

Iowa 330 intersection with U.S. 65/Iowa 117 and Jasper County Road F-17

Thank you for attending. The purpose of this meeting is to present the preferred alternative, a new diamond interchange, to improve safety and reduce fatalities in the corridor.

Serious Safety Concerns

The two high-speed, at-grade intersections on Iowa 330 at U.S. 65/Iowa 117 and Jasper County Road F-17 have a significantly higher than average history of major and fatal crashes.

2003 - 2015



CRASHES



FATALITIES

in this 1 mile of rural four-lane highway

IOWA 330 INTERSECTION WITH U.S. 65/IOWA 117

91 CRASHES with 7 FATALITIES.



2003-2015

IOWA 330 INTERSECTION WITH JASPER COUNTY ROAD F-17 (BAXTER CORNER)

38 CRASHES with 4 FATALITIES.



2003-2015

Project costs and schedule

This project is currently included in the Draft 2016-2020 Five-Year Transportation Improvement Program. The funding is broken down as follows.

2017 – \$8.3 million

ROW, BRIDGE AND GRADING

2018 – \$6.1 million

GRADING AND PAVING

Project History

2009 public meeting findings

A public meeting was held in Baxter on April 7, 2009. At this meeting the Iowa DOT proposed a J-turn alternative for both intersections. The public was not receptive to this proposed solution because it created out-of-distance travel and was perceived as a temporary fix.

Based on the input received at the April 2009 meeting, the Iowa DOT began a study process to identify both short and long-term safety improvements.

Safety improvements implemented based on 2009 public meeting:

- Cross-traffic stops signs
- Offset left turn lanes (U.S. 65/Iowa 117/Iowa 330 intersection)
- Installation of signage reading “recheck cross-traffic”
- Installation of intersection conflict warning system- a system that detects oncoming traffic on all segments of the intersection, and alerts motorists via a flashing yellow light
- Pavement markings
- Lowered speed limit from 65 to 60 mph
- Channelized traffic at the crossovers

While these interim improvements have helped, serious safety concerns remain.

2012 public meeting findings

A second public information meeting was held in Baxter June 5, 2012, to present the proposed analysis and evaluation of long-term solutions, as well as information about the environmental field studies in the surrounding area.

The Iowa DOT received several comments expressing concern with many of the interchange options with respect to the right-of-way impacts and amount of farmland affected. Several others spoke in favor of the interchange options as they felt it was the safest way to improve the two intersections.

2013 public meeting findings

The third public information meeting was held in Baxter May 28, 2013, to discuss two proposed interchange alternatives (2A and 7A) that were carried forward based on previously gathered input.

Comments received at this meeting were very similar to those received in June 2012. Concerns were raised with the right-of-way and farmland impacts for both interchange options. Many spoke in favor of the interchange options to improve safety at these two intersections.

Maps of the two alternatives are available on the Iowa DOT's website at: http://iowadot.gov/IA330_2013Display1 and http://iowadot.gov/IA330_2013Display2

2014 public meeting findings

The fourth project related public meeting was held in Baxter on June 3, 2014. The J-Turn and diamond interchange were presented, both of which received support with public comment.

The majority of the public comments were in favor of a traffic signal, which is not a viable solution at this location. (See grey box to the right for more information)

Moving forward:

January 2015, the decision was made to move forward with the construction of a diamond interchange and relocation of U.S. 65, Iowa 117 and Jasper County Road F-17 (see page 3). This option is the safest, most effective long-term solution.

Why not use traffic signals?

Several have questioned why a traffic signal option was not included for both intersections. The feasibility of traffic signals at a location is based on an engineering study of traffic signal warrants. This study is guided by the Federal Manual on Uniform Traffic Control Devices and involves meeting at least one of eight signal warrants.

Even if warrants are met, a traffic signal should not be installed unless the engineering study indicates that installing a traffic-control signal will improve the overall safety and operation of the intersection and will not seriously disrupt traffic flow. In a study conducted by the Iowa DOT's Office of Traffic and Safety, both intersections met zero of the eight warrants required.

The INTRANS study shows traffic signals along this type of corridor are less safe than the existing conditions, and will likely introduce high-speed, rear-end crashes.

Read the study report at:

www.iowadot.gov/pim/documents/INTRANSFinalReport.pdf

Public participation

Please make your comments or questions known at this meeting or forward them on the attached self-addressed Citizen Comment form. The comment form is also available online at: www.iowadot.gov/pim.

The purpose of this meeting is to show the preferred alternative.

Thank you for your participation.



Contact us

If you have any comments regarding the project presented today or would like to be added to the project mailing list, please contact:

Tony Gustafson, P.E., assistant district engineer

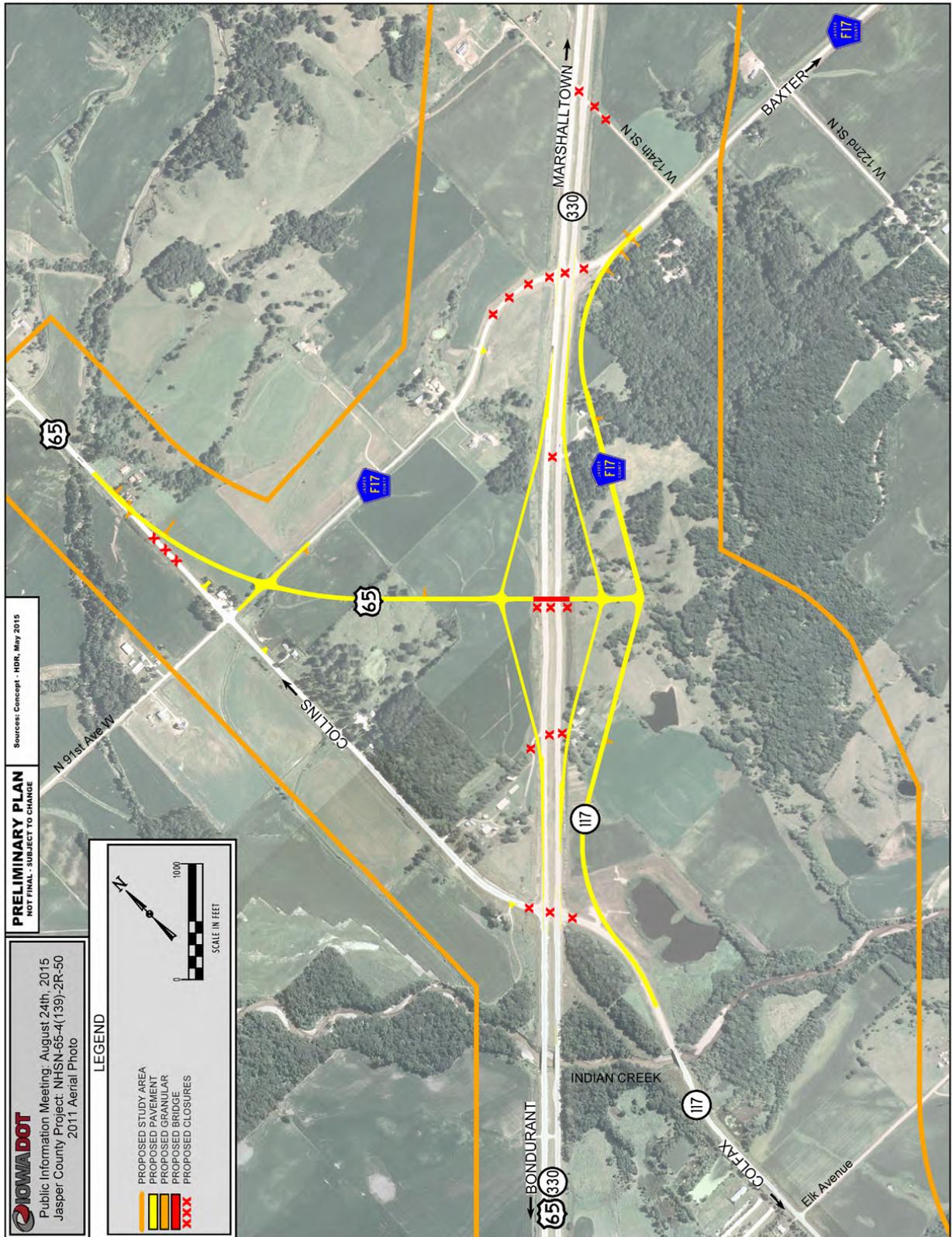
Iowa Department of Transportation
1020 S. Fourth St. Ames, IA 50010

Phone: 515-239-1635 or 800-899-0623

Email: Tony.Gustafson@dot.iowa.gov

Fax: 515-239-1472

Preferred Alternative: includes a diamond interchange and relocating U.S. 65, Iowa 117 and Jasper County Road F-17.

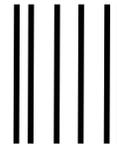




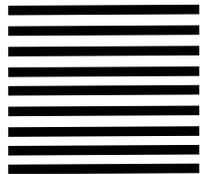
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