

PROJECT STATEMENT

**FOR THE PUBLIC INFORMATION MEETING
CONCERNING DESIGN ENHANCEMENTS, INCLUDING
CONSTRUCTION OF ROUNDABOUTS AT THE RAMP
INTERSECTIONS, FOR THE PLANNED U.S. 218/COUNTY
ROAD C-50 INTERCHANGE AT JANESVILLE**

**PROJECT NUMBER: BREMER COUNTY
HSIPX-218-8(102)- -3L-09**

MEETING LOCATION:

**JANESVILLE RIVIERA-ROOSE COMMUNITY CENTER
307 MAPLE STREET (OLD U.S. 218)
JANESVILLE, IOWA**

OCTOBER 13, 2009

**Prepared by
IOWA DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

PUBLIC INFORMATION MEETING – October 13, 2009

BREMER COUNTY

HSIPX-218-8(102)--3L-09

To view information concerning this project please go to the following Web site:

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

The Iowa Department of Transportation (DOT) wishes to thank you for attending this Public Information Meeting regarding the proposed construction of roundabouts at the ramp intersections for the planned U. S. 218/County Road C-50 interchange. The purpose of this meeting is to present to you details of the proposed improvement and to answer any questions that you may have.

PROJECT HISTORY

U. S. 218 between County Road C-57 and Waverly was opened as a four-lane facility in 1993 and from Cedar Falls to County Road C-57 in 1995. These four-lane segments, completed as part of the Avenue of the Saints, resulted in substantial traffic growth. Traffic increased more than 50% between 1997 and 2001 and safety and operational concerns were noted. Meetings were held with local governments, law enforcement agencies and the public between 2003 and 2005 regarding safety issues. Continued traffic growth is expected throughout the corridor in the future.

Several interim improvements have been implemented at the U. S. 218/County Road C-50 intersection; including installation of stop signs in the median, additional pavement markings, warning signs and flashing lights, acceleration lanes, paved shoulders and a reduced speed limit of 55 mph with an advisory 45 mph speed limit through the area.

Corridor Preservation was implemented for U. S. 218 in Bremer and Black Hawk Counties from Cedar Falls north to Waverly on October 23, 2008. A public information meeting was held November 6, 2008, to present the design and land acquisition needs for an interchange at Janesville. The Iowa Department of Transportation Commission has included funding in the Transportation Improvement Program for the interchange.

PROJECT DESCRIPTION

The proposed improvement provides for construction of roundabouts at the ramp intersections for the planned U. S. 218/County Road C-50 interchange at Janesville. (See location map and roundabout information at the back of this handout.) This change in concept would slightly reduce the right of way required for the project; aid in reducing speed through the interchange and into the city; and reduce the frequency and severity of accidents.

PRESENT FACILITY AND TRAFFIC VOLUMES

Existing U. S. 218 in the Cedar Falls to Waverly corridor is a four-lane divided highway with at-grade access at local roads only. The 2005 annual average daily traffic (AADT) using U. S. 218 in this area ranged from 16,200 to 17,100 vehicles per day (VPD). Anticipated 2030 AADT for various segments of the roadway is expected to range between 23,800 and 24,300 VPD.

PROJECT COSTS AND SCHEDULE

The 2010 – 2014 Transportation Improvement Program shows the following schedule and costs for the construction of the U. S. 218/County Road C-50 interchange:

ACTIVITY	2010	2011	2012	2013	2014
Right of Way		1,000,000			
Grade and Pave			12,384,000		
Grade			2,500,000		
Culvert, New			400,000		
Bridge, New			1,400,000		
Lighting			75,000		
Traffic Signs			75,000		
Erosion Control				200,000	
Total Programmed: \$18,034,000					

PUBLIC PARTICIPATION

If you have any comments on the proposed project or questions about its development, please make your comments known at this meeting or forward them on the attached self addressed Citizen Comment form. A comment form is also available at the following website: <http://www.iowadot.gov/pim>.

Thank you for your participation in this meeting.

Federal and state laws prohibit employment and/or public accommodation discrimination on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation or veteran's status. If you believe you have been discriminated against, please contact the Iowa Civil Rights Commission at 800-457-4416 or Iowa Department of Transportation's affirmative action officer. If you need accommodations because of a disability to access the Iowa Department of Transportation's services, contact the agency's affirmative action officer at 800-262-0003.

Navigating A Typical Roundabout



MOTORISTS

- 
1 Approach:
 Slow down to the posted speed. Yield to pedestrians in the crosswalk; they have the right-of-way.
- 
2 Enter:
 Yield to vehicles in the roundabout. Wait for a gap in traffic, and merge into traffic in the roundabout in a counterclockwise direction.
- 
3 Proceed:
 Continue through the roundabout until you reach your street. Never stop in the roundabout.
- 
4 Exit:
 Signal, then exit the roundabout to your right. Yield to pedestrians in the crosswalk.

Approaching vehicles must yield to pedestrians in the crosswalk and to traffic in the roundabout.



CYCLISTS

Generally, cyclists should walk their bicycles across the pedestrian crosswalk.

Experienced cyclists may navigate roundabouts like motorists. Do not hug the curb. Ride in the middle of the lane to prevent vehicles from passing you. Yield to pedestrians in crosswalks.



PEDESTRIANS

- 1 Approach:**
 At the pedestrian crosswalk, look LEFT.
- 2 Cross:**
 Cross to the raised or painted splitter or refuge. Look RIGHT. Finish crossing to the opposite sidewalk.

Never walk through a roundabout or cross the center island.



- A** Splitter or Refuge Island
- B** Crosswalk
- C** Center Island

Exit Lane
Entry Lane

KEY



= Pedestrian Crosswalk Sign

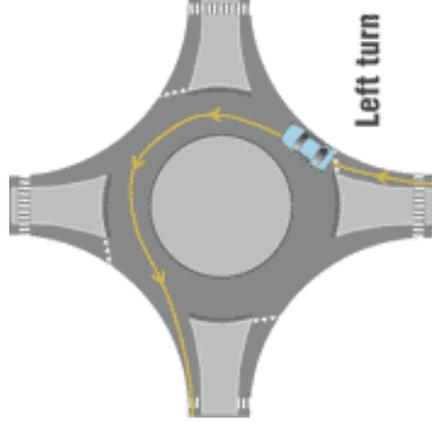
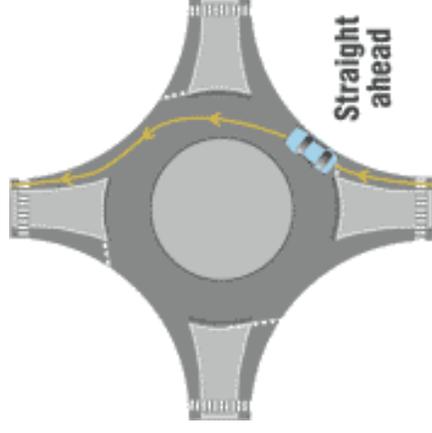
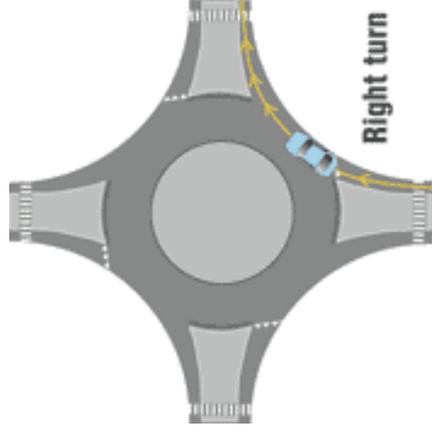


= Yield Sign

NOTE: This roundabout diagram is an example and does not represent all roundabout designs

Roundabout Benefits

- Traffic Calming: Vehicles must drive slowly as they approach, travel through and exit the roundabout.
- Fewer and less severe crashes
- Fewer places for crashes to happen
- Fewer vehicle delays
- Pavement markings and raised islands direct traffic correctly into the roundabout.
- Slower speeds allow drivers more time to react

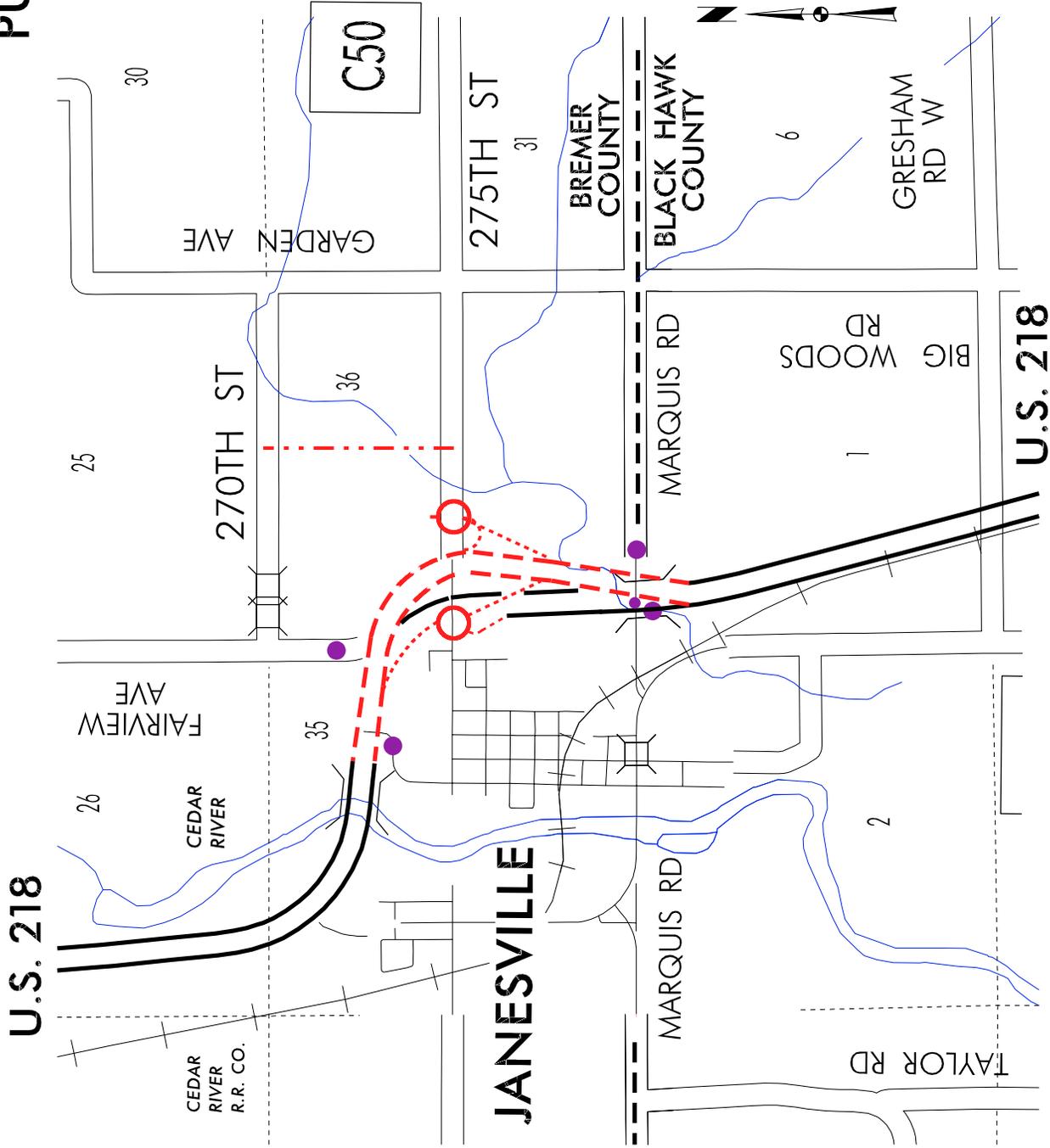


Proposed construction of roundabouts at the ramp intersections for the planned U.S. 218 /Co. Rd. C50 interchange at Janesville



Iowa Department of Transportation

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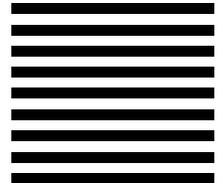
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