

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 two alternatives for consideration to improve safety: an interchange option and a J-turn (directional) intersection

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.

These intersections ranked **second** and **sixth**, respectively, among rural high-speed, expressway intersections on the statewide intersection safety improvement candidate list (2008-2012).

The Iowa Department of Transportation's priority is keeping the traveling public safe.

Between 2004 and 2013, **101 crashes** with **7 fatalities** occurred in this **1 mile** of rural four-lane highway



IOWA 330 INTERSECTION WITH U.S. 65/IOWA 117
TOTALED 71 CRASHES WITH 4 FATALITIES.



2004-2013

THE IOWA 330 INTERSECTION WITH JASPER COUNTY ROAD F-17 (BAXTER CORNER) TOTALED 30 CRASHES WITH 3 FATALITIES.



2004-2013

In addition, there were **2 fatalities** in **2003** just outside the 10 year crash history provided above. **This number of major and fatal crashes is unacceptable.**

Project History

2009 public meeting findings

The department held a public meeting 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.

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 any given 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 progressive traffic flow.

In the study of both of these intersections, neither met any of the eight warrants. Additional information on traffic signal warrants can be viewed at <http://mutcd.fhwa.dot.gov/HTM/2003r1/part4/part4c.htm>.

For more information on traffic signal installation visit: <http://safety.fhwa.dot.gov/intersection/resources/fhwasa09027/resources/iowa%20Traffic%20and%20Safety%20FS-%20Signalized%20Intersections.pdf>.

Studies indicate that the installation of traffic signals or four-way stop conditions along this type of corridor will lower the level of service and likely introduce high-speed, rear-end type crashes. Complicating the matter in this instance is the fact that there are two similar intersections located so close together.



Safety improvements implemented based on 2009 public meeting:

- Cross-traffic stops signs
- Offset left turn lanes (U.S. 65/Iowa 117/Iowa 330 intersection),
- Recheck cross-traffic signage,
- Pavement markings,
- Lowered speed limit from 65 to 60 mph, and
- 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.

Nine alternatives presented at that meeting are available at: iowadot.gov/pim/documents/060512Iowa330PD.pdf.

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 by the interchange options. Several others spoke in favor of the interchange options as they felt it was the safest way to improve the two intersections.

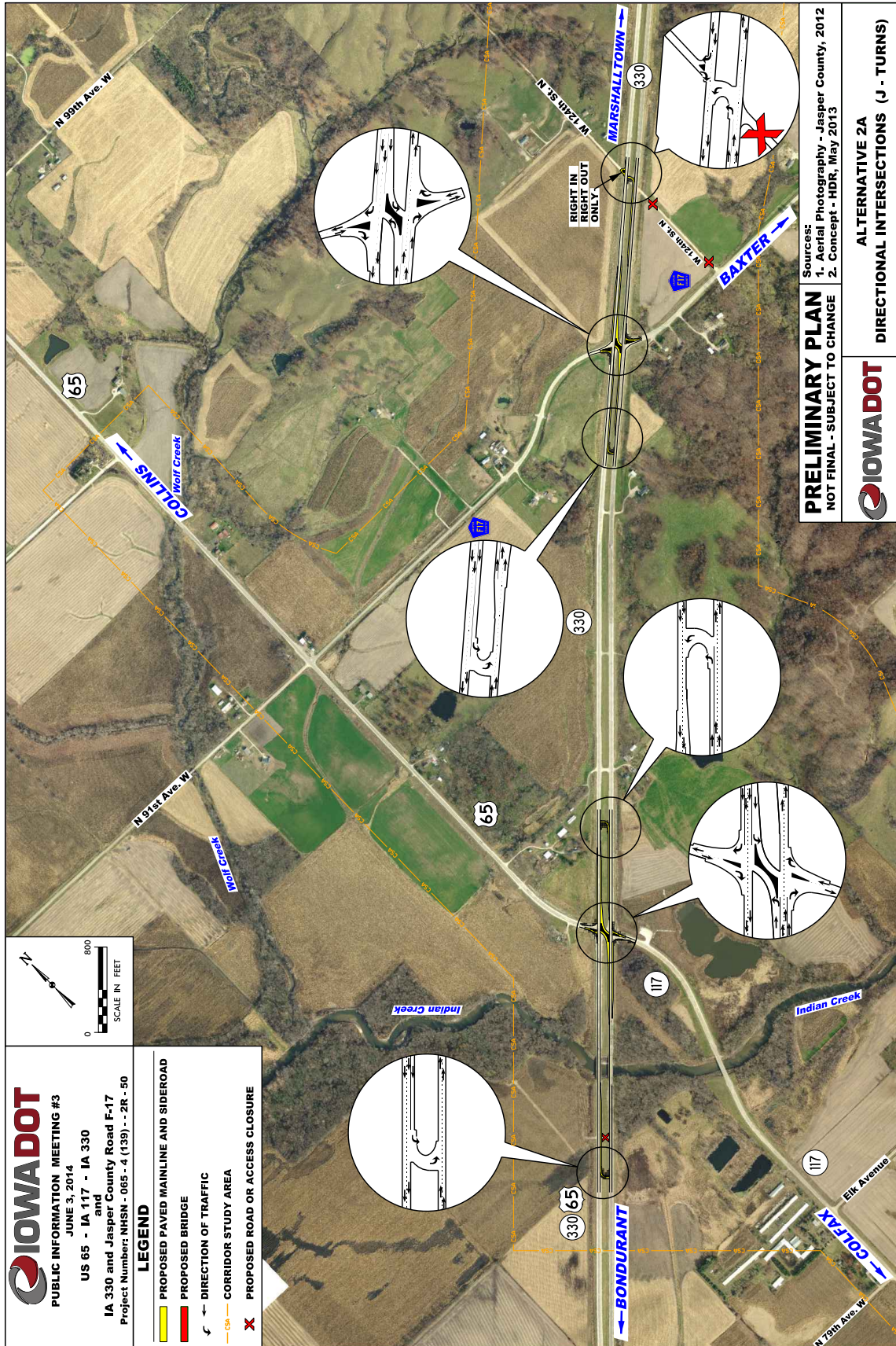
Alternatives 2A and 7A presented at third public meeting

The third public information meeting was held in Baxter May 28, 2013, to discuss two proposed interchange alternatives 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: news.iowadot.gov/pim/2013/05/iowa-330-between-us-65-and-jasper-county-road-f-17-may-28-2013.html and on the following pages.

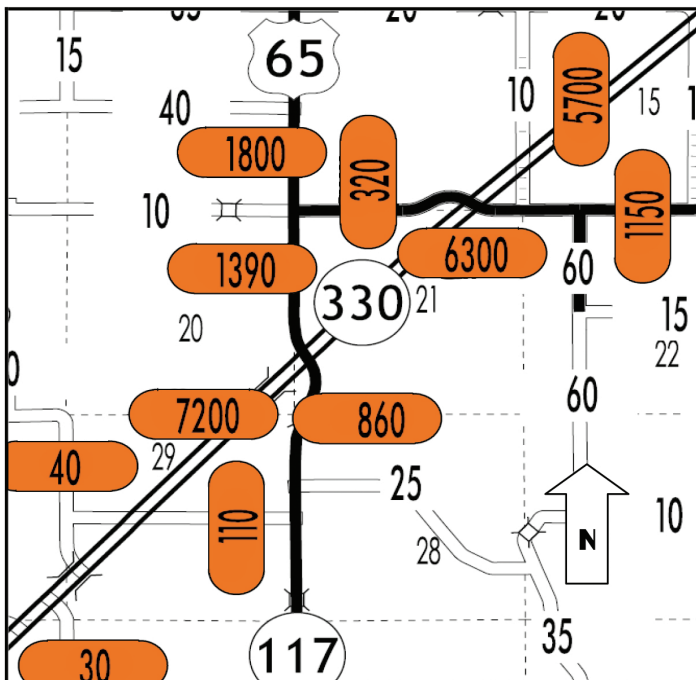
Alternative 2A (display 1) includes directional intersections (J-turns) at U.S. 65/Iowa 117 and Iowa 330 and Jasper County Road F-17.



Present facility and traffic volumes

The diagonal four-lane facility from U.S. 30 on the north to Interstate 80 on the south includes portions of the Iowa 330 and U.S. 65 routes. The two crossroads U.S. 65/Iowa 117 and Jasper County Road F-17 are two-lane roadways.

The 2010 average annual daily traffic in the study area is identified in the orange ovals below.



Project costs and schedule

This project is currently included in the Draft 2015-2019 Five-Year Transportation Improvement Program. The funding is broken down as follows.

2016 – \$1.5 million

PURCHASE OF RIGHT OF WAY

2017 – \$6 million

NEW BRIDGE AND GRADING

2018 – \$7 million

GRADING AND PAVING

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.

Again, the purpose of this meeting is to show the two viable improvement options at this time.

Thank you for your participation.

Contact us

If you have any comments regarding the projects 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 | **Fax:** 515-239-1472 | **Email:** Tony.Gustafson@dot.iowa.gov