in conjunction with a regulatory or warning sign that includes the phrase 'When Flashing' in its legend to indicate that the regulation is in effect or that condition is present at certain times.

The intersection of Iowa Highway 92 & Cypress Avenue could be a candidate for potential installation of an emergency vehicle warning system. The installation would include a flashing beacon located on each of the Emergency Vehicle Warning Signs (W11-8) with additional When Flashing (W16-13P) plaques for eastbound and westbound approaches along Iowa Highway 92. The activation of the device can be accomplished through a variety of means including a pushbutton within the firehouse or handheld wireless transmitters.

Exhibit 11 provides appropriate locations for warning signs with activated flashing beacons along Iowa Highway 92.

Exhibit 11 – Activated Flashing Warning Beacon System



It should be noted that the installation and maintenance of any traffic control device on roadways under the jurisdiction of the Iowa DOT is the responsibility of the local agency and must be approved by the Iowa DOT prior to being put into operation.

Emergency-Vehicle Traffic Control Signals

An emergency-vehicle traffic control signal is a special traffic control signal that assigns the right-of-way to an authorized emergency vehicle. The installation of an emergency-vehicle traffic control signal may be considered at locations that do not meet other traffic signal warrants but may be deemed necessary to permit direct access onto a roadway from a building housing the emergency vehicle.

An emergency vehicle hybrid beacon was considered for this intersection but MUTCD guidance limits the placement of hybrid beacons to locations beyond 100 feet from an intersection or driveway where the cross roads are controlled by stop or yield signs.

According to Chapter 4G of the MUTCD, an emergency-vehicle traffic control signal may be considered if a traffic signal is not justified by any of the nine warrants specified in Chapter 4C of the MUTCD, and if gaps in traffic are not adequate to allow emergency vehicles to access the major street timely and safely, or if the stopping sight distance for vehicles on the major street is insufficient for emergency vehicles.

The results of the sight distance review of the Iowa Highway 92 & Cypress Avenue intersection indicated that the available stopping sight distances are adequate for both eastbound and westbound Iowa Highway 92 approaches. However, the intersection sight distances are insufficient for both southbound left-turn and crossing movements of single-unit trucks. Additionally, the results of the gap study of the Iowa Highway 92 & Cypress Avenue intersection indicated that the available (85th percentile) gaps provided for southbound movements during the PM peak hour were not adequate for a single-unit truck to complete a left-turn or crossing maneuver. These are critical movements due to the large proportion of Lewis Township Fire Department calls that require access to Iowa Highway 92 and necessitate a left-turn at this intersection.

Thus, consideration can be given to the installation of an emergency-vehicle traffic control signal at the intersection. If installed, the traffic signal can be operated with a semi-actuated control type to accommodate normal vehicular and pedestrian traffic on the streets. According to the Lewis Township Fire Department, approximately 70 percent of the emergency response vehicles are currently outfitted with an emergency vehicle preemption device.

For additional emphasis of the emergency-vehicle traffic control signal, if implemented, it is recommended that a Be Prepared to Stop (W3-4) sign with a supplemental When Flashing (W16-13P) plaque and advanced warning flasher be installed in advance of the traffic signal on the east and west approaches to the intersection of Iowa Highway 92 & Cypress Avenue. The purpose of a Be Prepared to Stop When Flashing assembly is to forewarn a driver when a traffic signal located at a high-speed signalized intersection is about to initiate a change to yellow and then the red phase. The warning beacon is interconnected with the traffic signal in such a way that prior to the eastbound/westbound movement phase changing from green to yellow, the flasher is turned on to warn approaching drivers of the impending change.

In addition, whenever an emergency-vehicle traffic control signal is provided an Emergency Vehicle (W11-8) sign with a supplemental Emergency Signal Ahead (W11-12P) plaque should be installed on each approach to the intersection of Iowa Highway

92 & Cypress Avenue upstream of the Be Prepared to Stop assembly previously mentioned.

Exhibit 12 shows the locations of the recommended warning signs along Iowa Highway 92 near the Cypress Avenue intersection.

Exhibit 12 – Advanced Warning Sign Locations along Iowa Highway 92



To evaluate the effect of signaling the study intersection, capacity analysis has been conducted in Synchro 10 based upon the 2017 traffic count collected by Pottawattamie County. The Highway Capacity Manual (HCM 6) reporting function of Synchro was used to obtain the average delay and corresponding Level-of-Service for each intersection movement. Intersection reports from the Synchro software are available in **Appendix G**.

The results of the signalized intersection capacity analysis are documented in **Table 11**.

Table 11 – Concept (Signalized) Condition Capacity Analysis

Peak Hour	Measure of Effectiveness	EB	WB	NB	SB	Overall
Iowa Highway 92 & Cypress Ave. (Signalized)						
AM	Delay (sec)	4.0	5.0	7.8	8.0	5.1
	Level of Service	A	A	A	A	A
MID	Delay (sec)	4.1	4.2	6.6	6.3	4.5
	Level of Service	A	A	A	A	A
PM	Delay (sec)	4.4	3.8	8.6	8.3	4.7
	Level of Service	A	A	A	A	A

From the capacity analysis results of the study intersection, the traffic control signal condition was identified to operate at LOS A for AM, Midday and PM peak hours,

respectively. LOS D is generally considered an acceptable operational metric in urban highway applications, while LOS B is generally considered an acceptable operational metric in rural highway applications.

It should be noted that the installation and maintenance of any traffic control device on roadways under the jurisdiction of the Iowa DOT is the responsibility of the local agency and must be approved by the Iowa DOT prior to being put into operation.

Pavement Marking Improvement

Pavement markings guide road users while promoting safe and orderly movement within a highway system. Pavement markings are generally classified as longitudinal or transverse. Longitudinal markings run parallel to the roadway and guide the movement of vehicles by defining the safe limits of travel (i.e., centerline striping, edge line striping, lane lines, etc.). Transverse markings generally run perpendicular to the lanes of travel and can be words, arrows, symbols, or limit lines that are used to communicate lane usage, or approach warnings (i.e., turn lane arrows, crosswalks, stop lines, PED X-ING, STOP AHEAD, BIKE LANE, etc.).

The application and maintenance of longitudinal pavement markings on all primary roadways are the responsibility of the Iowa DOT following standards outlined in Section 3B of the Iowa DOT Traffic and Safety Manual. The County is responsible for pavement markings on secondary roadways at intersections with primary highways. Exposure to environmental conditions and traffic as well as normal aging will cause pavement markings to deteriorate and fade over time. It is recommended that the Pottawattamie County assure that the pavement markings are part of the County pavement marking painting program.

It has been identified in the study area that lane designation markings for the dedicated eastbound right-turn lane are missing. Additional observations note that pavement markings on both northbound and southbound approaches appear faded and the visibility of existing stop bars is poor. To eliminate any possible confusion for motorists, it is recommended that appropriate pavement markings be added or refreshed to enhance conspicuity of these travel lanes.

Furthermore, if traffic signals are installed at the study intersection, pavement markings need to be reviewed accordingly.

RECOMMENDED IMPROVEMENTS

Below is a list of recommendations that should be considered in the short term and longer term. Short term recommendations are those that should be able to be implemented fairly quickly and inexpensively. Long term recommendations are those that may require additional prior consideration and planning as well as procurement of funding. The implementation of the short term recommendations may alleviate the concern to the extent that the long term recommendation becomes unnecessary.

The following recommendations are anticipated to improve the overall safety of vehicles and pedestrians. Refer to the Considered Options section of the report for more detail.

Short Term Recommendations

- Refresh/replace pavement markings and stop bar markings
- Consider the addition of lane designation arrow pavement markings to the eastbound Iowa Highway 92 right turn lane.
- Install emergency vehicle warning signs with activated flashing beacons

Long Term Recommendations

- Review traffic conditions and consider installation of a traffic signal at the intersection of Iowa Highway 92 & Cypress Avenue
 - Semi-actuated detection with emergency vehicle pre-emption and major road dilemma zone detection
 - Install Advanced Warning Assemblies with activated beacons in both eastbound and westbound Iowa Highway 92 approach directions

PLANNING LEVEL OPINION OF PROBABLE COSTS

An order of magnitude opinion of probable cost for the short and long term recommendations presented above is included below.

	Cost Estimate	Notes
SHORT TERM:		
Stop Bar Pavement Markings (Per Approach)	\$200 - \$300	Construction costs only
Linear Pavement Markings (Per Linear Foot)	\$0.50	Construction costs only
Remove/Relocate Existing Signing (Per Sign)	\$200 - \$300	Construction costs only
Emergency-Vehicle Warning Sign w/ Flashing Beacons (System)	\$15,000 - \$30,000	Materials/construction costs
LONG TERM:		
Install Advanced Warning Assembly for Traffic Signal	\$7,500 - \$15,000	Further Study Needed
Traffic Signal Installation	\$200k - \$300k	Further Study Needed
NOTES:		
* This opinion represents approximate construction quantities only and does not provided a detailed list of expected project pay items. The opinion is to be used as a planning number only. Actual costs may vary, as detailed design plans are prepared.		
* Cost do not include any permanent right-of-way and temporary construction easement costs.		
* Costs represent current dollars as of report date.		

POTENTIAL FUNDING SOURCES

Many funding sources may be available while pursuing funding for elements of the project recommendations.

C-STEP

Funding assistance may be available through the Iowa DOT County-State Traffic Engineering Program (C-STEP). C-STEP funding is used to solve traffic operation and safety problems on primary roads outside incorporated cities. The County match for C-STEP funding is 40% to 70% pending type of improvement and the County must engineer and administer the project. An engineering analysis of the problem area is required, and this TEAP study satisfies that requirement. Maximum funding is \$200,000 for spot improvements and \$150,000 per mile for linear improvements. C-STEP program funding may be applicable for the study intersection recommendations. Funding request letters may be submitted to the District Engineer at any time throughout the year.

TSIP

Funding for traffic safety improvements on public roads under county, city or state jurisdiction may be available through the Iowa DOT Traffic Safety Improvement Program (TSIP). The application deadline for TSIP funding is August 15th of each year. The crash history for the study corridor showed a lower rate than the statewide average, which would likely make it difficult for the corridor to compete for site specific funding due to crash history. However, the traffic control devices category for funding includes the “purchase of materials for installation of new traffic control devices such as signs or signals, or replacement of obsolete signs or signals”. TSIP funding may be applicable for the installation of a traffic signal or corridor signage. Site-specific funding cannot exceed \$500,000 per project. Application forms are available from the Iowa DOT, and application is made to the Iowa DOT Office of Traffic and Safety.

Further information on potential Iowa DOT funding sources is available on the Iowa DOT website at <http://www.iowadot.gov/fundguid.htm>, Information sheets on each of the Iowa DOT programs mentioned are provided in **Appendix H** of this report.

Appendix A – Iowa DOT SAVER Crash Reports

Crash Incidence Summary		
Possible/Unknown		1
Property Damage Only		4
		5

Injury Status Summary		
Possible (complaint of pain/injury)		1
Uninjured		1
		2

Property Damage	Total:	21,200.00
	Average:	4,240.00

Average Severity	Fatalites/Fatal Crash	0.00
	Fatalities/Crash	0.00
	Injuries/Crash	0.20

Crash Criteria	
Jurisdiction:	Statewide
Year:	2012, 2013, 2014, 2015, 2016
Map Selection:	Yes
Filter:	None

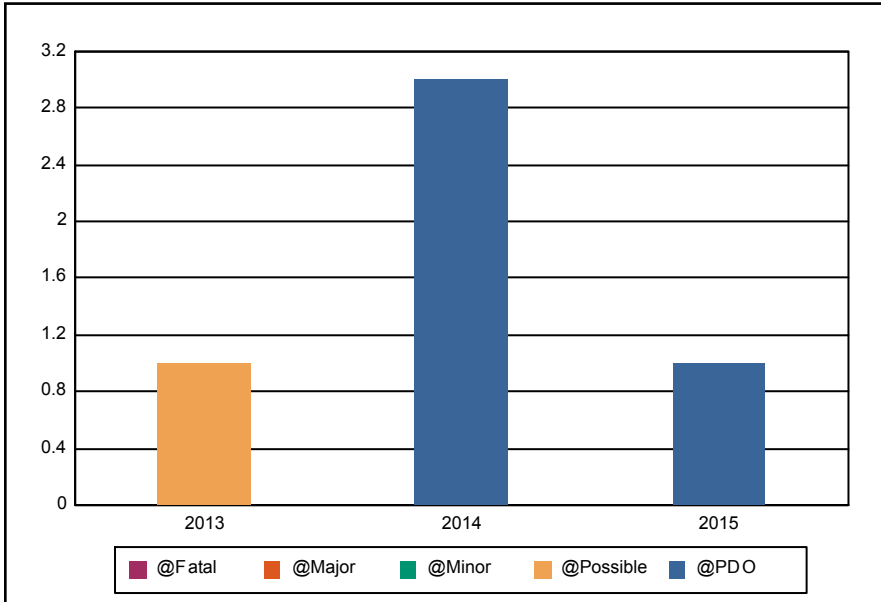
Manner of Crash/Collision Impact	
Broadside (front to side)	1
Not reported	4
<hr/>	
	5

Surface Condition Summary	
Wet	1
Not reported	4
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	5

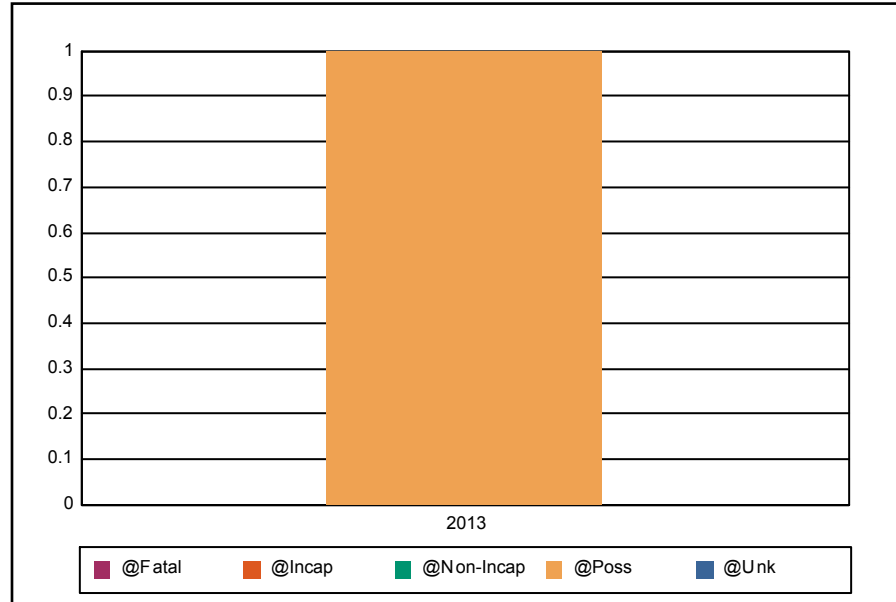
Major Cause Summary	
4 Animal	1 FTYROW: Making left turn

Crash Time of Day Summary														Total	%
00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59				
Sunday	0	0	0	0	0	0	0	0	0	0	0	1	1	20.00	
Wednesday	0	0	0	0	0	0	0	0	1	2	0	0	3	60.00	
Saturday	0	0	0	0	0	0	1	0	0	0	0	0	1	20.00	
	0	0	0	0	0	1	0	1	2	0	1	5			
	0.00	0.00	0.00	0.00	0.00	20.00	0.00	20.00	40.00	0.00	20.00				

	Fatal	Major Injury	Minor Injury	Poss Injury	PDO	Totals
2013	0	0	0	1	0	1
2014	0	0	0	0	3	3
2015	0	0	0	0	1	1
	0	0	0	1	4	5



	Fatal	Incapac.	Non-Incapac.	Poss	Unk	Total
2013	0	0	0	1	0	1
	0	0	0	1	0	1





Crash Detail Report

2013742308	06/01/2013 12:20	HIGHWAY 92 & CYPRESS AVENUE
County: Pottawattamie	City: Not applicable	

Major Cause: FTYROW: Making left turn			
Roadway Type: Intersection: Four-way intersection			
Severity:: Possible/Unknown		Manner of Crash: Broadside (front to side)	
Fatalities: 0		Surface Conditions: Wet	
Major Injuries: 0		Light Conditions: Daylight	
Minor Injuries: 0		Weather Conditions: Rain	
Possible Injuries: 1		Drug/Alc Involved: None Indicated	
Severity:: Possible/Unknown		Property Damage: \$13,200	Number of Vehicles: 2
	Unit 1	Unit 2	Unit
Init Trav Dir:	North	East	
Veh Action:	Turning left	Movement essentially straight	
Configuration:	Passenger car	Sport utility vehicle	
Driver Age:	91	56	
Driver Gender:	M	F	
Driver Cond:	Apparently normal	Apparently normal	
Driver Contr 1:	FTYROW: Making left turn	No improper action	
Driver Contr 2:	Not reported	Not reported	
Fixed Object:	None (no fixed object struck)	Traffic sign support	

2014830849	11/26/2014 17:25	HIGHLAND PARK DR AND STATE 92/IOWA 92
County: Pottawattamie	City: Not applicable	

Major Cause: Animal			
Roadway Type: Not reported			
Severity:: Property Damage Only		Manner of Crash: Not reported	
Fatalities: 0		Surface Conditions: Not reported	
Major Injuries: 0		Light Conditions: Not reported	
Minor Injuries: 0		Weather Conditions: Not reported	
Possible Injuries: 0		Drug/Alc Involved: None Indicated	
Severity:: Property Damage Only		Property Damage: \$2,000	Number of Vehicles: 1
	Unit 1	Unit	Unit
Init Trav Dir:	East		
Veh Action:	Not reported		
Configuration:	Passenger car		
Driver Age:	53		
Driver Gender:	M		
Driver Cond:	Not reported		
Driver Contr 1:	No improper action		
Driver Contr 2:	Not reported		
Fixed Object:	None (no fixed object struck)		



Crash Detail Report

2014835473	12/24/2014 18:00	HIGHLAND PARK DR AND STATE 92/IOWA 92
County: Pottawattamie	City: Not applicable	

Major Cause: Animal			
Roadway Type: Not reported			
Severity:: Property Damage Only		Manner of Crash: Not reported	
Fatalities: 0		Surface Conditions: Not reported	
Major Injuries: 0		Light Conditions: Not reported	
Minor Injuries: 0		Weather Conditions: Not reported	
Possible Injuries: 0		Drug/Alc Involved: None Indicated	
Severity:: Property Damage Only		Property Damage: \$2,000	Number of Vehicles: 1
	Unit 1	Unit	Unit
Init Trav Dir:	East		
Veh Action:	Not reported		
Configuration:	Passenger car		
Driver Age:	45		
Driver Gender:	F		
Driver Cond:	Not reported		
Driver Contr 1:	No improper action		
Driver Contr 2:	Not reported		
Fixed Object:	None (no fixed object struck)		

2014835474	12/24/2014 18:00	HIGHLAND PARK DR AND STATE 92/IOWA 92
County: Pottawattamie	City: Not applicable	

Major Cause: Animal			
Roadway Type: Not reported			
Severity:: Property Damage Only		Manner of Crash: Not reported	
Fatalities: 0		Surface Conditions: Not reported	
Major Injuries: 0		Light Conditions: Not reported	
Minor Injuries: 0		Weather Conditions: Not reported	
Possible Injuries: 0		Drug/Alc Involved: None Indicated	
Severity:: Property Damage Only		Property Damage: \$1,500	Number of Vehicles: 1
	Unit 1	Unit	Unit
Init Trav Dir:	West		
Veh Action:	Not reported		
Configuration:	Passenger car		
Driver Age:	68		
Driver Gender:	M		
Driver Cond:	Not reported		
Driver Contr 1:	No improper action		
Driver Contr 2:	Not reported		
Fixed Object:	None (no fixed object struck)		



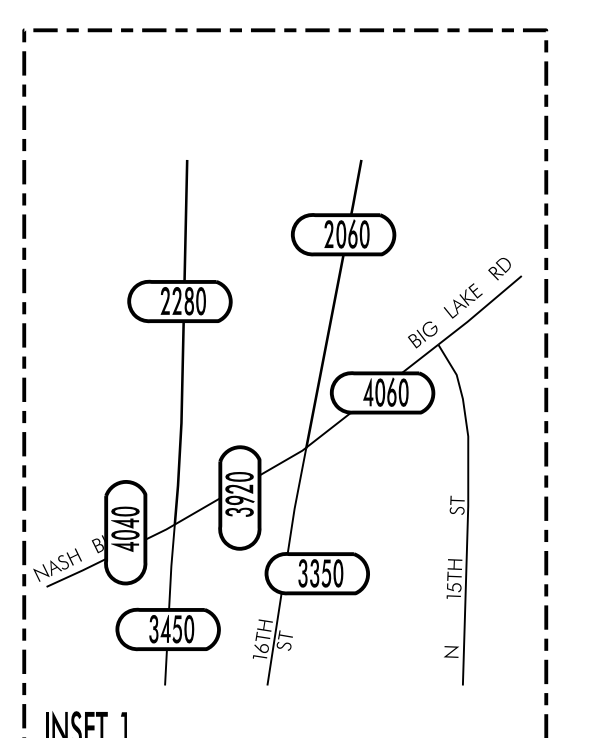
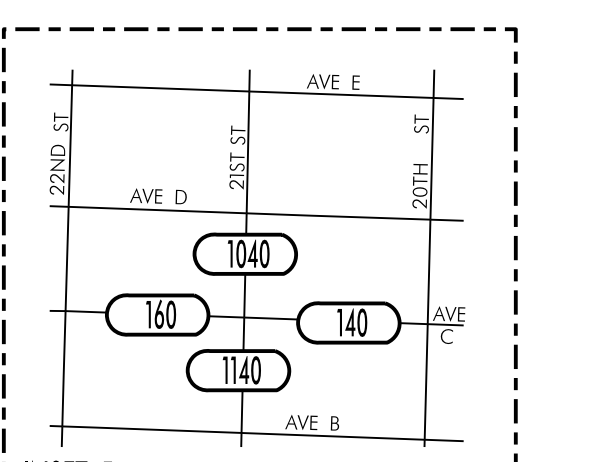
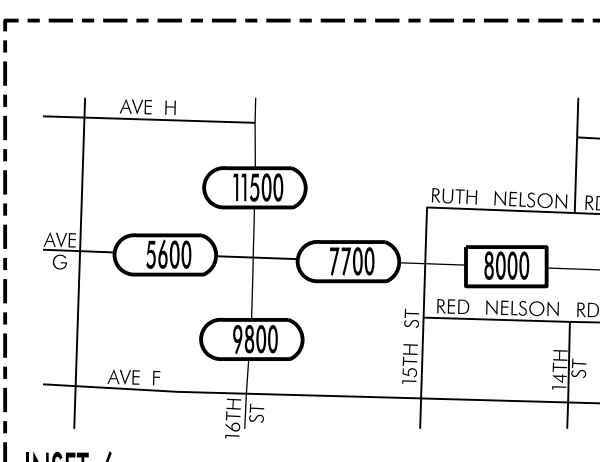
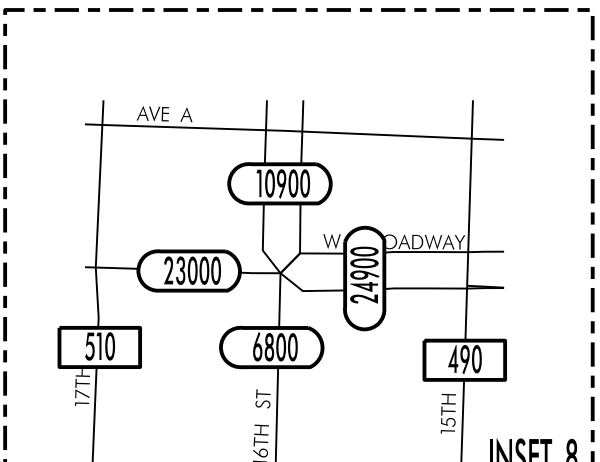
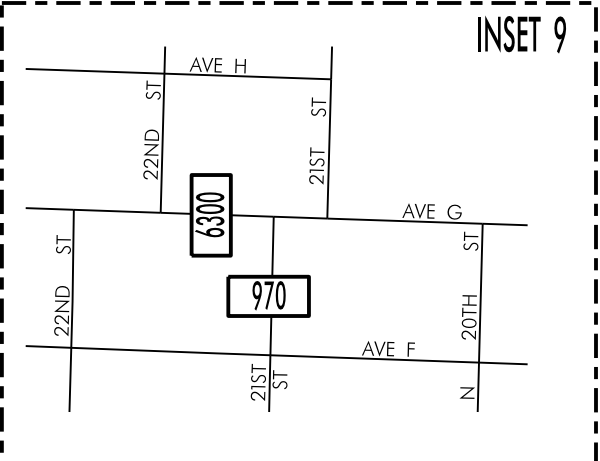
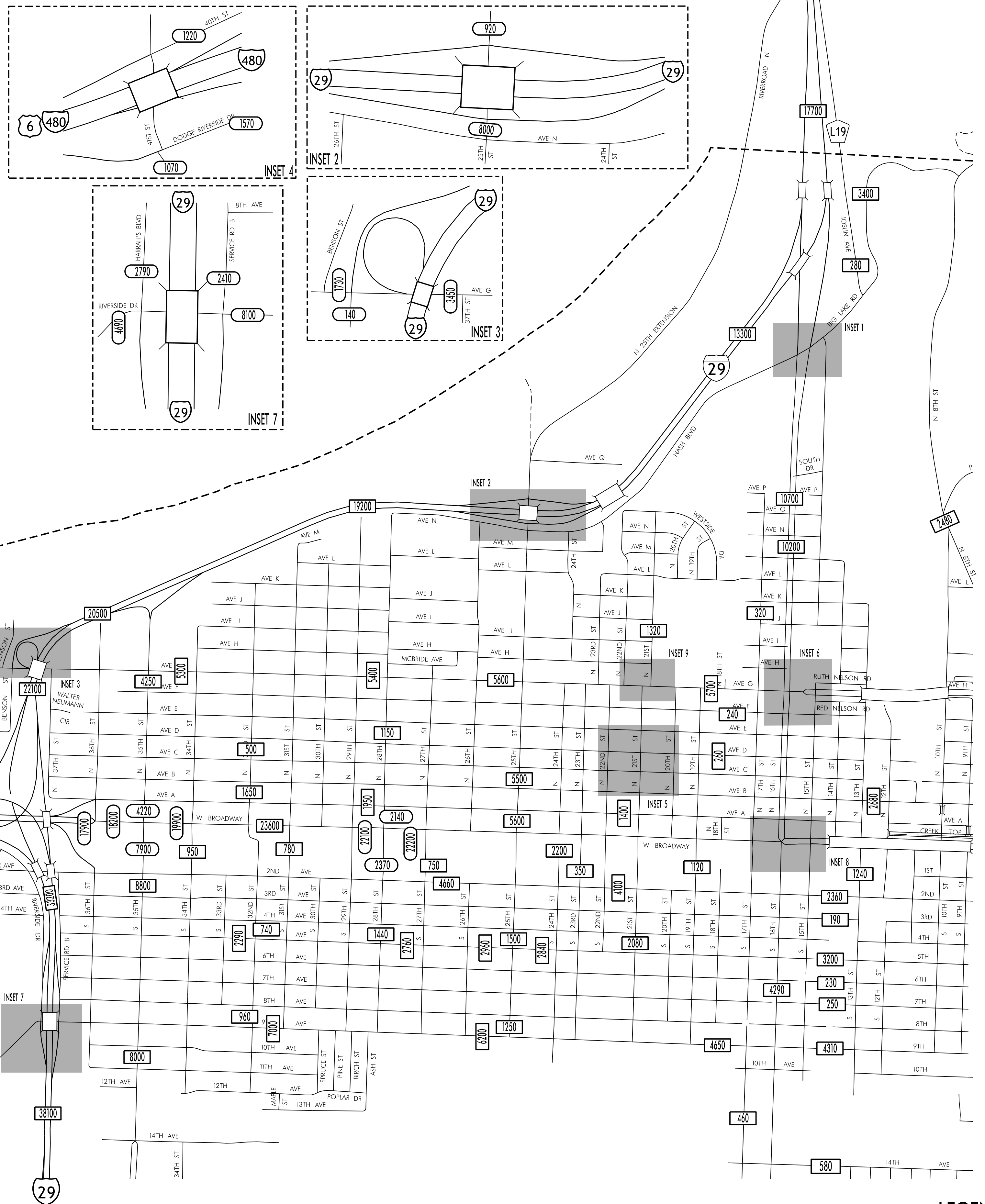
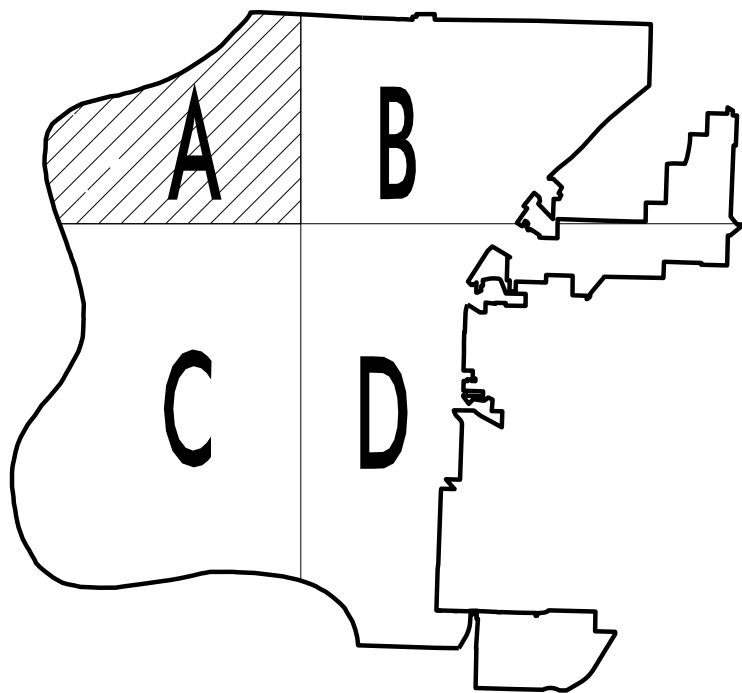
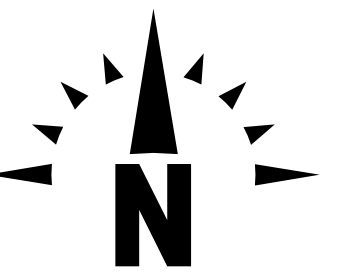
Crash Detail Report

2015863971	06/14/2015 22:48	20000 BLOCK HWY 92
County: Pottawattamie	City: Not applicable	

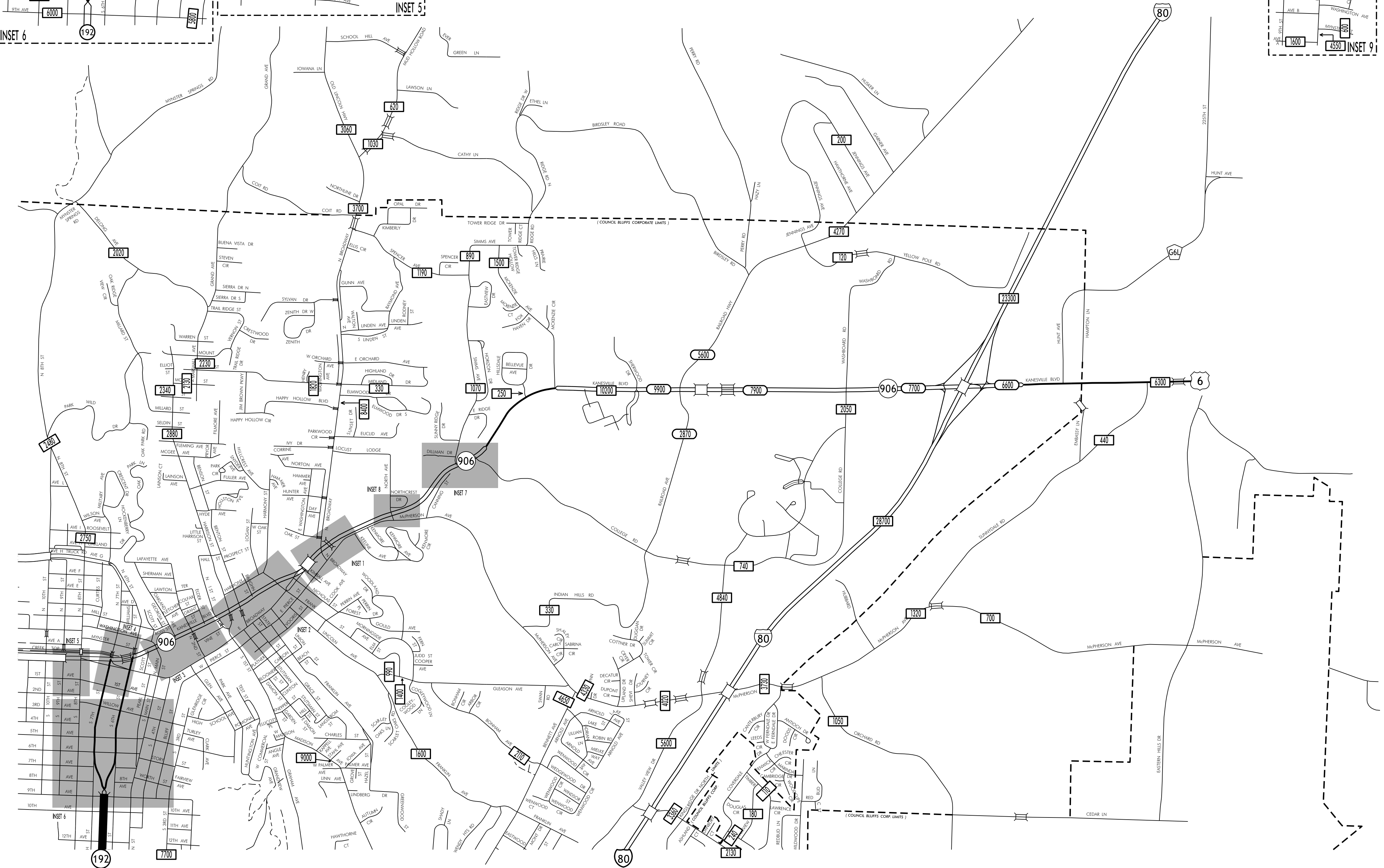
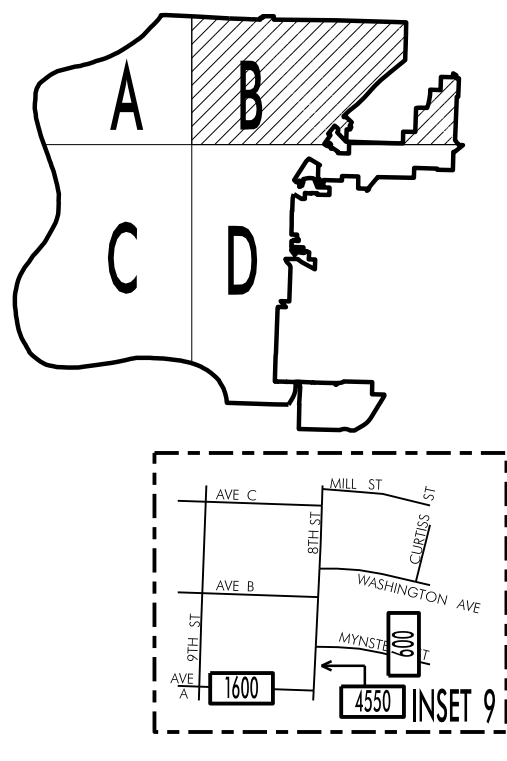
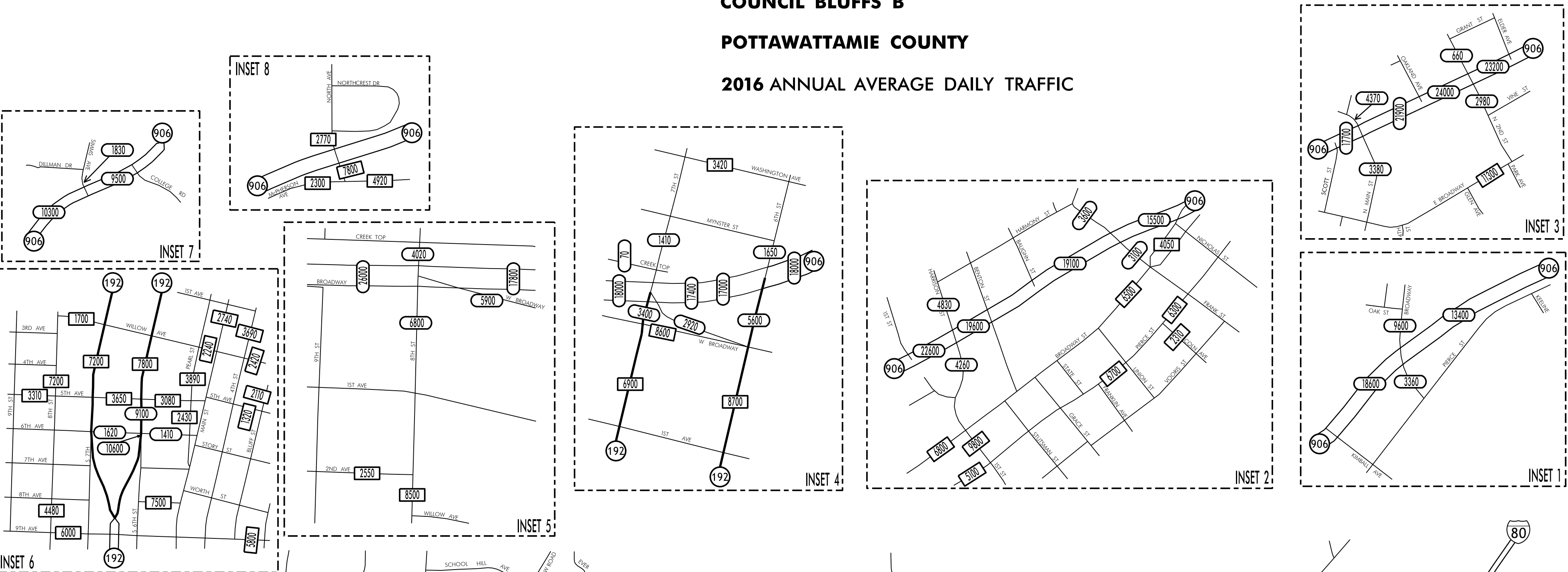
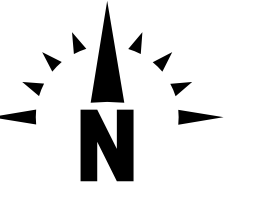
Major Cause: Animal			
Roadway Type: Not reported			
Severity:: Property Damage Only		Manner of Crash: Not reported	
Fatalities: 0		Surface Conditions: Not reported	
Major Injuries: 0		Light Conditions: Not reported	
Minor Injuries: 0		Weather Conditions: Not reported	
Possible Injuries: 0		Drug/Alc Involved: None Indicated	
Severity:: Property Damage Only		Property Damage: \$2,500	Number of Vehicles: 1
	Unit 1	Unit	Unit
Init Trav Dir:	West		
Veh Action:	Not reported		
Configuration:	Passenger car		
Driver Age:	28		
Driver Gender:	F		
Driver Cond:	Not reported		
Driver Contr 1:	No improper action		
Driver Contr 2:	Not reported		
Fixed Object:	None (no fixed object struck)		

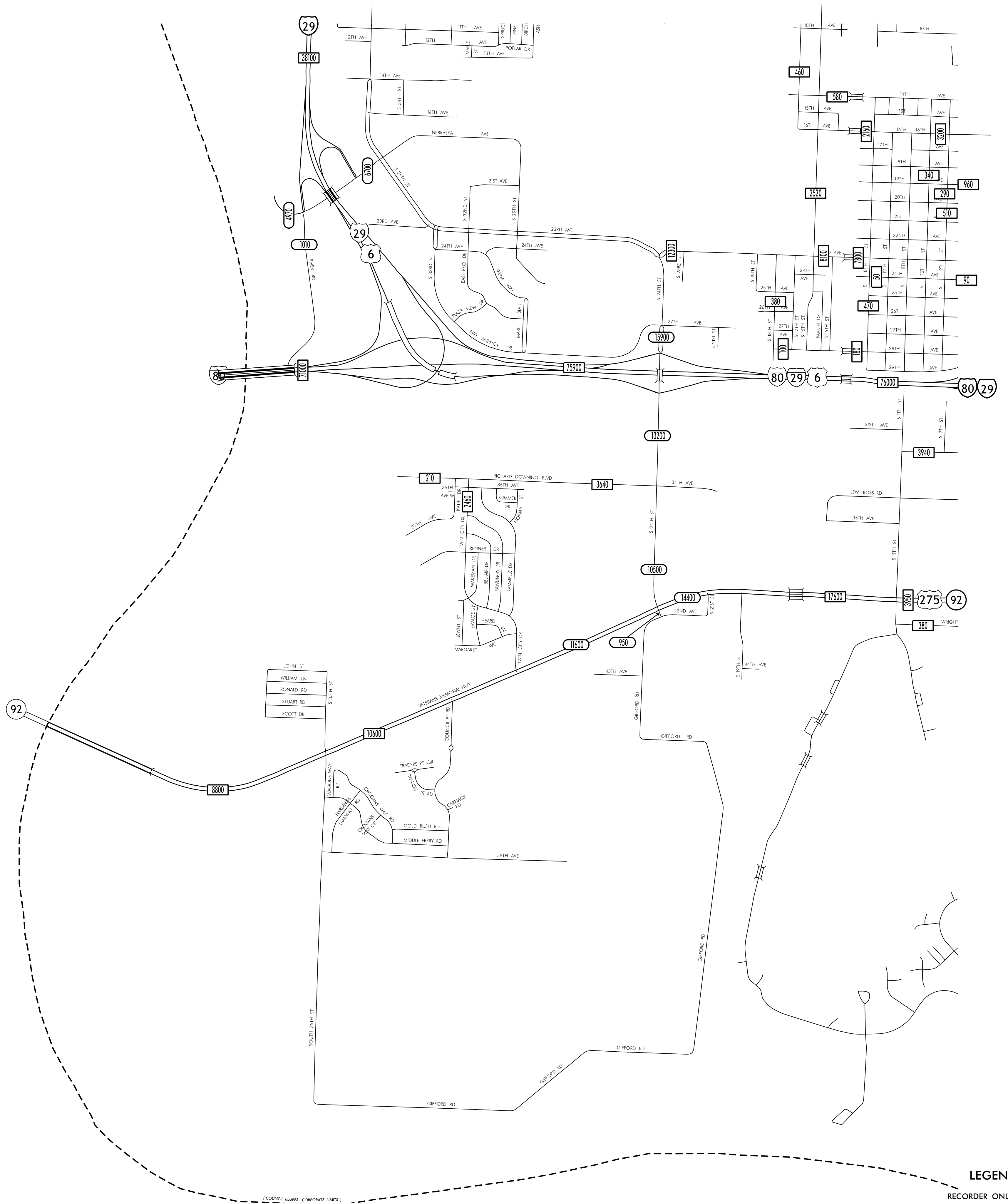
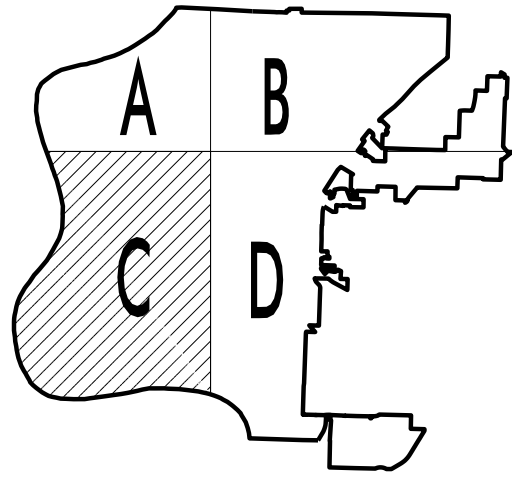
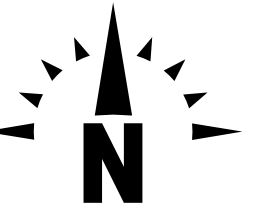
Appendix B – Annual Average Daily Traffic (AADT) Count Data

TRAFFIC FLOW MAP OF
COUNCIL BLUFFS A
POTTAWATTAMIE COUNTY
2016 ANNUAL AVERAGE DAILY TRAFFIC



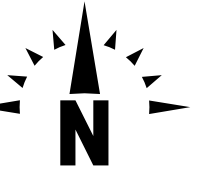
TRAFFIC FLOW MAP OF
COUNCIL BLUFFS B
POTTAWATTAMIE COUNTY
2016 ANNUAL AVERAGE DAILY TRAFFIC



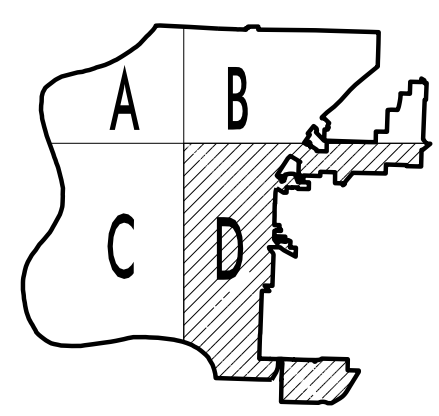
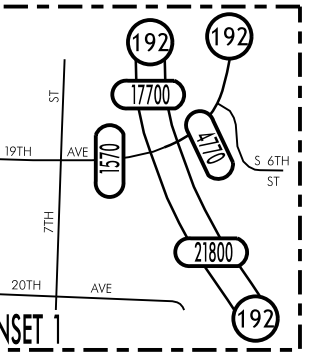
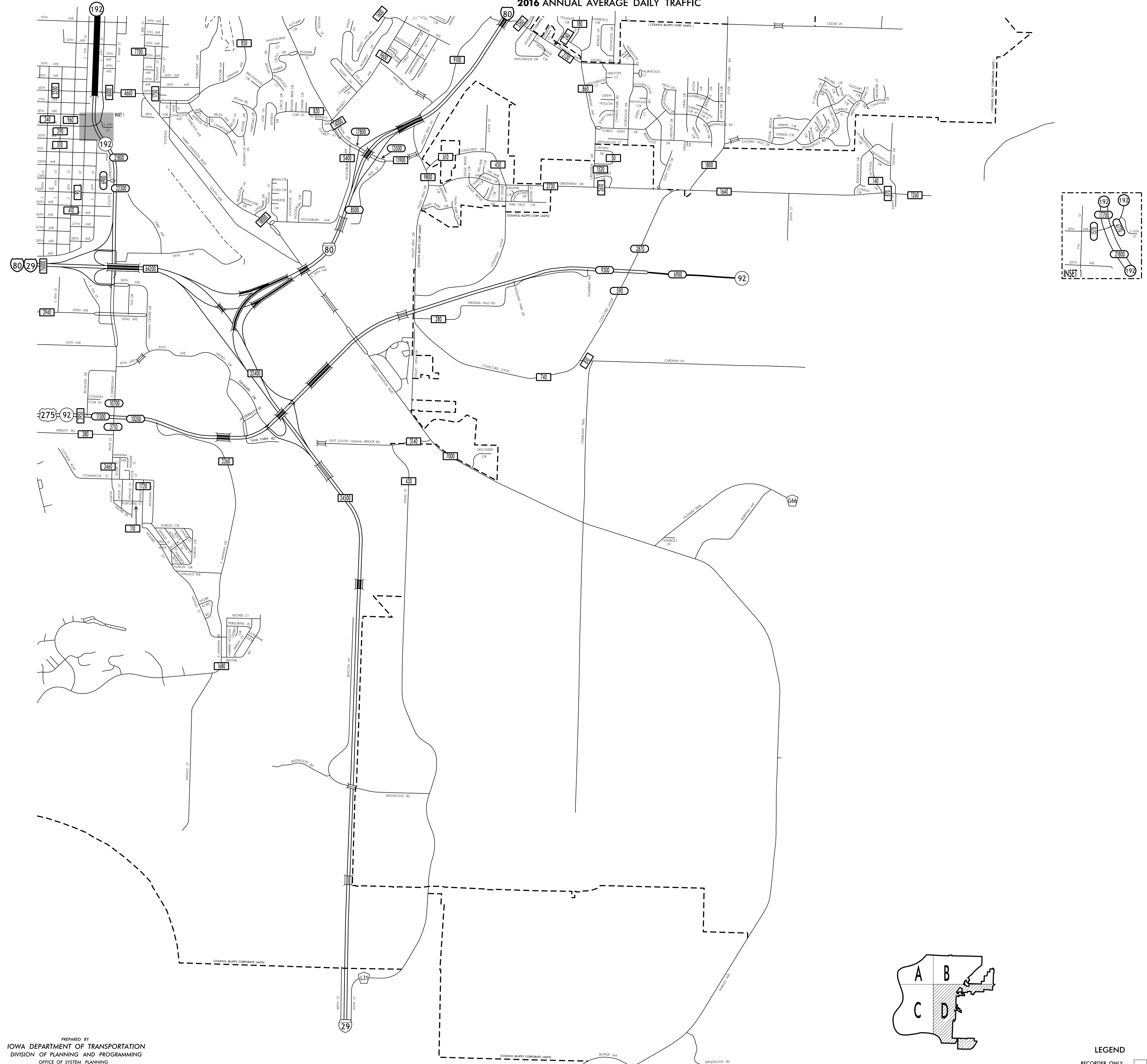


JOHN ST
WILLIAM LN
RONALD RD
STUART RD
SCOTT DR

(COUNCIL BLUFFS CORPORATE LIMITS)



2016 ANNUAL AVERAGE DAILY TRAFFIC



Appendix C – Pottawattamie County Collected Turning Movement Count Data

Location:	Iowa Hwy 92 & Cypress Ave.
Start Date:	12/12/2017
Start Time:	6:00 AM
Site Code:	-

TURNING MOVEMENT COUNT



Start Time	Eastbound							Westbound							Northbound							Southbound						
	Across Leg	Left		Thru		Right		Across Leg	Left		Thru		Right		Across Leg	Left		Thru		Right		Across Leg	Left		Thru		Right	
	Pedestrians	Cars	Trucks	Cars	Trucks	Cars	Trucks	Pedestrians	Cars	Trucks	Cars	Trucks	Cars	Trucks	Pedestrians	Cars	Trucks	Cars	Trucks	Cars	Trucks	Pedestrians	Cars	Trucks	Cars	Trucks	Cars	Trucks
6:00 AM	0	0	0	9	1	2	0	0	5	0	72	1	0	0	0	16	1	0	0	0	0	0	0	0	1	0	4	0
6:15 AM	0	0	0	4	0	6	0	0	1	0	102	1	0	0	0	10	0	0	0	0	0	0	1	0	1	0	7	0
6:30 AM	0	1	0	9	0	3	0	0	2	0	134	1	0	0	0	10	0	0	0	0	0	0	1	0	0	0	10	0
6:45 AM	0	3	1	25	7	2	0	0	2	0	162	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	1
7:00 AM	0	3	0	28	1	5	0	0	1	0	180	5	0	0	0	17	0	0	0	0	0	0	0	0	2	0	24	0
7:15 AM	0	4	0	51	1	6	2	0	5	0	181	2	1	0	0	17	0	0	0	1	0	0	3	0	3	0	15	1
7:30 AM	0	4	0	50	3	3	1	0	1	0	169	1	0	0	0	7	0	0	0	0	0	0	0	0	2	0	10	0
7:45 AM	0	3	0	51	1	12	2	0	2	1	164	7	1	0	0	10	0	0	0	3	0	0	1	1	1	0	13	1
8:00 AM	0	5	0	45	6	6	0	0	1	0	116	8	1	0	0	10	2	0	0	0	0	0	0	0	0	0	3	1
8:15 AM	0	2	0	37	2	6	2	0	4	0	98	7	0	0	0	15	3	0	0	0	0	0	0	0	0	0	3	0
8:30 AM	0	4	0	34	6	4	0	0	2	0	100	9	0	0	0	8	0	1	0	3	0	0	0	0	0	0	3	0
8:45 AM	0	6	0	50	13	7	0	0	4	0	100	7	1	0	0	13	0	0	0	0	0	0	1	0	1	0	2	0
Total:	0	35	1	393	41	62	7	0	30	1	1578	51	4	0	0	141	6	1	0	7	0	0	7	1	11	0	102	4
TOTAL ENTERING VEH.	539							1664							155							125						
% OF ENTERING VEH.	21.71%							67.02%							6.24%							5.03%						
TURN MOVEMENT %	6.68%		80.52%			12.80%		1.86%		97.90%			0.24%		94.84%		0.65%		4.52%			6.40%		8.80%		84.80%		
PEAK HOUR TRUCK VOL.	0		6			5		1		15			0		0		0		0			1		0		2		
PEAK HOUR TOTAL VOL.	14		186			31		10		709			2		51		0		4			5		8		64		
MAX PERIOD	4		53			14		5		185			1		17		0		3			3		3		24		
PEAK HOUR FACTOR	0.88		0.88			0.55		0.50		0.96			0.50		0.75		0.00		0.33			0.42		0.67		0.67		
% TRUCKS - PEAK HOUR	0.00%		3.23%			16.13%		10.00%		2.12%			0.00%		0.00%		0.00%		0.00%			20.00%		0.00%		3.13%		

Location:	Iowa Hwy 92 & Cypress Ave.
Start Date:	12/12/2017
Start Time:	11:00 AM
Site Code:	-

TURNING MOVEMENT COUNT



Start Time	Eastbound								Westbound								Northbound								Southbound							
	Across Leg		Left		Thru		Right		Across Leg		Left		Thru		Right		Across Leg		Left		Thru		Right		Across Leg		Left		Thru		Right	
	Pedestrians	Cars	Trucks	Cars	Trucks	Cars	Trucks	Cars	Trucks	Pedestrians	Cars	Trucks	Cars	Trucks	Cars	Trucks	Pedestrians	Cars	Trucks	Cars	Trucks	Cars	Trucks	Pedestrians	Cars	Trucks	Cars	Trucks	Cars	Trucks		
11:00 AM	0	6	1	45	3	7	1	0	4	0	75	6	2	0	0	11	0	0	0	1	0	0	0	0	1	0	1	0				
11:15 AM	0	4	0	46	8	6	2	0	3	0	71	5	0	0	0	12	0	1	0	0	1	0	0	0	0	0	7	0				
11:30 AM	0	7	0	46	8	7	1	0	2	0	51	6	0	0	0	7	0	1	0	1	0	0	0	0	0	0	4	0				
11:45 AM	0	9	0	42	4	15	0	0	3	1	55	11	0	0	0	12	1	1	0	1	0	0	1	0	1	0	3	0				
12:00 PM	0	6	0	49	1	12	0	0	2	0	53	8	0	0	0	13	0	1	0	1	0	0	0	0	0	0	4	0				
12:15 PM	0	7	0	61	4	11	1	1	5	0	58	3	0	0	0	13	0	1	0	0	0	0	0	0	2	0	6	0				
12:30 PM	0	8	0	41	6	11	0	0	0	0	56	3	0	0	0	12	0	0	0	0	0	0	0	0	1	0	1	0				
12:45 PM	0	0	0	51	3	15	1	0	3	0	44	13	0	0	0	15	0	1	0	0	0	0	0	0	0	0	1	0				
Total:	0	47	1	381	37	84	6	1	22	1	463	55	2	0	0	95	1	6	0	4	1	0	1	0	5	0	27	0				
TOTAL ENTERING VEH.	556								543								107								33							
% OF ENTERING VEH.	44.87%								43.83%								8.64%								2.66%							
TURN MOVEMENT %	8.63%		75.18%				16.19%		4.24%		95.40%				0.37%		89.72%		5.61%		4.67%				3.03%		15.15%		81.82%			
PEAK HOUR TRUCK VOL.	1		23				4		1		28				0		1		0		1				0		0					
PEAK HOUR TOTAL VOL.	27		202				39		13		280				2		43		3		4				1		15					
MAX PERIOD	9		54				15		4		81				2		13		1		1				1		7					
PEAK HOUR FACTOR	0.75		0.94				0.65		0.81		0.86				0.25		0.83		0.75		1.00				0.25		0.50		0.54			
% TRUCKS - PEAK HOUR	3.70%		11.39%				10.26%		7.69%		10.00%				0.00%		2.33%		0.00%		25.00%				0.00%		0.00%					

Location:	Iowa Hwy 92 & Cypress Ave.
Start Date:	12/12/2017
Start Time:	3:00 PM
Site Code:	-

TURNING MOVEMENT COUNT



Start Time	Eastbound							Westbound							Northbound							Southbound						
	Across Leg		Left		Thru		Right		Across Leg		Left		Thru		Right		Across Leg		Left		Thru		Right					
	Pedestrians	Cars	Trucks	Cars	Trucks	Cars	Trucks	Pedestrians	Cars	Trucks	Cars	Trucks	Cars	Trucks	Pedestrians	Cars	Trucks	Cars	Trucks	Cars	Trucks	Cars	Trucks					
3:00 PM	0	6	0	115	7	15	1	0	1	1	51	7	1	0	0	12	0	1	0	3	1	0	1	0	1	0	4	1
3:15 PM	0	3	0	103	5	11	0	0	3	0	66	12	1	0	0	12	0	0	0	2	0	0	0	0	0	0	1	0
3:30 PM	0	10	1	124	3	12	0	0	0	0	57	7	1	0	0	7	1	3	0	1	0	0	0	0	2	0	5	0
3:45 PM	0	8	0	153	9	35	0	0	3	0	61	10	5	0	0	13	0	1	0	0	0	0	0	0	0	0	7	1
4:00 PM	0	19	0	126	4	13	0	0	1	0	71	11	1	0	0	12	0	1	0	3	0	0	0	0	2	0	2	1
4:15 PM	0	12	0	136	4	23	1	0	1	0	89	6	2	0	0	10	1	3	0	4	0	0	0	0	5	0	9	0
4:30 PM	0	8	0	124	5	20	0	0	0	0	54	8	0	0	0	9	0	2	0	0	0	0	0	0	1	0	2	1
4:45 PM	0	10	0	148	5	29	1	0	1	0	79	4	1	0	0	7	0	2	0	0	0	0	0	0	3	0	8	0
5:00 PM	0	13	0	154	4	28	0	0	0	0	71	8	0	0	0	12	0	3	0	3	0	0	0	0	0	0	5	0
5:15 PM	0	9	0	162	1	25	1	0	2	0	77	3	0	0	0	11	0	0	0	1	0	0	1	0	1	0	7	0
5:30 PM	0	9	0	163	3	16	0	0	1	0	62	3	2	0	0	8	0	2	0	2	0	0	1	0	3	0	7	0
5:45 PM	0	19	0	119	1	25	0	0	0	0	61	1	0	0	0	6	0	1	0	1	0	0	0	0	0	0	6	0
Total:	0	126	1	1627	51	252	4	0	13	1	799	80	14	0	0	107	2	18	0	17	0	0	2	0	17	0	59	3
TOTAL ENTERING VEH.	2061							907							144							81						
% OF ENTERING VEH.	64.55%							28.41%							4.51%							2.54%						
TURN MOVEMENT %	6.16%		81.42%			12.42%		1.54%		96.91%			1.54%		75.69%		12.50%			11.81%		2.47%		20.99%			76.54%	
PEAK HOUR TRUCK VOL.	0		13			2		0		18			0		0		0		0			0		0				
PEAK HOUR TOTAL VOL.	41		640			100		4		307			3		38		7			6		2		7			27	
MAX PERIOD	13		166			30		2		83			2		12		3			3		1		3			8	
PEAK HOUR FACTOR	0.79		0.96			0.83		0.50		0.92			0.38		0.79		0.58			0.50		0.50		0.50			0.84	
% TRUCKS - PEAK HOUR	0.00%		2.03%			2.00%		0.00%		5.86%			0.00%		0.00%		0.00%			0.00%		0.00%		0.00%			0.00%	

Appendix D – Gap Study

File Name: C:\Program Files (x86)\JAMAR\PetraPro\Data Files\Gap Study 04052018\IA92 and Cypress Ave Gap Study.ppd

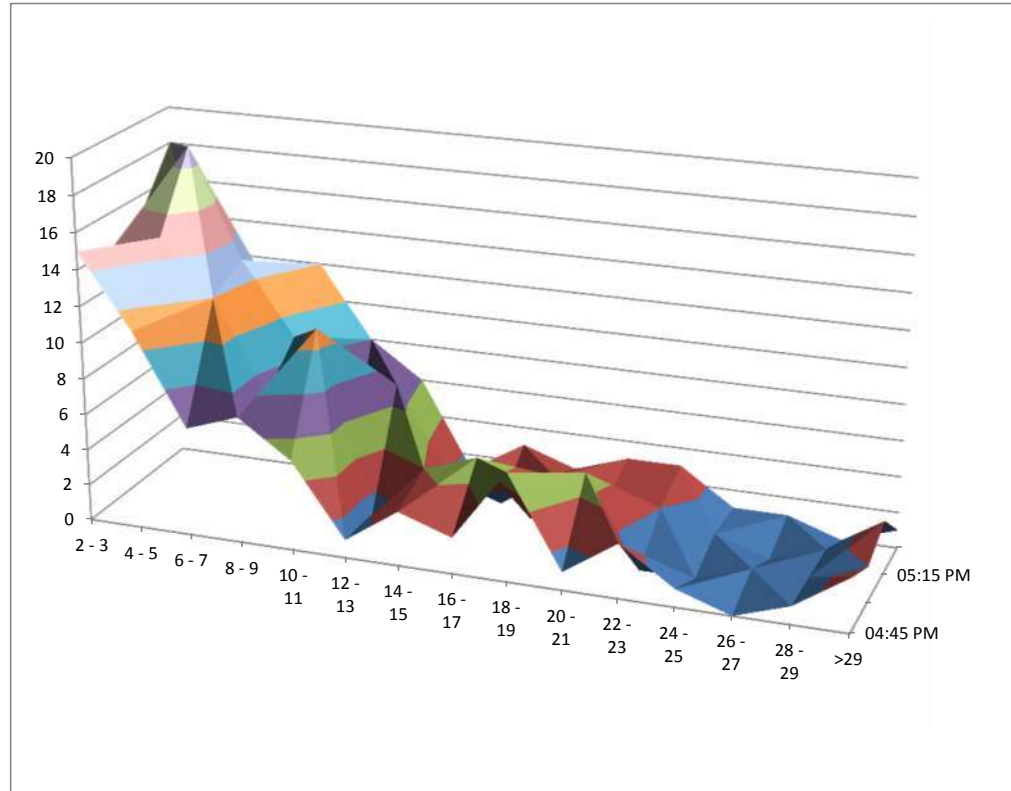
Start Date: 4/5/2018

Start Time: 4:45:00 PM

Site Code: 00000000

Comment 1: Westbound

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	
04:45 PM	0	15	11	6	7	5	1	3	2	6	1	3	1	0	1	3	65
05:00 PM	0	14	15	12	7	11	1	4	5	2	5	0	0	1	1	2	80
05:15 PM	0	15	19	13	9	1	7	2	1	3	2	2	1	0	1	3	79
05:30 PM	0	18	12	10	12	8	6	1	3	2	3	3	1	1	0	1	81
TOTAL		62	57	41	35	25	15	10	11	13	11	8	3	2	3	9	305
PERCENTAGE		20.3%	18.7%	13.4%	11.5%	8.2%	4.9%	3.3%	3.6%	4.3%	3.6%	2.6%	1.0%	0.7%	1.0%	3.0%	
CUMULATIVE FREQUENCY		62	119	160	195	220	235	245	256	269	280	288	291	293	296	305	
PERCENTILE	85th	18.5															
	50th	7.6															



File Name: C:\Program Files (x86)\JAMAR\PetraPro\Data Files\Gap Study 04052018\IA92 and Cypress Ave Gap Study.ppd

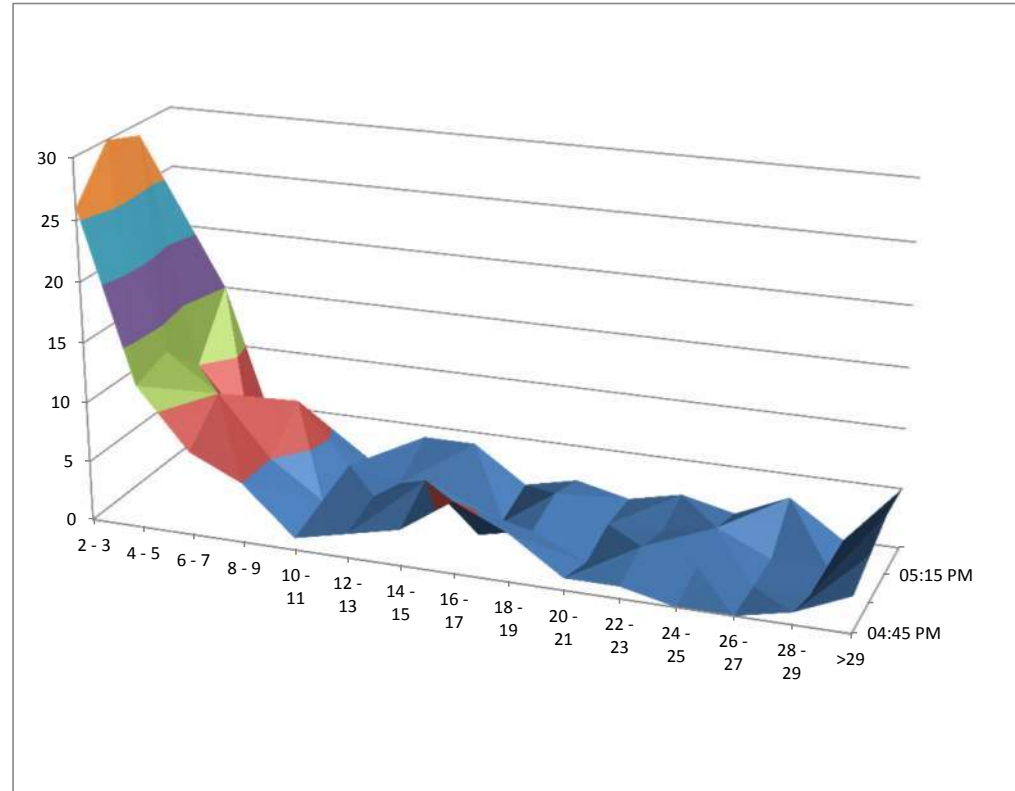
Start Date: 4/5/2018

Start Time: 4:45:00 PM

Site Code: 00000000

Comment 1: Eastbound

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	
04:45 PM	0	26	12	7	5	1	2	3	6	4	1	1	0	0	1	3	72
05:00 PM	0	30	13	10	5	2	3	5	1	2	0	2	1	0	0	4	78
05:15 PM	0	29	10	5	8	3	2	1	0	3	1	1	2	0	0	5	70
05:30 PM	0	22	15	2	2	1	4	4	1	2	1	2	1	3	0	5	65
TOTAL		107	50	24	20	7	11	13	8	11	3	6	4	3	1	17	285
PERCENTAGE		37.5%	17.5%	8.4%	7.0%	2.5%	3.9%	4.6%	2.8%	3.9%	1.1%	2.1%	1.4%	1.1%	0.4%	6.0%	
CUMULATIVE FREQUENCY		107	157	181	201	208	219	232	240	251	254	260	264	267	268	285	
PERCENTILE 85th		18.4															
PERCENTILE 50th		5.4															



File Name: C:\Program Files (x86)\JAMAR\PetraPro\Data Files\Gap Study 04052018\IA92 and Cypress Ave Gap Study.ppd

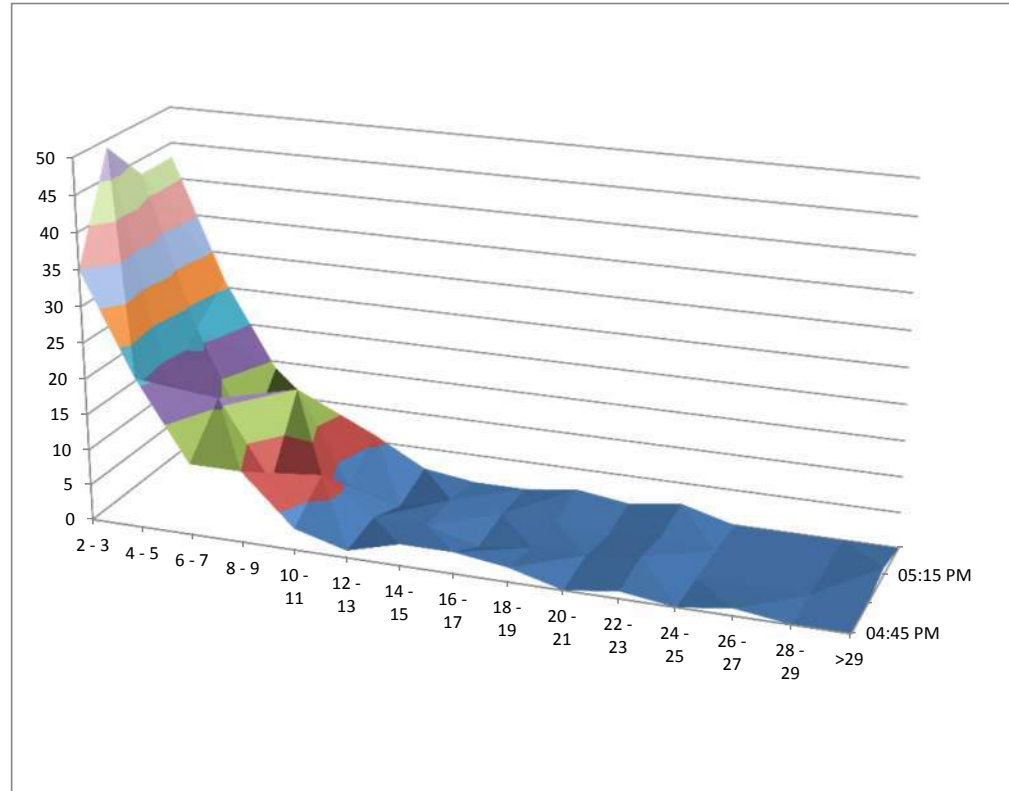
Start Date: 4/5/2018

Start Time: 4:45:00 PM

Site Code: 00000000

Comment 1: Combined

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	
04:45 PM	0	35	21	10	10	3	1	3	3	2	0	1	0	1	0	0	90
05:00 PM	0	49	17	16	5	7	2	2	0	1	1	2	0	0	0	0	102
05:15 PM	0	43	22	7	15	2	0	2	1	1	0	1	0	0	0	1	95
05:30 PM	0	43	26	14	7	6	2	1	1	2	1	2	0	0	0	0	105
TOTAL		170	86	47	37	18	5	8	5	6	2	6	0	1	0	1	392
PERCENTAGE		43.4%	21.9%	12.0%	9.4%	4.6%	1.3%	2.0%	1.3%	1.5%	0.5%	1.5%	0.0%	0.3%	0.0%	0.3%	
CUMULATIVE FREQUENCY		170	256	303	340	358	363	371	376	382	384	390	390	391	391	392	
PERCENTILE	85th	9.6															
	50th	4.6															



Appendix E – IA 92 Speed Study


DATA COLLECTION MAP

AUG 2011

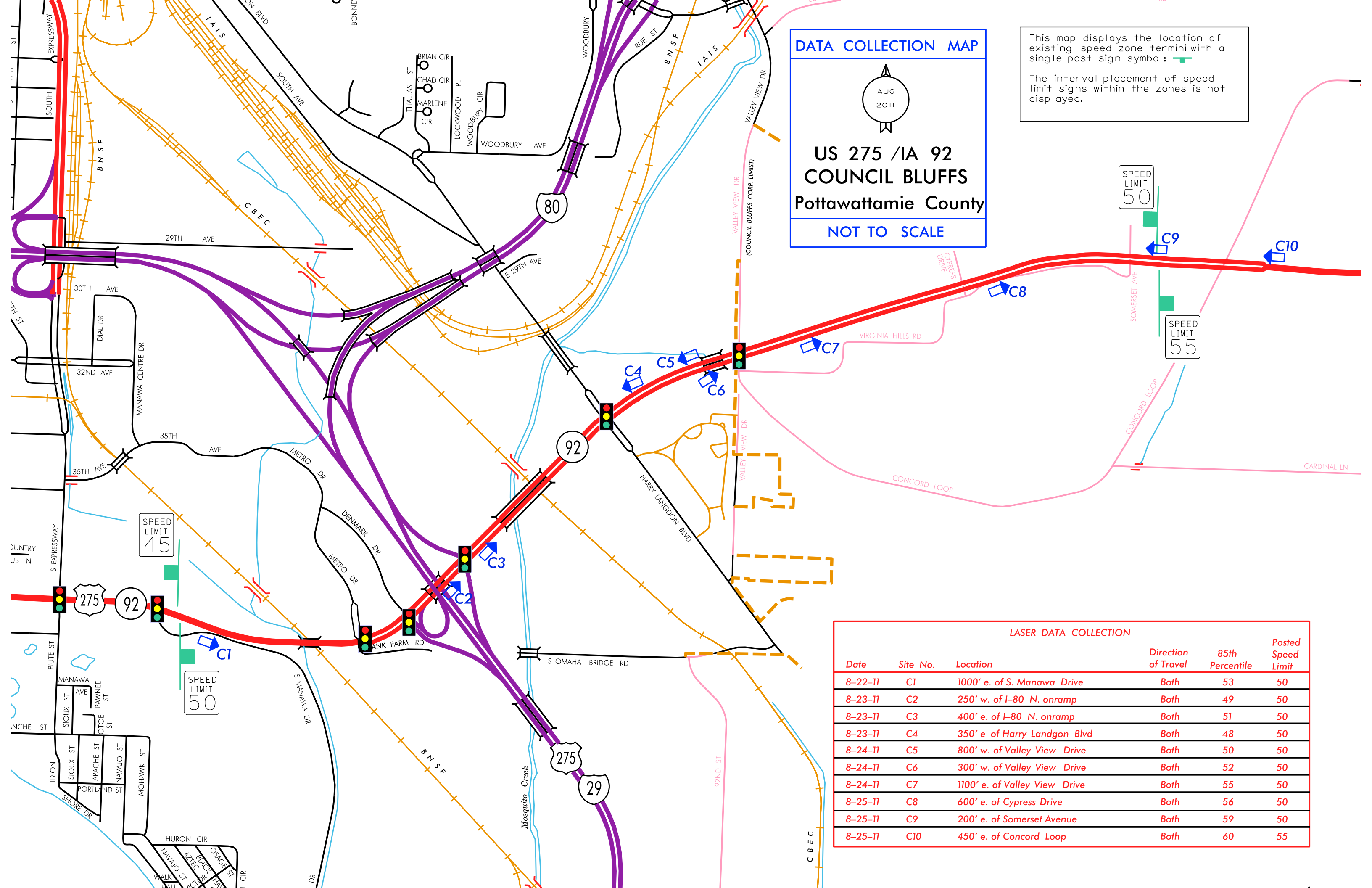
**US 275 / IA 92
COUNCIL BLUFFS**

Pottawattamie County

NOT TO SCALE

This map displays the location of existing speed zone termini with a single-post sign symbol: 

The interval placement of speed limit signs within the zones is not displayed.



LASER DATA COLLECTION

Date	Site No.	Location	Direction of Travel	85th Percentile	Posted Speed Limit
8-22-11	C1	1000' e. of S. Manawa Drive	Both	53	50
8-23-11	C2	250' w. of I-80 N. onramp	Both	49	50
8-23-11	C3	400' e. of I-80 N. onramp	Both	51	50
8-23-11	C4	350' e. of Harry Landgon Blvd	Both	48	50
8-24-11	C5	800' w. of Valley View Drive	Both	50	50
8-24-11	C6	300' w. of Valley View Drive	Both	52	50
8-24-11	C7	1100' e. of Valley View Drive	Both	55	50
8-25-11	C8	600' e. of Cypress Drive	Both	56	50
8-25-11	C9	200' e. of Somerset Avenue	Both	59	50
8-25-11	C10	450' e. of Concord Loop	Both	60	55

SpeedStat Version 2.3 11/96
 Project ID : C1
 Street : US275-IA92
 Capture Zone : 1000 FT. E. OF S. MANAWA DR

Direction(s) : BOTH FACE E.
 Posted Speed Limit: 50
 Types of Vehicles : ALL
 Weather Conditions: SUNNY 70S

Filter Settings

Date Range : 08/22/11 Through 08/22/11
 Time Range : 11:16:00A Through 12:30:00P
 Direction(s) : Approaching & Departing
 Types of Vehicles : All Vehicles

Lowest Recorded Speed : 31 15th Percentile : 43
 Highest Recorded Speed : 69 50th Percentile : 48
 Average Speed : 48.2 85th Percentile : 53
 Vehicles Observed : 398 95th Percentile : 56

10 MPH Pace Speed : 44 Through 53
 Percent In Pace Speed : 73.1
 Percent Under Pace Speed : 16.1
 Percent Over Pace Speed : 10.8

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
30	0	0.0	0.0	56	7	1.8	95.2
31	1	0.3	0.3	57	7	1.8	97.0
32	0	0.0	0.3	58	4	1.0	98.0
33	0	0.0	0.3	59	3	0.8	98.7
34	2	0.5	0.8	60	1	0.3	99.0
35	0	0.0	0.8	61	0	0.0	99.0
36	2	0.5	1.3	62	1	0.3	99.2
37	2	0.5	1.8	63	2	0.5	99.7
38	2	0.5	2.3	64	0	0.0	99.7
39	7	1.8	4.0	65	0	0.0	99.7
40	6	1.5	5.5	66	0	0.0	99.7
41	7	1.8	7.3	67	0	0.0	99.7
42	14	3.5	10.8	68	0	0.0	99.7
43	21	5.3	16.1	69	1	0.3	100.0
44	18	4.5	20.6	70	0	0.0	100.0
45	28	7.0	27.6	71	0	0.0	100.0
46	30	7.5	35.2	72	0	0.0	100.0
47	32	8.0	43.2	73	0	0.0	100.0
48	36	9.0	52.3	74	0	0.0	100.0
49	35	8.8	61.1	75	0	0.0	100.0
50	31	7.8	68.8	76	0	0.0	100.0
51	27	6.8	75.6	77	0	0.0	100.0
52	26	6.5	82.2	78	0	0.0	100.0
53	28	7.0	89.2	79	0	0.0	100.0
54	5	1.3	90.5	80	0	0.0	100.0
55	12	3.0	93.5				

SpeedStat Version 2.3 11/96
 Project ID : C2
 Street : IA 92
 Capture Zone : 250 FT. W. OF I-80 N. ONRAMP

Direction(s) : BOTH FACE E.
 Posted Speed Limit: 50
 Types of Vehicles : ALL
 Weather Conditions: SUNNY 70S

Filter Settings

Date Range : 08/23/11 Through 08/23/11
 Time Range : 07:01:00A Through 08:45:00A
 Direction(s) : Approaching & Departing
 Types of Vehicles : All Vehicles

Lowest Recorded Speed : 32 15th Percentile : 39
 Highest Recorded Speed : 67 50th Percentile : 44
 Average Speed : 44.4 85th Percentile : 49
 Vehicles Observed : 399 95th Percentile : 52

10 MPH Pace Speed : 39 Through 48
 Percent In Pace Speed : 73.4
 Percent Under Pace Speed : 10.5
 Percent Over Pace Speed : 16.0

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
30	0	0.0	0.0	56	1	0.3	98.7
31	0	0.0	0.0	57	1	0.3	99.0
32	5	1.3	1.3	58	1	0.3	99.2
33	2	0.5	1.8	59	1	0.3	99.5
34	5	1.3	3.0	60	0	0.0	99.5
35	3	0.8	3.8	61	0	0.0	99.5
36	4	1.0	4.8	62	0	0.0	99.5
37	6	1.5	6.3	63	0	0.0	99.5
38	17	4.3	10.5	64	1	0.3	99.7
39	20	5.0	15.5	65	0	0.0	99.7
40	17	4.3	19.8	66	0	0.0	99.7
41	20	5.0	24.8	67	1	0.3	100.0
42	30	7.5	32.3	68	0	0.0	100.0
43	36	9.0	41.4	69	0	0.0	100.0
44	38	9.5	50.9	70	0	0.0	100.0
45	29	7.3	58.1	71	0	0.0	100.0
46	41	10.3	68.4	72	0	0.0	100.0
47	31	7.8	76.2	73	0	0.0	100.0
48	31	7.8	84.0	74	0	0.0	100.0
49	12	3.0	87.0	75	0	0.0	100.0
50	16	4.0	91.0	76	0	0.0	100.0
51	8	2.0	93.0	77	0	0.0	100.0
52	12	3.0	96.0	78	0	0.0	100.0
53	6	1.5	97.5	79	0	0.0	100.0
54	2	0.5	98.0	80	0	0.0	100.0
55	2	0.5	98.5				

SpeedStat Version 2.3 11/96
 Project ID : C3
 Street : IA 92
 Capture Zone : 400 FT. E. OF I-80 N. ONRAMP

Direction(s) : BOTH FACE E.
 Posted Speed Limit: 50
 Types of Vehicles : ALL
 Weather Conditions: SUNNY 80S

Filter Settings

Date Range : 08/23/11 Through 08/23/11
 Time Range : 09:22:00A Through 10:38:00A
 Direction(s) : Approaching & Departing
 Types of Vehicles : All Vehicles

Lowest Recorded Speed : 33 15th Percentile : 42
 Highest Recorded Speed : 65 50th Percentile : 46
 Average Speed : 46.5 85th Percentile : 51
 Vehicles Observed : 400 95th Percentile : 54

10 MPH Pace Speed : 42 Through 51
 Percent In Pace Speed : 77.0
 Percent Under Pace Speed : 10.8
 Percent Over Pace Speed : 12.3

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
30	0	0.0	0.0	56	5	1.3	98.3
31	0	0.0	0.0	57	2	0.5	98.8
32	0	0.0	0.0	58	1	0.3	99.0
33	2	0.5	0.5	59	2	0.5	99.5
34	1	0.3	0.8	60	1	0.3	99.8
35	1	0.3	1.0	61	0	0.0	99.8
36	2	0.5	1.5	62	0	0.0	99.8
37	2	0.5	2.0	63	0	0.0	99.8
38	4	1.0	3.0	64	0	0.0	99.8
39	8	2.0	5.0	65	1	0.3	100.0
40	9	2.3	7.3	66	0	0.0	100.0
41	14	3.5	10.8	67	0	0.0	100.0
42	25	6.3	17.0	68	0	0.0	100.0
43	27	6.8	23.8	69	0	0.0	100.0
44	38	9.5	33.3	70	0	0.0	100.0
45	38	9.5	42.8	71	0	0.0	100.0
46	34	8.5	51.3	72	0	0.0	100.0
47	38	9.5	60.8	73	0	0.0	100.0
48	33	8.3	69.0	74	0	0.0	100.0
49	26	6.5	75.5	75	0	0.0	100.0
50	33	8.3	83.8	76	0	0.0	100.0
51	16	4.0	87.8	77	0	0.0	100.0
52	16	4.0	91.8	78	0	0.0	100.0
53	8	2.0	93.8	79	0	0.0	100.0
54	8	2.0	95.8	80	0	0.0	100.0
55	5	1.3	97.0				

SpeedStat Version 2.3 11/96
 Project ID : C4
 Street : IA 92
 Capture Zone : 350 FT. E. OF HARRY LANGDON BLVD.

Direction(s) : BOTH FACE W.
 Posted Speed Limit: 50
 Types of Vehicles : ALL
 Weather Conditions: SUNNY 80S

Filter Settings

Date Range : 08/23/11 Through 08/23/11
 Time Range : 12:41:00P Through 02:43:00P
 Direction(s) : Approaching & Departing
 Types of Vehicles : All Vehicles

Lowest Recorded Speed : 26 15th Percentile : 32
 Highest Recorded Speed : 67 50th Percentile : 42
 Average Speed : 41.3 85th Percentile : 48
 Vehicles Observed : 189 95th Percentile : 51

10 MPH Pace Speed : 39 Through 48
 Percent In Pace Speed : 63.5
 Percent Under Pace Speed : 25.4
 Percent Over Pace Speed : 11.1

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
25	0	0.0	0.0	51	2	1.1	95.8
26	2	1.1	1.1	52	0	0.0	95.8
27	2	1.1	2.1	53	3	1.6	97.4
28	5	2.6	4.8	54	1	0.5	97.9
29	7	3.7	8.5	55	0	0.0	97.9
30	2	1.1	9.5	56	1	0.5	98.4
31	5	2.6	12.2	57	0	0.0	98.4
32	6	3.2	15.3	58	0	0.0	98.4
33	5	2.6	18.0	59	0	0.0	98.4
34	3	1.6	19.6	60	1	0.5	98.9
35	2	1.1	20.6	61	0	0.0	98.9
36	3	1.6	22.2	62	0	0.0	98.9
37	6	3.2	25.4	63	0	0.0	98.9
38	0	0.0	25.4	64	0	0.0	98.9
39	14	7.4	32.8	65	1	0.5	99.5
40	13	6.9	39.7	66	0	0.0	99.5
41	13	6.9	46.6	67	1	0.5	100.0
42	10	5.3	51.9	68	0	0.0	100.0
43	12	6.3	58.2	69	0	0.0	100.0
44	19	10.1	68.3	70	0	0.0	100.0
45	6	3.2	71.4				
46	14	7.4	78.8				
47	11	5.8	84.7				
48	8	4.2	88.9				
49	8	4.2	93.1				
50	3	1.6	94.7				

SpeedStat Version 2.3 11/96
 Project ID : C5
 Street : IA 92
 Capture Zone : 800 FT. W. OF VALLEY VIEW DR.

Direction(s) : BOTH FACE W.
 Posted Speed Limit: 50
 Types of Vehicles : ALL
 Weather Conditions: SUNNY 70S

Filter Settings

Date Range : 08/24/11 Through 08/24/11
 Time Range : 06:52:00A Through 08:34:00A
 Direction(s) : Approaching & Departing
 Types of Vehicles : All Vehicles

Lowest Recorded Speed : 32 15th Percentile : 41
 Highest Recorded Speed : 65 50th Percentile : 44
 Average Speed : 44.9 85th Percentile : 50
 Vehicles Observed : 404 95th Percentile : 53

10 MPH Pace Speed : 40 Through 49
 Percent In Pace Speed : 77.0
 Percent Under Pace Speed : 7.9
 Percent Over Pace Speed : 15.1

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
30	0	0.0	0.0	56	4	1.0	99.0
31	0	0.0	0.0	57	2	0.5	99.5
32	1	0.2	0.2	58	1	0.2	99.8
33	1	0.2	0.5	59	0	0.0	99.8
34	0	0.0	0.5	60	0	0.0	99.8
35	3	0.7	1.2	61	0	0.0	99.8
36	5	1.2	2.5	62	0	0.0	99.8
37	4	1.0	3.5	63	0	0.0	99.8
38	7	1.7	5.2	64	0	0.0	99.8
39	11	2.7	7.9	65	1	0.2	100.0
40	28	6.9	14.9	66	0	0.0	100.0
41	36	8.9	23.8	67	0	0.0	100.0
42	33	8.2	31.9	68	0	0.0	100.0
43	37	9.2	41.1	69	0	0.0	100.0
44	36	8.9	50.0	70	0	0.0	100.0
45	29	7.2	57.2	71	0	0.0	100.0
46	34	8.4	65.6	72	0	0.0	100.0
47	29	7.2	72.8	73	0	0.0	100.0
48	20	5.0	77.7	74	0	0.0	100.0
49	29	7.2	84.9	75	0	0.0	100.0
50	17	4.2	89.1	76	0	0.0	100.0
51	17	4.2	93.3	77	0	0.0	100.0
52	6	1.5	94.8	78	0	0.0	100.0
53	6	1.5	96.3	79	0	0.0	100.0
54	7	1.7	98.0	80	0	0.0	100.0
55	0	0.0	98.0				

SpeedStat Version 2.3 11/96
 Project ID : C6
 Street : IA 92
 Capture Zone : 300 FT. W. OF VALLEY VIEW DR.

Direction(s) : BOTH FACE E.
 Posted Speed Limit: 50
 Types of Vehicles : ALL
 Weather Conditions: SUNNY 80S

Filter Settings

Date Range : 08/24/11 Through 08/24/11
 Time Range : 09:19:00A Through 11:21:00A
 Direction(s) : Approaching & Departing
 Types of Vehicles : All Vehicles

Lowest Recorded Speed : 32 15th Percentile : 41
 Highest Recorded Speed : 64 50th Percentile : 47
 Average Speed : 46.7 85th Percentile : 52
 Vehicles Observed : 238 95th Percentile : 56

10 MPH Pace Speed : 41 Through 50
 Percent In Pace Speed : 68.5
 Percent Under Pace Speed : 10.5
 Percent Over Pace Speed : 21.0

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
30	0	0.0	0.0	56	7	2.9	97.1
31	0	0.0	0.0	57	3	1.3	98.3
32	1	0.4	0.4	58	1	0.4	98.7
33	1	0.4	0.8	59	0	0.0	98.7
34	2	0.8	1.7	60	1	0.4	99.2
35	3	1.3	2.9	61	0	0.0	99.2
36	5	2.1	5.0	62	1	0.4	99.6
37	3	1.3	6.3	63	0	0.0	99.6
38	4	1.7	8.0	64	1	0.4	100.0
39	4	1.7	9.7	65	0	0.0	100.0
40	2	0.8	10.5	66	0	0.0	100.0
41	11	4.6	15.1	67	0	0.0	100.0
42	11	4.6	19.7	68	0	0.0	100.0
43	14	5.9	25.6	69	0	0.0	100.0
44	15	6.3	31.9	70	0	0.0	100.0
45	13	5.5	37.4	71	0	0.0	100.0
46	20	8.4	45.8	72	0	0.0	100.0
47	25	10.5	56.3	73	0	0.0	100.0
48	16	6.7	63.0	74	0	0.0	100.0
49	19	8.0	71.0	75	0	0.0	100.0
50	19	8.0	79.0	76	0	0.0	100.0
51	10	4.2	83.2	77	0	0.0	100.0
52	10	4.2	87.4	78	0	0.0	100.0
53	7	2.9	90.3	79	0	0.0	100.0
54	6	2.5	92.9	80	0	0.0	100.0
55	3	1.3	94.1				

SpeedStat Version 2.3 11/96
 Project ID : C7
 Street : IA 92
 Capture Zone : 1100 FT. E. OF VALLEY VIEW DR.

Direction(s) : BOTH FACE E
 Posted Speed Limit: 50
 Types of Vehicles : ALL
 Weather Conditions: SUNNY 80S

Filter Settings

Date Range : 08/24/11 Through 08/24/11
 Time Range : 12:17:00P Through 01:30:00P
 Direction(s) : Approaching & Departing
 Types of Vehicles : All Vehicles

Lowest Recorded Speed : 30 15th Percentile : 46
 Highest Recorded Speed : 67 50th Percentile : 51
 Average Speed : 50.4 85th Percentile : 55
 Vehicles Observed : 396 95th Percentile : 58

10 MPH Pace Speed : 46 Through 55
 Percent In Pace Speed : 73.2
 Percent Under Pace Speed : 14.9
 Percent Over Pace Speed : 11.9

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
30	1	0.3	0.3	56	8	2.0	90.2
31	0	0.0	0.3	57	15	3.8	93.9
32	0	0.0	0.3	58	10	2.5	96.5
33	1	0.3	0.5	59	5	1.3	97.7
34	0	0.0	0.5	60	2	0.5	98.2
35	0	0.0	0.5	61	2	0.5	98.7
36	2	0.5	1.0	62	1	0.3	99.0
37	0	0.0	1.0	63	2	0.5	99.5
38	0	0.0	1.0	64	1	0.3	99.7
39	1	0.3	1.3	65	0	0.0	99.7
40	6	1.5	2.8	66	0	0.0	99.7
41	9	2.3	5.1	67	1	0.3	100.0
42	3	0.8	5.8	68	0	0.0	100.0
43	4	1.0	6.8	69	0	0.0	100.0
44	14	3.5	10.4	70	0	0.0	100.0
45	18	4.5	14.9	71	0	0.0	100.0
46	22	5.6	20.5	72	0	0.0	100.0
47	27	6.8	27.3	73	0	0.0	100.0
48	28	7.1	34.3	74	0	0.0	100.0
49	24	6.1	40.4	75	0	0.0	100.0
50	28	7.1	47.5	76	0	0.0	100.0
51	33	8.3	55.8	77	0	0.0	100.0
52	44	11.1	66.9	78	0	0.0	100.0
53	33	8.3	75.3	79	0	0.0	100.0
54	24	6.1	81.3	80	0	0.0	100.0
55	27	6.8	88.1				

SpeedStat Version 2.3 11/96
 Project ID : C8
 Street : IA 92
 Capture Zone : 600 FT. E. OF CYPRESS DR.

Direction(s) : BOTH FACE E.
 Posted Speed Limit: 50
 Types of Vehicles : ALL
 Weather Conditions: SUNNY 70

Filter Settings

Date Range : 08/25/11 Through 08/25/11
 Time Range : 09:07:00A Through 10:51:00A
 Direction(s) : Approaching & Departing
 Types of Vehicles : All Vehicles

Lowest Recorded Speed : 35 15th Percentile : 45
 Highest Recorded Speed : 62 50th Percentile : 51
 Average Speed : 50.9 85th Percentile : 56
 Vehicles Observed : 400 95th Percentile : 59

10 MPH Pace Speed : 46 Through 55
 Percent In Pace Speed : 65.3
 Percent Under Pace Speed : 15.3
 Percent Over Pace Speed : 19.5

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
30	0	0.0	0.0	56	21	5.3	85.8
31	0	0.0	0.0	57	20	5.0	90.8
32	0	0.0	0.0	58	13	3.3	94.0
33	0	0.0	0.0	59	17	4.3	98.3
34	0	0.0	0.0	60	4	1.0	99.3
35	1	0.3	0.3	61	1	0.3	99.5
36	1	0.3	0.5	62	2	0.5	100.0
37	1	0.3	0.8	63	0	0.0	100.0
38	0	0.0	0.8	64	0	0.0	100.0
39	2	0.5	1.3	65	0	0.0	100.0
40	3	0.8	2.0	66	0	0.0	100.0
41	6	1.5	3.5	67	0	0.0	100.0
42	6	1.5	5.0	68	0	0.0	100.0
43	10	2.5	7.5	69	0	0.0	100.0
44	13	3.3	10.8	70	0	0.0	100.0
45	18	4.5	15.3	71	0	0.0	100.0
46	23	5.8	21.0	72	0	0.0	100.0
47	19	4.8	25.8	73	0	0.0	100.0
48	20	5.0	30.8	74	0	0.0	100.0
49	23	5.8	36.5	75	0	0.0	100.0
50	32	8.0	44.5	76	0	0.0	100.0
51	37	9.3	53.8	77	0	0.0	100.0
52	31	7.8	61.5	78	0	0.0	100.0
53	26	6.5	68.0	79	0	0.0	100.0
54	28	7.0	75.0	80	0	0.0	100.0
55	22	5.5	80.5				

SpeedStat Version 2.3 11/96
 Project ID : C9
 Street : IA 92
 Capture Zone : 200 FT. E OF SOMERSET AVE.

Direction(s) : BOTH FACE W.
 Posted Speed Limit: 50
 Types of Vehicles : ALL
 Weather Conditions: SUNNY 60S

Filter Settings

Date Range : 08/25/11 Through 08/25/11
 Time Range : 07:10:00A Through 08:37:00A
 Direction(s) : Approaching & Departing
 Types of Vehicles : All Vehicles

Lowest Recorded Speed : 34 15th Percentile : 49
 Highest Recorded Speed : 67 50th Percentile : 54
 Average Speed : 53.7 85th Percentile : 59
 Vehicles Observed : 397 95th Percentile : 61

10 MPH Pace Speed : 50 Through 59
 Percent In Pace Speed : 70.8
 Percent Under Pace Speed : 17.9
 Percent Over Pace Speed : 11.3

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
30	0	0.0	0.0	56	35	8.8	70.8
31	0	0.0	0.0	57	29	7.3	78.1
32	0	0.0	0.0	58	23	5.8	83.9
33	0	0.0	0.0	59	19	4.8	88.7
34	1	0.3	0.3	60	12	3.0	91.7
35	1	0.3	0.5	61	14	3.5	95.2
36	2	0.5	1.0	62	11	2.8	98.0
37	0	0.0	1.0	63	2	0.5	98.5
38	2	0.5	1.5	64	3	0.8	99.2
39	0	0.0	1.5	65	0	0.0	99.2
40	0	0.0	1.5	66	2	0.5	99.7
41	0	0.0	1.5	67	1	0.3	100.0
42	2	0.5	2.0	68	0	0.0	100.0
43	1	0.3	2.3	69	0	0.0	100.0
44	7	1.8	4.0	70	0	0.0	100.0
45	2	0.5	4.5	71	0	0.0	100.0
46	7	1.8	6.3	72	0	0.0	100.0
47	13	3.3	9.6	73	0	0.0	100.0
48	16	4.0	13.6	74	0	0.0	100.0
49	17	4.3	17.9	75	0	0.0	100.0
50	24	6.0	23.9	76	0	0.0	100.0
51	32	8.1	32.0	77	0	0.0	100.0
52	26	6.5	38.5	78	0	0.0	100.0
53	26	6.5	45.1	79	0	0.0	100.0
54	32	8.1	53.1	80	0	0.0	100.0
55	35	8.8	62.0				

SpeedStat Version 2.3 11/96
 Project ID : C10
 Street : IA 92
 Capture Zone : 450 FT. E. OF CONCORD LOOP

Direction(s) : Both Facing West
 Posted Speed Limit: 55
 Types of Vehicles : All
 Weather Conditions: sunny 80s

 Filter Settings

Date Range : 08/25/11 Through 08/25/11
 Time Range : 12:12:00P Through 02:02:00P
 Direction(s) : Approaching & Departing
 Types of Vehicles : All Vehicles

 Lowest Recorded Speed : 34 15th Percentile : 51
 Highest Recorded Speed : 71 50th Percentile : 56
 Average Speed : 55.9 85th Percentile : 60
 Vehicles Observed : 400 95th Percentile : 64

10 MPH Pace Speed : 51 Through 60
 Percent In Pace Speed : 74.5
 Percent Under Pace Speed : 12.0
 Percent Over Pace Speed : 13.5

SPEED	COUNT	PERCENT	CUM.%	SPEED	COUNT	PERCENT	CUM.%
30	0	0.0	0.0	56	49	12.3	55.5
31	0	0.0	0.0	57	31	7.8	63.3
32	0	0.0	0.0	58	33	8.3	71.5
33	0	0.0	0.0	59	27	6.8	78.3
34	1	0.3	0.3	60	33	8.3	86.5
35	0	0.0	0.3	61	12	3.0	89.5
36	0	0.0	0.3	62	9	2.3	91.8
37	0	0.0	0.3	63	12	3.0	94.8
38	0	0.0	0.3	64	7	1.8	96.5
39	0	0.0	0.3	65	9	2.3	98.8
40	0	0.0	0.3	66	1	0.3	99.0
41	2	0.5	0.8	67	3	0.8	99.8
42	0	0.0	0.8	68	0	0.0	99.8
43	2	0.5	1.3	69	0	0.0	99.8
44	1	0.3	1.5	70	0	0.0	99.8
45	1	0.3	1.8	71	1	0.3	100.0
46	3	0.8	2.5	72	0	0.0	100.0
47	5	1.3	3.8	73	0	0.0	100.0
48	5	1.3	5.0	74	0	0.0	100.0
49	9	2.3	7.3	75	0	0.0	100.0
50	19	4.8	12.0	76	0	0.0	100.0
51	17	4.3	16.3	77	0	0.0	100.0
52	20	5.0	21.3	78	0	0.0	100.0
53	28	7.0	28.3	79	0	0.0	100.0
54	27	6.8	35.0	80	0	0.0	100.0
55	33	8.3	43.3				

Appendix F – Traffic Signal Warrant

Signal Warrant Analysis



Location: Pottawattamie County, IA

Project # 40150015.11

Intersection: IA Highway 92 & Cypress Ave.

Page 1 of 4

COUNTY:	Pottawattamie	WARRANTS MET	0
PREPARED BY:	Jason PANG	WARRANTS NOT MET	9
DATE:	Jan-18	85th %ILE SPEED	50

WARRANTS					Meets
Warrant 1 - Eight Hour Vehicular Volume (See Page 3)					<u>NO</u>
Condition A	100%	<u>N/A</u>	70%	<u>NO</u>	
Condition B	100%	<u>N/A</u>	70%	<u>NO</u>	
Warrant 2 - Four Hour Vehicular Volume (See Page 2)					<u>NO</u>
70% of Warrant if 85th %ile >40 MPH or Pop. <10,000	100%	<u>N/A</u>	70%	<u>NO</u>	
Warrant 3 - Peak Hour (See Figures 4C-3 and 4C-4 on Page 2)					<u>NO</u>
70% of Warrant if 85th %ile >40 MPH or Pop. <10,000	100%	<u>N/A</u>	70%	<u>NO</u>	
Warrant 4 - Pedestrian Volume				<u>NO</u>	<u>NO</u>
Warrant 5 - School Crossing				<u>N/A</u>	<u>NO</u>
Warrant 6 - Coordinated Signal System				<u>N/A</u>	<u>NO</u>
Warrant 7 - Crash Experience				<u>NO</u>	<u>NO</u>
Warrant 8 - Roadway Network				<u>N/A</u>	<u>NO</u>
Warrant 9 - Intersection Near Railroad Crossing				<u>N/A</u>	<u>NO</u>

Signal Warrant Analysis



Location: Pottawattamie County, IA

Project # 40150015.11

Intersection: IA Highway 92 & Cypress Ave.

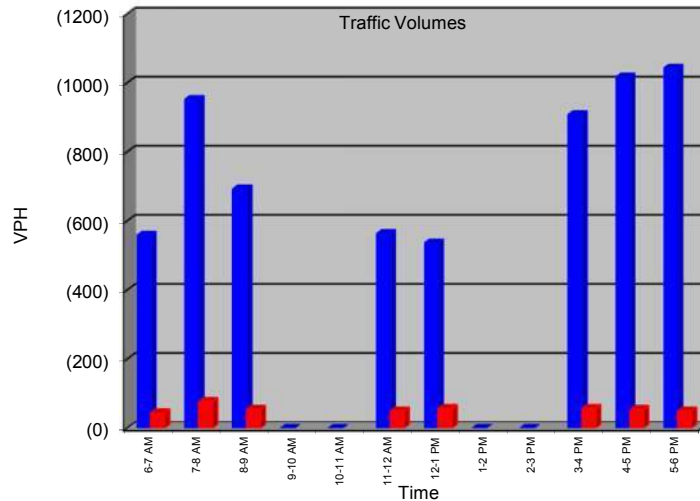
Page 2 of 4

COUNTY Pottawattamie
 PREPARED BY Jason PANG
 DATE Jan-18

WARRANTS MET 0
 WARRANTS NOT MET 9
 85th %ILE SPEED 50

TRAFFIC VOLUMES

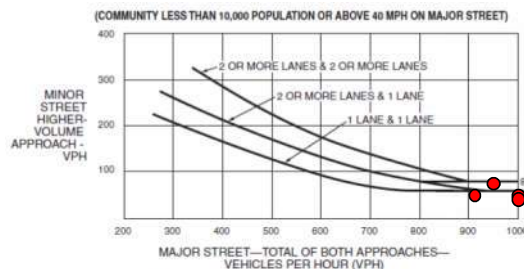
Time	Major Street			Minor Street
	EB	WB	Total	Major App.
6-7 AM	73	485	(558)	45
7-8 AM	231	721	(952)	77
8-9 AM	235	458	(693)	55
9-10 AM			(0)	
10-11 AM			(0)	
11-12 AM	268	295	(563)	50
12-1 PM	288	248	(536)	57
1-2 PM			(0)	
2-3 PM			(0)	
3-4 PM	621	287	(908)	57
4-5 PM	688	329	(1017)	54
5-6 PM	752	291	(1043)	50
	3156	3114	(6270)	445



FOUR HOUR VOLUME WARRANT

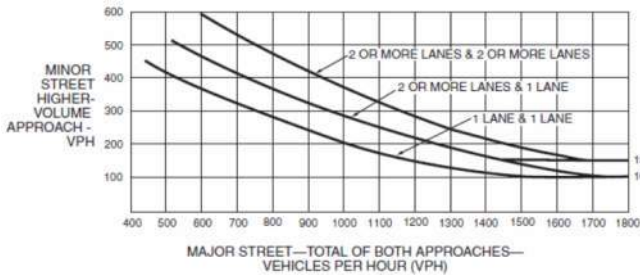


*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

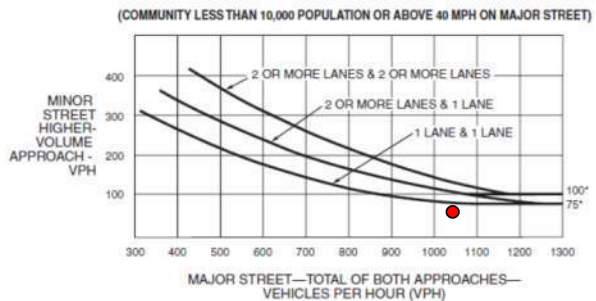


*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR VOLUME WARRANT



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Signal Warrant Analysis



Location: Pottawattamie County, IA

Project # 40150015.11

Intersection: IA Highway 92 & Cypress Ave.

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COUNTY	Pottawattamie	WARRANTS MET	0
PREPARED BY	Jason PANG	WARRANTS NOT MET	9
DATE	Jan-18	85th %ILE SPEED	50

WARRANT 1 - CONDITION A

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

WARRANT 1 - CONDITION B

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Signal Warrant Analysis



Location: Pottawattamie County, IA

Project # 40150015.11

Intersection: IA Highway 92 & Cypress Ave.

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COUNTY	Pottawattamie	WARRANTS MET	0
PREPARED BY	Jason PANG	WARRANTS NOT MET	9
DATE	Jan-18	85th %ILE SPEED	50

NOTES

The traffic volume data is collected by the County of Pottawattamie on 12/12/2017 on an hourly basis from 06:00 AM to 09:00 AM, from 11:00 AM to 01:00 PM and from 03:00 PM to 06:00 PM. The Peak Hour identified for Warrant 3 is from 05:00 PM to 06:00 PM

RECOMMENDATION

The analyses indicated that a traffic signal is not warranted by any of the nine MUTCD warrants.

Specific warrant notes include:

- Warrant 1 (Eight Hour Vehicle): The 2017 collected counts confirm that traffic volumes do not satisfy Warrant 1 volume criteria.
- Warrant 2 (Four Hour Vehicle): The 2017 collected counts confirm that traffic volumes do not satisfy Warrant 2 volume criteria.
- Warrant 3 (Peak Hour Vehicle): The 2017 collected counts confirm that traffic volumes do not satisfy Warrant 3 volume criteria.
- Warrant 4 (Pedestrian): Based on traffic volumes at this location, Warrant 4 would require at least 75 pedestrians per hour for four different hours or greater than 93 pedestrians in a peak hour. The 2017 collected counts confirm that pedestrian volumes do not satisfy Warrant 4 volume criteria.
- Warrant 7 (Crash Experience): Warrant 7 would require at least five reported crashes that have occurred within a 12-month period. The crash data of the most recent five years confirms that the number of reported crashes does not satisfy Warrant 7 crash number criteria.

Appendix G – Synchro Reports

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↗	↙	↑↑			↕			↕	
Traffic Vol, veh/h	14	186	31	10	709	2	51	0	4	5	8	64
Future Vol, veh/h	14	186	31	10	709	2	51	0	4	5	8	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	143	-	105	115	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	88	55	50	97	50	75	25	33	42	67	100
Heavy Vehicles, %	0	3	16	10	2	0	0	0	0	20	0	3
Mvmt Flow	18	211	56	20	731	4	68	0	12	12	12	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	735	0	0	267	0	0	659	1022	106	915	1076	368
Stage 1	-	-	-	-	-	-	247	247	-	773	773	-
Stage 2	-	-	-	-	-	-	412	775	-	142	303	-
Critical Hdwy	4.1	-	-	4.3	-	-	7.5	6.5	6.9	7.9	6.5	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.9	5.5	-
Follow-up Hdwy	2.2	-	-	2.3	-	-	3.5	4	3.3	3.7	4	3.33
Pot Cap-1 Maneuver	879	-	-	1238	-	-	353	238	934	202	221	626
Stage 1	-	-	-	-	-	-	741	706	-	320	412	-
Stage 2	-	-	-	-	-	-	593	411	-	797	667	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	879	-	-	1238	-	-	295	229	934	194	213	626
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	229	-	194	213	-
Stage 1	-	-	-	-	-	-	726	692	-	314	405	-
Stage 2	-	-	-	-	-	-	508	404	-	771	654	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.2			19.4			16.5		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	329	879	-	-	1238	-	-	400
HCM Lane V/C Ratio	0.244	0.02	-	-	0.016	-	-	0.22
HCM Control Delay (s)	19.4	9.2	-	-	8	-	-	16.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0	-	-	0.8

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	202	39	13	280	2	43	3	4	1	2	15
Future Vol, veh/h	27	202	39	13	280	2	43	3	4	1	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	143	-	105	115	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	94	65	81	86	25	83	75	100	25	50	54
Heavy Vehicles, %	4	11	10	8	10	0	2	0	25	0	0	0
Mvmt Flow	36	215	60	16	326	8	52	4	4	4	4	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	0	275	0	0	484	653	108	544	709	167
Stage 1	-	-	-	-	-	-	287	287	-	362	362	-
Stage 2	-	-	-	-	-	-	197	366	-	182	347	-
Critical Hdwy	4.18	-	-	4.26	-	-	7.54	6.5	7.4	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.24	-	-	2.28	-	-	3.52	4	3.55	3.5	4	3.3
Pot Cap-1 Maneuver	1208	-	-	1243	-	-	466	389	856	426	362	854
Stage 1	-	-	-	-	-	-	696	678	-	635	629	-
Stage 2	-	-	-	-	-	-	786	626	-	808	638	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1208	-	-	1243	-	-	432	372	856	407	346	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	432	372	-	407	346	-
Stage 1	-	-	-	-	-	-	675	658	-	616	621	-
Stage 2	-	-	-	-	-	-	746	618	-	776	619	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.4			14.4			10.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	442	1208	-	-	1243	-	-	664
HCM Lane V/C Ratio	0.135	0.03	-	-	0.013	-	-	0.054
HCM Control Delay (s)	14.4	8.1	-	-	7.9	-	-	10.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↔			↔	
Traffic Vol, veh/h	41	640	100	4	307	3	38	7	6	2	7	27
Future Vol, veh/h	41	640	100	4	307	3	38	7	6	2	7	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	143	-	105	115	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	96	83	50	92	38	79	58	50	50	58	84
Heavy Vehicles, %	0	2	2	0	6	0	0	0	0	0	0	0
Mvmt Flow	52	667	120	8	334	8	48	12	12	4	12	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	787	0	0	960	1129	334	798	1245	171
Stage 1	-	-	-	-	-	-	771	771	-	354	354	-
Stage 2	-	-	-	-	-	-	189	358	-	444	891	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1228	-	-	841	-	-	214	206	668	280	176	849
Stage 1	-	-	-	-	-	-	363	413	-	642	634	-
Stage 2	-	-	-	-	-	-	800	631	-	568	363	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1228	-	-	841	-	-	187	195	668	252	167	849
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	195	-	252	167	-
Stage 1	-	-	-	-	-	-	348	396	-	615	628	-
Stage 2	-	-	-	-	-	-	748	625	-	518	348	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.2			30.2			15.7		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	214	1228	-	-	841	-	-	383
HCM Lane V/C Ratio	0.337	0.042	-	-	0.01	-	-	0.126
HCM Control Delay (s)	30.2	8.1	-	-	9.3	-	-	15.7
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0	-	-	0.4

HCM 6th Signalized Intersection Summary
 3: Virginia Hills Rd/Cypress Ave & Iowa Hwy 92

Timing Plan: AM
 02/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↕			↕	
Traffic Volume (veh/h)	14	186	31	10	709	2	51	0	4	5	8	64
Future Volume (veh/h)	14	186	31	10	709	2	51	0	4	5	8	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1663	1752	1870	1870	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	211	56	20	731	4	68	0	12	12	12	64
Peak Hour Factor	0.80	0.88	0.55	0.50	0.97	0.50	0.75	0.25	0.33	0.42	0.67	1.00
Percent Heavy Veh, %	0	3	16	10	2	2	0	0	0	0	0	0
Cap, veh/h	543	1441	576	739	1482	8	520	0	34	227	41	180
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.15	0.00	0.15	0.15	0.15	0.15
Sat Flow, veh/h	734	3526	1409	1042	3624	20	1287	0	227	178	270	1195
Grp Volume(v), veh/h	18	211	56	20	358	377	80	0	0	88	0	0
Grp Sat Flow(s),veh/h/ln	734	1763	1409	1042	1777	1867	1515	0	0	1644	0	0
Q Serve(g_s), s	0.4	0.8	0.5	0.3	3.1	3.1	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.8	0.5	1.0	3.1	3.1	0.8	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.85		0.15	0.14		0.73
Lane Grp Cap(c), veh/h	543	1441	576	739	726	763	554	0	0	448	0	0
V/C Ratio(X)	0.03	0.15	0.10	0.03	0.49	0.49	0.14	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	890	3108	1242	1232	1566	1645	1562	0	0	1628	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.7	3.8	3.7	4.1	4.5	4.5	7.7	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.5	0.5	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.8	3.8	3.8	4.1	5.0	5.0	7.8	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		285			755			80				88
Approach Delay, s/veh		4.0			5.0			7.8				8.0
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		7.6		12.8		7.6		12.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.8		5.4		2.9		5.1				
Green Ext Time (p_c), s		0.3		1.1		0.3		3.3				

Intersection Summary

HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
 3: Virginia Hills Rd/Cypress Ave & Iowa Hwy 92

Timing Plan: MD
 02/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑	↘	↗	↑↑			↕			↕	
Traffic Volume (veh/h)	27	202	39	13	280	2	43	3	4	1	2	15
Future Volume (veh/h)	27	202	39	13	280	2	43	3	4	1	2	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1663	1752	1870	1870	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	230	71	26	289	4	57	12	12	2	3	15
Peak Hour Factor	0.80	0.88	0.55	0.50	0.97	0.50	0.75	0.25	0.33	0.42	0.67	1.00
Percent Heavy Veh, %	0	3	16	10	2	2	0	0	0	0	0	0
Cap, veh/h	739	1116	446	728	1136	16	510	26	26	270	30	148
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1103	3526	1409	1010	3589	50	1075	226	226	174	261	1303
Grp Volume(v), veh/h	34	230	71	26	143	150	81	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1103	1763	1409	1010	1777	1861	1528	0	0	1738	0	0
Q Serve(g_s), s	0.4	0.8	0.6	0.3	0.9	0.9	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.8	0.6	1.1	0.9	0.9	0.8	0.0	0.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.70		0.15	0.10		0.75
Lane Grp Cap(c), veh/h	739	1116	446	728	563	589	562	0	0	448	0	0
V/C Ratio(X)	0.05	0.21	0.16	0.04	0.25	0.25	0.14	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1648	4019	1607	1559	2026	2122	2102	0	0	2115	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.5	3.9	3.9	4.3	4.0	4.0	6.5	0.0	0.0	6.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.5	4.0	4.0	4.4	4.2	4.2	6.6	0.0	0.0	6.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		335			319			81			20	
Approach Delay, s/veh		4.1			4.2			6.6			6.3	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		6.3		9.5		6.3		9.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.8		3.3		2.1		3.1				
Green Ext Time (p_c), s		0.3		1.4		0.0		1.3				

Intersection Summary

HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
 3: Virginia Hills Rd/Cypress Ave & Iowa Hwy 92

Timing Plan: PM
 02/07/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↕			↕	
Traffic Volume (veh/h)	41	640	100	4	307	3	38	7	6	7	7	27
Future Volume (veh/h)	41	640	100	4	307	3	38	7	6	7	7	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1663	1752	1870	1870	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	727	182	8	316	6	51	28	18	17	10	27
Peak Hour Factor	0.80	0.88	0.55	0.50	0.97	0.50	0.75	0.25	0.33	0.42	0.67	1.00
Percent Heavy Veh, %	0	3	16	10	2	2	0	0	0	0	0	0
Cap, veh/h	752	1553	621	506	1571	30	374	64	41	283	53	115
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1075	3526	1409	575	3567	68	846	465	299	448	386	833
Grp Volume(v), veh/h	51	727	182	8	157	165	97	0	0	54	0	0
Grp Sat Flow(s),veh/h/ln	1075	1763	1409	575	1777	1858	1610	0	0	1666	0	0
Q Serve(g_s), s	0.7	3.1	1.8	0.2	1.2	1.2	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	3.1	1.8	3.3	1.2	1.2	1.1	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.53		0.19	0.31		0.50
Lane Grp Cap(c), veh/h	752	1553	621	506	783	819	480	0	0	452	0	0
V/C Ratio(X)	0.07	0.47	0.29	0.02	0.20	0.20	0.20	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	1183	2969	1187	737	1496	1565	1571	0	0	1559	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.2	4.2	3.8	5.4	3.7	3.7	8.4	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.0	0.1	0.1	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	4.4	4.1	5.4	3.8	3.8	8.6	0.0	0.0	8.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		960			330			97				54
Approach Delay, s/veh		4.4			3.8			8.6				8.3
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		7.5		13.9		7.5		13.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		3.1		5.1		2.6		5.3				
Green Ext Time (p_c), s		0.4		4.3		0.2		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				4.7								
HCM 6th LOS				A								

Appendix H – Potential Funding Source

County-State Traffic Engineering Program (C-STEP)

Intent of program

Solve traffic operation and safety problems on primary roads outside incorporated cities

Who is eligible to sponsor?

Any Iowa county

Qualifications for funding

The county must engineer and administer the project. Improvements must involve a primary road outside any corporate limits.

The two types of projects eligible are *spot improvements* and *linear improvements* -

- Spot improvements are those limited to single locations. County match is 45 percent of the construction cost (55 percent is state funded).
- Linear improvements are those for which a single spot improvement is inadequate. County match determined by jurisdiction, as follows:
 - state retains jurisdiction upon completion of project – county match 70 percent
 - county accepts jurisdiction – county match 40 percent

An engineering analysis of the problem area is required.

- The Iowa Traffic Engineering Assistance Program (TEAP) can be used for analysis.
- A county engineer can provide the engineering analysis.
- DOT's Brown Design Manual can be cited for turning warrants when the request includes turning lanes.
- The Manual for Uniform Traffic Control Devices has warrants for traffic signals.

Type of submittal required

Letters of request with a sketch and cost estimate submitted by interested parties

Application amount minimum/maximum

Maximum of \$200,000 per project for spot improvements

Maximum on linear improvements as follows:

<u>Jurisdiction</u>	<u>Rehabilitation</u>	<u>Reconstruction</u>
State retains	\$45,000 per mile	\$75,000 per mile
County accepts	\$90,000 per mile	\$150,000 per mile

Application deadline

Letters of request accepted all year

Special project requirements

DOT will review plans and specifications

Type of approval required

DOT staff approval and selection

Average length of time for acceptance decision

90 days

More information/applications

The appropriate DOT district engineer (see map and listing on page 66)

Traffic Safety Improvement Program (TSIP)

Intent of program

The Traffic Safety Improvement Program provides funding for traffic safety improvements or studies on any public roads under county, city or state jurisdiction.

Who is eligible to request funding?

State, county or city

Qualifications for funding

Eligible projects will fall into one of three categories:

- Site-specific: construction or improvement of traffic safety and operations at a specific site;
- Traffic control devices: purchase of materials for installation of new traffic control devices such as signs or signals, or replacement of obsolete signs or signals; or
- Research, studies, and public information initiatives: transportation safety research, studies or public information initiatives such as sign inventory, work zone safety and crash data.

Type of submittal required

Application forms are available at www.iowadot.gov/tsip.htm.

Application amount minimum/maximum

Site-specific project funding cannot exceed \$500,000 per project.

Application deadline

August 15 is the deadline for all types of projects.

Special project requirements

Refer to the Iowa Administrative Code, Sec. 761, Chapter 164.

Type of approval required

DOT staff, along with a city/county committee, recommends prioritization of projects to the Iowa Transportation Commission, which then approves funding of specific projects.

- Site-specific projects are evaluated by benefit/cost ratio analysis and other criteria.
- Funding for traffic control devices is awarded on the basis of safety benefits of eligible applications, the annual funding level and other criteria.
- Funding for research, studies and public information initiatives is awarded on the basis of safety research needs, impact on safety, the annual funding level, and other criteria.

Average length of time for acceptance decision

Applications due: August 15

Iowa Transportation Commission decision: usually by December

Funding available: July 1 (Funds may be available sooner for special cases.)

Program's annual funding level

The program's annual funding level is one-half percent of Iowa's Road Use Tax Fund (approximately \$7 million per year). Total funding for all traffic control device projects cannot exceed \$500,000 annually. Total funding for all research, studies, and public information initiatives cannot exceed \$500,000 annually.

More information

Iowa Department of Transportation

Office of Traffic and Safety

800 Lincoln Way

Ames, Iowa 50010

515-239-1216

Other Business

Jana Lemrick / Director of Human Resources

**Discussion and/or decision to approve
Natural Areas Management Intern, Crew
Lead job description.**

**POTTAWATTAMIE COUNTY CONSERVATION BOARD
JOB DESCRIPTION**

POSITION TITLE: **Natural Areas Management Intern, Crew Lead**

REPORTS TO: **Natural Resource Specialist and/or
Natural Resource Technician**

SUPERVISES: **Interns**

PURPOSE OF POSITION: Responsible for assisting the Natural Resource Specialist and/or the Natural Resource Technician with the management of interns and assigned County parks and/or properties in accordance with Conservation Board policies, state laws, and standard conservation practices. The Natural Areas Management Intern Crew Lead operates from mid-March through November, schedule permitting.

PRIMARY DUTIES:

Tree and brush removal using chainsaws, brushcutters, other machinery, and hand labor.

Invasive species control using herbicide, hand labor, and other tools.

Implementation of prescribed fire as part of a crew.

Trail maintenance and sustainability.

ESSENTIAL FUNCTIONS:

Under the direction of the Natural Resources Specialist, assume primary responsibility for intern crew operations including daily preparedness, equipment maintenance and rehab, work ethic and daily progress, safety, intern personnel relationships, skill-set development, and motivation.

Assist with the management of county parks including ecological restoration, habitat management, general maintenance and public relations.

Assist with implementation of prescribed fire.

Perform road and trail maintenance duties such as storm clean-up, tree cutting, erosion control, blading and filling holes.

Perform routine building maintenance and clean work area on a daily basis.

Assist with facilities construction and improvements.

Assist with the development and presentation of educational programs, projects, and events that promote conservation ethics, and natural resource appreciation.

Assist with the supervision of seasonal staff and volunteers.

MARGINAL FUNCTIONS:

Perform other functions as directed or as the situation dictates.

ESSENTIAL KNOWLEDGE, SKILLS, AND ABILITIES:

Experience leading or working on a crew performing similar activities as those described above (examples include land stewardship, wildfire, and biological monitoring crews).

Preferred candidates will possess experience in the safe operation and maintenance of outdoor equipment and power tools including skid loaders, brushcutters, chainsaws, UTVs and similar equipment.

General knowledge of and/or ability to learn principles of conservation, wildlife, and fish management and natural resource preservation.

General knowledge of the care and safe operation of both manual and power tools and equipment used in maintenance and repair tasks.

General knowledge of routine maintenance and repair to equipment, grounds, and facilities.

General knowledge of various outdoor recreational activities, such as boating, hiking, camping, hunting, fishing and canoeing.

Ability to understand and follow both oral and written instructions.

Ability to establish and maintain effective working relationships with supervisors, fellow employees, various civic organizations, and the general public.

Ability to learn plant identification (grasses, plants, trees, and invasive species).

Ability to be proficient with chainsaw operation, tree felling and safety.

Ability to work in a variety of extreme environments (inclement weather, extreme temperatures, hazardous terrain, brambles, insects, full sun, etc.).

Ability to perform strenuous physical labor for extended periods.

Ability to work independently and as part of a team.

Be willing to become a certified wildland firefighter (S-130/190).

ESSENTIAL EDUCATION, CERTIFICATION, AND/OR LICENSES:

Must have a valid driver's license and maintain it throughout the course of employment. Must have a good driving record.

The incumbent cannot have been convicted of a felony in the past 2 years.

Pursuing a degree or working position in Environmental Science, Biology, Ecology, or any related field is preferred.

CPR and basic first aid certification is preferred.

ESSENTIAL PHYSICAL DEMANDS AND TYPICAL WORKING CONDITIONS:

The physical demands and work environment characteristics described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

Attendance at work is an essential function of this position. Work is performed indoors and outdoors and requires a considerable amount of physical activity, including extended periods of sitting, standing, kneeling, bending, crouching, reaching, stooping, hiking, and climbing. Duties require the ability to walk for extended periods of time and the incumbent must have the ability to maneuver over rough terrain, climb steep banks and maneuver over ditches and uneven ground. An incumbent must have the ability to tolerate outdoor weather conditions for extended periods of time and must be able to work in direct sunlight. An incumbent must also have the ability to transport themselves to and from various locations throughout the County and surrounding jurisdictions.

Duties also require the ability to tolerate an indoor and outdoor work environment that includes contact with dirt, dust, pollen, noxious odors, poor lighting, confined spaces, electrical hazardous, hazardous chemicals, vibrations, dampness, wetness, and inclement weather conditions. An incumbent must have the ability to frequently lift, push, pull and/or carry equipment, supplies and other materials weighing up to 50 lbs. An incumbent must also possess the hand-eye coordination and manual dexterity necessary to use hands and arms to reach, finger, handle, grasp, and feel, and operate the following: vehicles, computers, hand and power tools, and any other pieces of equipment that are used to perform the essential functions of the job.

Work hours may occasionally be required before or after business hours. Noise level can be moderate to intense. Vision abilities, correctable to normal ranges, include close vision, distance

vision, peripheral vision, depth perception and the ability to adjust focus. Communication abilities include the ability to talk and hear within normal ranges.

Work requires interaction with the general public and may be stressful when dealing with irate citizens and/or time constraints.

OTHER:

1. Internships may qualify for college credit.
2. Hours may include holidays, evenings, and weekends.
3. Professionalism and good public relations are essential, as is time management.
4. Performance evaluations will be completed.

POSITION LOCATIONS:

Headquarters will be based at Hitchcock Nature Center but work will occur throughout Pottawattamie County, Iowa, park and recreation areas: Arrowhead Park, Narrows River Park, Hitchcock Nature Center, Botna Bend Park, Old Town Park, Farm Creek Public Wildlife Area, Crescent Wildlife Area, Pheasants Forever Habitat Area, Wheeler Grove Conservation Area and other smaller areas as assigned.

The Pottawattamie County Conservation Board will provide equal employment opportunities to all candidates as set forth in state and federal law and our own EEO policies.

Becky Lenihan / Finance & Tax Officer

Discussion and/or decision to approve/disallow the following applications made to the Assessor's Office: Homestead (161 recommend allowed, 13 recommend disallowed), Military (9 recommend allowed, 0 recommend disallowed), Disabled Veteran Homestead (4 recommend allowed, 1 recommend disallowed), Business Property Tax Credit (23 recommend allowed, 0 recommend disallowed), Family Farm (10 recommend allowed, 0 recommend disallowed).

Credit Apps to Auditor

February 2, 2022

	<u>Recommend Allowed</u>	<u>Recommend Disallowed</u>
Homestead:	161	X 13
Military:	9	0
Disabled Veteran Homestead:	4	X 1
BPTC:	23	0
Family Farm:	10	0

<u>Disallowed</u>	<u>Credit Type</u>	<u>Reason for Disallowance</u>
754436206017	Homestead	James Mulqueen lives in a long-term care facility per email attached to application.
773916156005	Homestead	Address not property address
773921300013	Homestead	Address not property address
773809383002	Homestead	Address not property address
773809327014	Homestead	Address not property address
753923400002	Homestead	Address not property address
754436405007	Homestead	Address not property address
75406203002	Homestead	Address not property address
754012404007	Homestead	Address not property address
744010200001	Homestead	Address not property address
744402434013	Homestead	Address not property address
754331428001	Homestead	Address not property address
754425432002	Homestead	Address not property address
754427176008	Homestead	Address not property address
754426452005	Disabled Veteran Homestead	Address not property address

Received/Filed

Fee Book (01/01/2022 - 01/31/2022)

Criteria: {FMXFUS01_RPT_POTT.TndrDate} >= #01/01/2022# AND {FMXFUS01_RPT_POTT.TndrDate} <= #01/31/2022#

	Count	Total Fund Amount
Recording Fees		
RMA	1352	\$1,356.00
E-Commerce	1352	\$1,356.00
Audit	338	\$1,840.00
Recording	1352	\$31,745.00
County Transfer Tax	162	\$12,519.81
State Transfer Tax	162	\$60,060.19
Photo Copies	21	\$215.00
Total For Recording Fees	4739	\$109,092.00
Other Fees		
COUNTY PASSPORT POSTAGE FUND	42	\$6,718.10
Total For Other Fees	42	\$6,718.10
Boats		
Boat Writing	20	\$943.75
Boat State	20	\$25,847.65
Boat Title County	7	\$65.00
Boat Title State	7	\$84.50
Boat Liens State	1	\$6.50
Use Tax	16	\$10,898.83
Boat Lien County	1	\$5.00
Road Pass	18	\$2,850.00
DNR Postage	17	\$190.00
Total For Boats	107	\$40,891.23
ELSI		
ELSI Couny	39	\$503.75
ELSI State	20	\$4,181.00
Total For ELSI	59	\$4,684.75
Vitals		
Cert Copy County	60	\$2,952.00
Cert Copy State	60	\$8,118.00
Marriage County	24	\$96.00
Marriage State	24	\$744.00
Total For Vitals	168	\$11,910.00
Collected Total:		\$173,296.08
Charged Total:		\$42.00
Grand Total:		\$173,338.08

Recorder

MR #	41473	Jan-22		ck# 5240
Amount	Account #	Account Name		
\$3,048.00	0001-1-07-8110-413000-000	Vital Records		
\$1,356.00	0024-1-07-8110-400001-000	RMA		
\$503.75	0001-1-07-8110-409000-000	ELSI		
\$12,519.81	0001-1-07-8110-404000-000	Transfer Tax		
\$31,960.00	0001-1-07-8110-400000-000	Office Fees		
\$1,840.00	0001-1-07-8110-410000-000	Auditor Fees		
\$943.75	0001-1-07-8110-402000-000	Boat Writing Fee		
\$5.00	0001-1-07-8110-402000-000	Boat Liens		
\$6,718.10	0001-1-07-8110-414000-000	Passports		
\$190.00	0001-1-07-8110-415000-000	DNR Boat Postage		
\$2,850.00	0001-1-07-8110-407000-000	ATV ROADPASS		
\$61,934.41	Total	Checks prepared by: M.H.	Signed by: M.A.B.	

Lynn Hemington

Closed Session

BUDGET DISCUSSION

Discussion only