

US 63 Super 2 Corridor Study

DAVIS AND WAPELLO COUNTIES



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Executive Summary

The Iowa Department of Transportation (Iowa DOT) has performed a transportation planning study (study) for the rural, two-lane portion of US Highway 63 (US 63) beginning at the Iowa/Missouri border in Davis County and continuing north 32 miles to County Road J-12 (CR J-12) / River Road located just south of Ottumwa in Wapello County (study area). The study focuses on identifying locations for potential roadway improvements designed to meet current and future travel needs that are consistent with the goals and objectives of Iowa DOT’s Super-2 concept.

Iowa DOT introduced Super-2 highways as an alternative to four-lane capacity expansion projects and to aid in uninterrupted traffic flow through specific accommodations for slower moving traffic. The concept intends to maximize benefits of two-lane roadways through improved safety, capacity, and mobility, while reinforcing the importance of lowering right-of-way acquisition needs and construction and maintenance costs. Defining features of Super-2 improvements include usage of passing/climbing lanes, wider paved shoulders, turning lanes, acceleration lanes, limited points of access, and geometric enhancements.

This study consists of a series of separate analyses and standalone reports that evaluate the study area’s infrastructure conditions, roadway geometrics, traffic operations, mobility characteristics, safety concerns, physical and environmental constraints, and current and future traffic demands. It also considers and incorporates public input received from a variety of local stakeholders. The findings culminate in a prioritized roadmap for future project development and investment within the study area. Recommendations identified during the study are as follows:

RECOMMENDATION 1: Installation of Turn Lane Improvements at Key Intersections

Most study area intersections do not have a designated turn lane. Findings of this study recommend that 18 of these intersections should incorporate turn lane improvements based on existing traffic volumes and safety concerns. This strategy increases motorist safety by separating turning traffic from through traffic and increases the capacity of the corridor by better maintaining through traffic.

RECOMMENDATION 2: Focused Intersection Safety Improvements

This study identified five intersections with elevated crash rates that are potentially eligible to receive state and/or federal safety improvement funds. Intersections that currently include dedicated turning lanes could be considered for roundabout intersections or restricted turn intersections (e.g. J-Turn intersections). Use of roundabouts results in fewer and less severe crashes due to the lowered vehicle speeds and reduction in potential conflict points. Restricted turn intersections remove or relocate high-risk turns, such as a left turn from stopped position across the major roadway. Any future improvement projects should include further traffic analysis to evaluate and confirm the appropriate safety improvement measures.

RECOMMENDATION 3: Installation and Improvement of Passing & Climbing Lanes

The study area has eight existing climbing lanes of varying length that are sited at unequal distances apart, all located between Bloomfield and Ottumwa. Findings of this study recommend extending four existing climbing lanes into passing lanes, including two in the northbound direction and two in the southbound direction. The study also identified six new passing lane locations consistent with Iowa DOT guidance. A more consistent design approach to passing and climbing lanes provides motorists with an expectation and understanding of upcoming passing opportunities.

RECOMMENDATION 4: Improving Shoulders

The corridor features narrow shoulders, both paved and partially paved. Findings of this study recommend that the roadway have fully paved shoulders to a minimum width of 8 – 10 feet, based on existing conditions, per the Iowa DOT Highway Design Manual. Wider shoulders provide motorists with an easier opportunity to pass larger, slower-moving agricultural or commercial vehicles. Full width paved shoulders also better accommodate the significant volume of Amish horse and buggy traffic along various segments of the corridor.

To reduce the number and severity of single vehicle run-off-road crashes, the Iowa DOT generally requires 12-inch wide rumble strips to be placed on all new or existing Primary rural roads with paved shoulders at least 2 feet wide. In areas where bicycle traffic is prevalent, the rumble strips are sometimes installed with 12-foot gaps between 48-foot rumble strips. Based on feedback from the Amish community, along with research and practice of other state DOTs, further review of an acceptable rumble strip length and longer gaps should be considered with the design for future improvements to US 63 to best accommodate the horse drawn traffic in the area.

RECOMMENDATION 5: Intersection and Destination Lighting

The study area corridor features numerous public intersections with little or no lighting. Findings of this study recommend that intersection or destination lighting be increased or added to 23 intersections along the corridor to maintain and improve safe movements, especially as traffic volumes continue to grow in the future. The recommended locations include intersections where an existing pole could be used or new poles would be needed in conjunction with intersection modifications to add turn lanes.

RECOMMENDATION 6: Passing & Intersection Sight Distance

Further study is recommended to determine if modifications should be made to three existing passing zones and intersection geometry at one intersection to provide adequate passing and sight distance along the corridor.

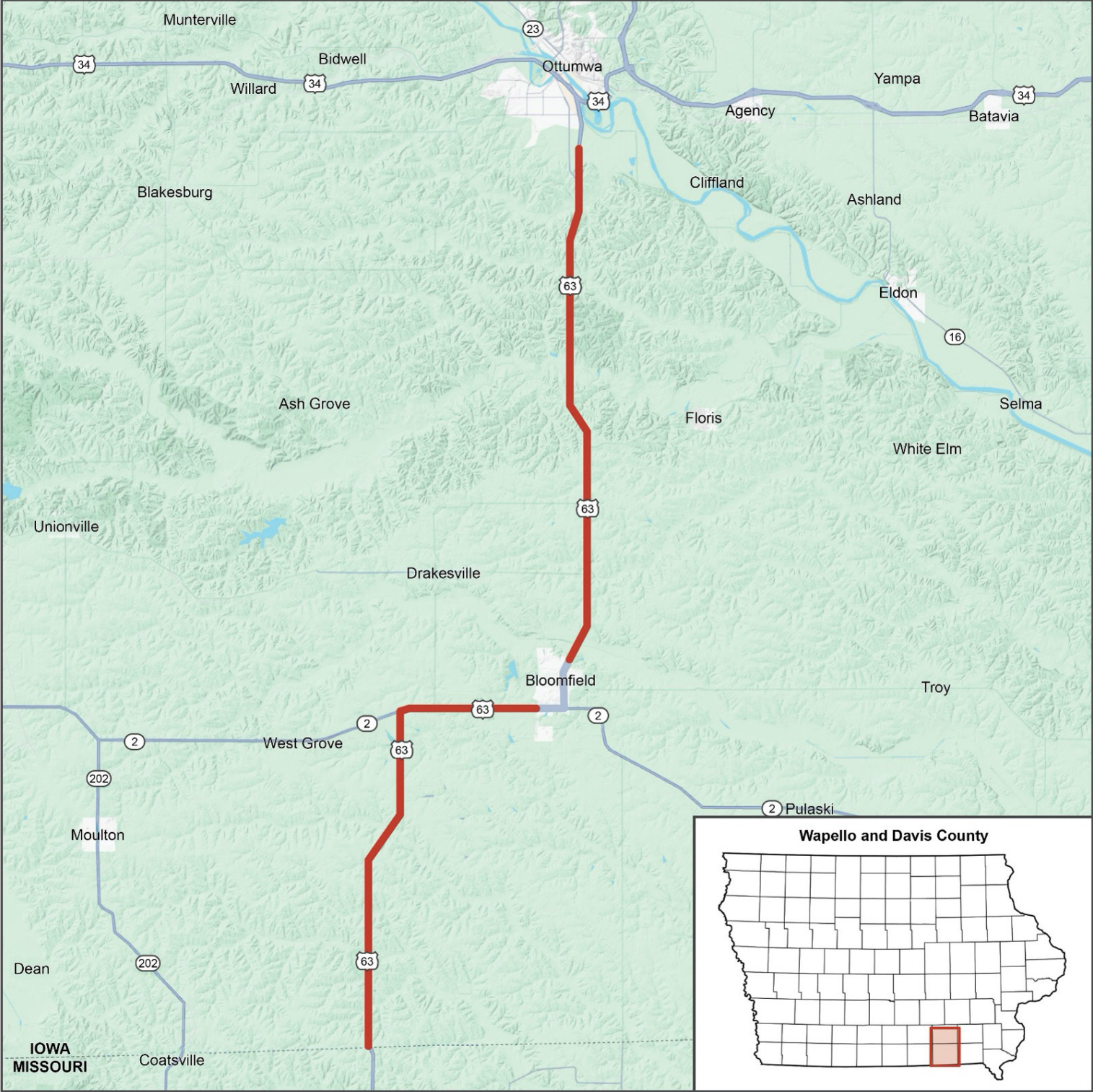
Refer to the recommendations section of this study for an outline of the recommended improvement locations.

Basis for the Super-2 Recommendation

- Study area is targeted for two-lane highway mobility and safety improvements as part of the larger US 63 corridor in the Iowa in *Motion 2045 State Transportation Plan*
- Future projected traffic can be served by a two-lane highway with turn lanes at key intersections
- Public supports corridor enhancement
- Iowa DOT study suggests improving an existing two-lane highway to a Super-2 highway is estimated to cost 15 to 20 percent of what would be required to expand the highway to four-lanes



Figure 1: Project Location Map



Overview of the Study Area

US 63 is part of the state’s Primary Highway System spanning approximately 238 miles across the eastern portion of Iowa. The roadway crosses from Missouri into southern Iowa near Bloomfield before eventually entering Minnesota at Chester in northern Iowa. Additional communities located along the route include Ottumwa, Eddyville, Oskaloosa, New Sharon, Montezuma, Tama, Toledo, Traer, Hudson, Waterloo, Denver, and New Hampton.

This study focuses exclusively on an undivided, two-lane section of US 63 that extends nearly 32 miles from the Iowa/Missouri border north to Wapello CR J-12 / River Road located just south of Ottumwa corporate limits (refer to **Figure 1**). It does not include the portion of the corridor within the City of Bloomfield. The study area provides important connections to nearby places of employment, schools, businesses, and recreational destinations. Local Amish residents also rely on the roadway to access their daily needs.

STUDY AREA CONTEXT

Lands abutting the study area are predominately dedicated to crop production, feeding operations, animal grazing, and farmsteads. Pioneer Ridge Nature Area also adjoins US 63 between Ottumwa and Bloomfield. The popular 995-acre park attracts thousands of visitors each year while featuring campgrounds, hiking/biking trails, fishing ponds, and an educational programming center. Additionally, commercial, industrial, and public/institutional uses are interspersed throughout unincorporated areas of the corridor. Examples include gas stations, convenience stores, contractor businesses, auto repair shops, places of worship, and cemeteries. Most of these facilities are near intersections with major roadways.

Several municipalities are located proximate to the study area including the seats of Davis County (Bloomfield) and Wapello County (Ottumwa). Both these cities experienced a slight increase in total population according to the most recent US Census figures. Other rural communities, like Drakesville and Floris, are sited just miles from US 63. A growing number of Amish also reside near the study area, many just south of Bloomfield. Davis County maintains the largest concentration of the population cohort in Iowa and boasts almost 100 Amish-owned businesses.

Study area topography varies greatly. The southern portion of the corridor from the state border to its intersection with Iowa Highway 2 (IA-2), as well as the east-west segment linking to Bloomfield, features a flat and gentle terrain. The hills between Bloomfield and Ottumwa dramatically influences the current roadway design and operations. Instances of especially steep terrain necessitate frequent usage of no passing zones and climbing lanes. It also impacts motorist visibility. Several comments received during the public outreach activities for this study focused on site distance challenges for motorists caused by hills.

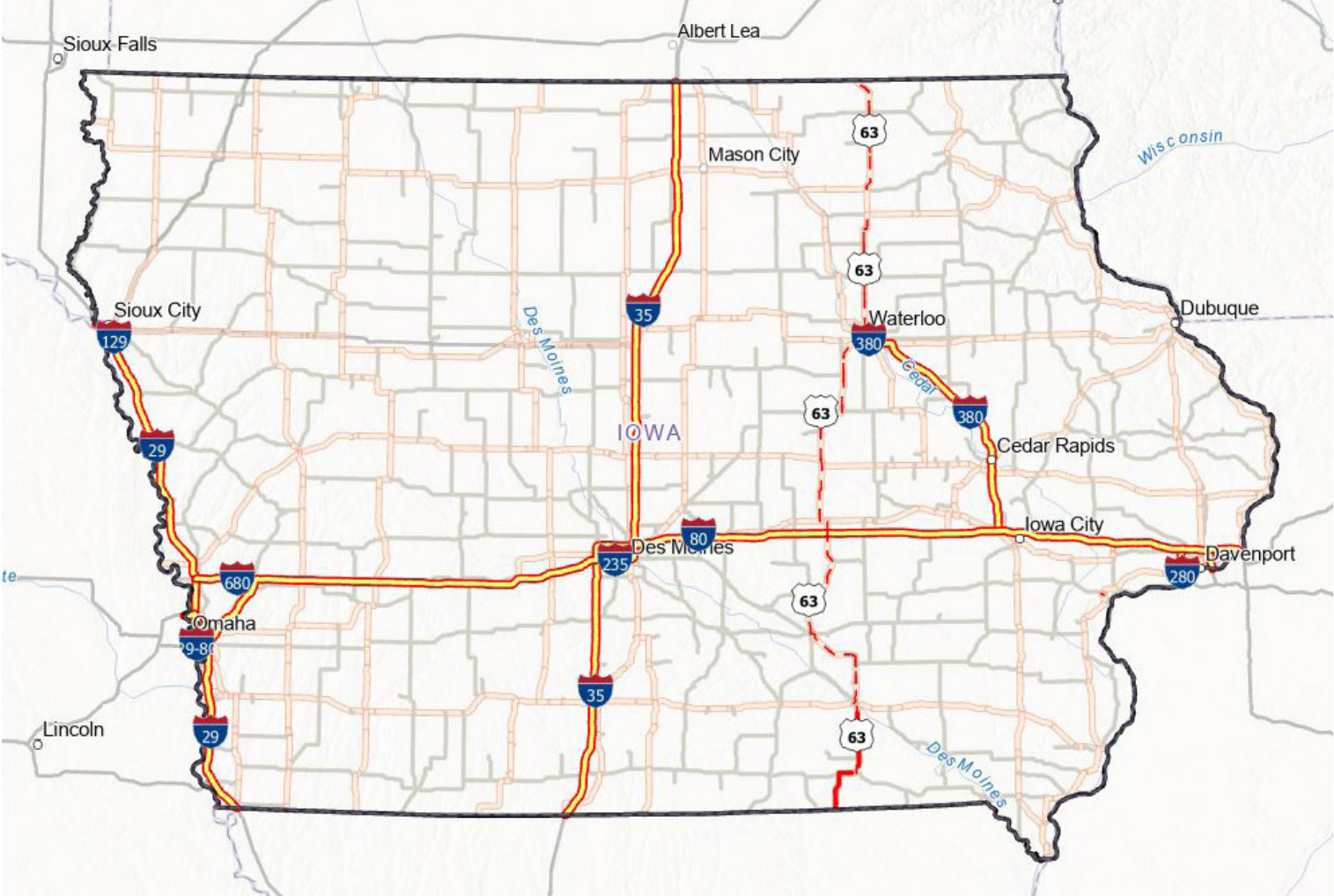
The US 63 study area includes 12 bridges or box culverts including crossings over North Fabius River, Carter Creek, South Wyaconda Creek, Fox River, Chequest Creek, North Chequest Creek, Soap Creek, and Village Creek. Many local ponds are also present near the northern part of the highway corridor.

IMPORTANCE OF THE CORRIDOR TO THE IOWA TRANSPORTATION SYSTEM

The study area offers important north-south mobility across the eastern third of the state as part of Iowa DOT’s Commercial and Industrial Network (CIN). This designation represents a subset of the state’s Primary Road System that is intended to improve the flow of commerce and better connect Iowa with regional, national, and international markets through convenient, efficient, and safe travel. The US 63 corridor directly connects economic centers together including Oskaloosa, Ottumwa, and Waterloo (see **Figure 2**). It also links to other larger communities, such as Des Moines and Dubuque, via east-west roads including US Highway 30 (US 30) and US Interstate 80 (I-80).

More locally, the study area has a Federal Function Classification (FFC) of principal arterial that ties together the southern portion of the state. Iowa DOT annual average daily traffic (AADT) data from 2022 indicates between 1,990 and 5,800 motorists traverse this part of US 63 per day. The most heavily-traveled segments are between Ottumwa and Bloomfield. Commuter traffic is a contributing factor as US 63 serves as a primary means of accessing major area employers including John Deere Ottumwa Works, JBS Foods, and Ottumwa Regional Center in Ottumwa, as well as M3 Fabrication, Performance Pipes, and Metal Wholesale in Bloomfield. The least-traveled section extends from the southern study area terminus at the Missouri state line up north to its intersection with IA-2. Eleven intersections within the study area provide direct access to a community and/or maintain a county, state, or U.S. highway designation.

Figure 2: US 63 Corridor Map



Goals and Guiding Principles for Corridor Investment and Improvement

Iowa DOT commissioned this study in recognition of the continued mobility and safety challenges facing the US 63 study area. This Vision Document has a goal of providing recommendations for Super-2 highway concept improvements to meet current and future traffic needs within the corridor. These enhancements are intended to reduce safety concerns and increase operational performance for all its users. Proposed projects include additional turn lanes, expanded and new climbing lanes, new passing lanes, spot roadway improvements (e.g., intersection safety improvements, intersection or destination lighting, etc.), and widened, fully-paved shoulders. All recommended improvements for consideration are prioritized as future funding becomes available.

- **Relationship to Iowa DOT’s statewide strategic transportation plan goals and objectives.**
Iowa DOT conducted an analysis to provide a data-driven recommendation for mobility and safety improvements to its Primary Highway System corridors during the development of its State Transportation Plan (STP). The aim was for these improvements to enhance the operation of the network in particular corridors where capacity expansion needs were not identified, but improvements would help the corridors complement the state’s multilane highway network.

Iowa DOT has a stated desire to upgrade the study area to a Super-2 highway, through a phased approach, as part of regularly-scheduled resurfacing, rehabilitation, and restoration (3R) projects. The State’s STP, *Iowa in Motion 2050*, identifies the segment of US 63 as one of ten corridors in Iowa being targeted for the improvements based on the agency’s review of crash statistics, roadway grades, traffic volumes, average trip lengths, statewide connectivity, and existing network designations. This study has identified potential roadway improvements intended to enhance user experience within the study area. As realized, the US 63 corridor will operate in a more safe and efficient manner when contrasted with current conditions. Iowa DOT will achieve this advancement consistent with the agency’s stated Super-2 design goal and objectives as outlined in the statewide transportation plan. Specifically, proposed passing/climbing lanes, turning lanes, intersection safety improvements, and widened shoulders will all be constructed while limiting the need for additional right-of-way.

- **Future corridor planning, investment, and project development.**
No portion of the study area currently has a dedicated funding source to further study, design, or construct roadway enhancements to address issues outlined in this study.

This study will not result in the funding of any specific recommended project; rather, the Vision Document is a roadmap for public investment as money becomes available. For example, some components will be incorporated into Iowa DOT’s future work such as during 3R projects or individual safety and capacity improvements identified through the state’s planning documents.

Public Involvement

Iowa DOT developed and implemented a detailed public involvement plan during the preparation of this study. The approach included coordinating three small group stakeholder meetings with local city and county officials, emergency responders, school district representatives, chambers of commerce, local businesses, and special interest groups (e.g., local Amish residents). Collectively, these meetings helped gain valuable insight and perspective regarding the current and future travel needs along the study area corridor. Other methods of engaging the affected population involved hosting two Public Information Meetings (PIMs) featuring optional online surveys.

Each comment received at the stakeholder meetings, PIMs, or via the survey was documented and saved in the Public Involvement Management Application (PIMA) tool, a centralized comment/response management system implemented and managed by Iowa DOT. The system’s goal is to provide a secure and electronically-accessible repository for comments. Iowa DOT also used PIMA to maintain a database of stakeholder contact information.

Iowa DOT held its first stakeholder session on May 31, 2023 at the public library in Bloomfield. Twenty-two individuals attended the event in-person or online. Staff utilized a prepared presentation, complete with audio, to explain the study’s purpose and need before taking feedback. Attendees also had the opportunity to write on scroll plots indicating study area issues and challenges. The following bullet points summarize common themes of the input received.

- Desire to expand US 63 to a four-lane highway.
- Movement of goods and economic considerations and concerns.
- A large Amish population live and travel within the corridor and have specific travel needs and concerns.
- The “Drakesville Bypass” (Ice Avenue and County Road J3T/180th Street) serves as an impromptu route for through traffic to bypass Bloomfield.
- Safety and traffic operational concerns exist at the west junction of US 63 and IA 2 west of Bloomfield.

Iowa DOT had a second stakeholder meeting on May 31, 2023 at the Bridge View Center in Ottumwa. Twenty-one individuals attended in-person or online. Feedback focused on the following issues:

- Desire to expand US 63 to a four-lane highway.
- Passing opportunities, travel speeds, and general overall safety are concerns within the corridor.

Iowa DOT also consulted the local Amish population during the development of this study. The group frequently travels along portions of the US 63 study area by horse and buggy which creates unique challenges for the corridor. A total of 17 people, including 13 Amish representatives, participated in a meeting held at a business in Bloomfield on July 10, 2023. Iowa DOT used the same format as the previous meetings. A summary of their input is provided below.

- Full-width paved shoulders are preferable, but only if constructed with asphalt.
- Preferred travel lane is the shoulder including on climbing and passing lanes.
- Edge rutting along the shoulders and travel lanes are a concern.
- Left turn lanes, especially offset, can be an issue for younger horses as they are closer to oncoming traffic.
- A blind spot exists at US 63 and Madison Street when getting onto US 63 and trying to cross to Bloomfield Livestock Market.
- Amish population growth is expected east of US 63 to double from about 300 to 600 families within 15 to 20 years.
- Expressed safety concern at the intersection of US 63 and County Rd J40.
- The Amish community does not generally travel north of Floris Road.
- Places for turn lane consideration are intersections at US 63/T-7J and US 63/J51.

Through the website, Facebook, and property owner invitations, the Iowa DOT invited the public to complete an online survey focused on driver experiences along the study area. Agency staff promoted the tool on its project website and during outreach meetings. The instrument was made available from September 19 through October 3, 2023. Iowa DOT received a total of 111 responses during the two-week period. Questions centered on primary reasons for traveling the corridor, reasons for avoiding, traffic flow issues, safety concerns, and land use impacts.



The public had a final opportunity to provide input on the project in early 2024. Iowa DOT posted a survey to its website for approximately two and a half weeks asking interested citizens to contribute feedback on the final draft version of this Vision Document. The agency received a total of 135 responses between March 9 through March 26. Staff provided answers to questions as requested.

Participants were generally in favor of implementing the project as presented in the referenced document. The most consistent feedback concentrated on the following items:

- Desire to expand the corridor to four lanes.
- Safety concerns related to the Copperhead Road/Little Soap Road intersection and nearby gas station.
- Need for turn lanes at site-specific places (e.g., near Pioneer Ridge Nature Area).

The Iowa DOT had a follow-up meeting with the Amish community on May 13th to review the latest set of recommendations. No additional concerns were raised regarding the recommended future corridor improvements.

Appendices B through E offer a copy of the comments received during the stakeholder meetings and PIM public surveys while Appendix F provides a map georeferencing the feedback from the stakeholders.

Summary of Existing Conditions

PAVEMENT CONDITION

This study reviewed pavement condition index (PCI) ratings throughout the study area using information obtained from the Iowa DOT. PCI is calculated using pavement surface distress data observed in condition surveys that measure severity and extent over a defined distance. This information gets processed into an associated score ranging from 0 (worst) to 100 (best). The following is a summary of the PCI findings for the study area.

- Iowa/Missouri Border to south of IA 2 and US 63 (Mile Post 0-10): 64 (fair)
- West of the US 63 and IA 2 concurrency: 66 (fair)
- Along the US 63 and IA 2 concurrency (Mile Post 11-15): 79 (good)
- East of the US 63 and IA 2 concurrency: 83 (good)
- Along US 63 from Bloomfield to Floris Road (Mile Post 15-23): 60 to 63 (poor)
- Along US 63 from Floris Road to River Road (Mile Post 23-32): 73 to 79 (good)

BRIDGES AND BOX CULVERTS CONDITION

The US 63 study area includes 8 bridges and 4 box culverts over a combination of rivers, streams, and topographical features. The Iowa DOT uses a Bridge Condition Index (BCI) to aid in the prioritization of state-maintained bridge projects for replacement and maintenance. The index combines a bridge’s condition, its ability to provide adequate service, and how essential it is for the traveling public into a single index. The BCI is based on similar calculations for the Sufficiency Rating created by FHWA. The BCI is more sensitive to changes in condition ratings for the different bridge components. This way, bridges can be compared to each other in a more detailed manner. This helps determine which bridges to prioritize for improvements programming. **Table 1** below outlines the bridges and box culvert current condition.

Table 1: Bridge and Box Culvert Condition Data

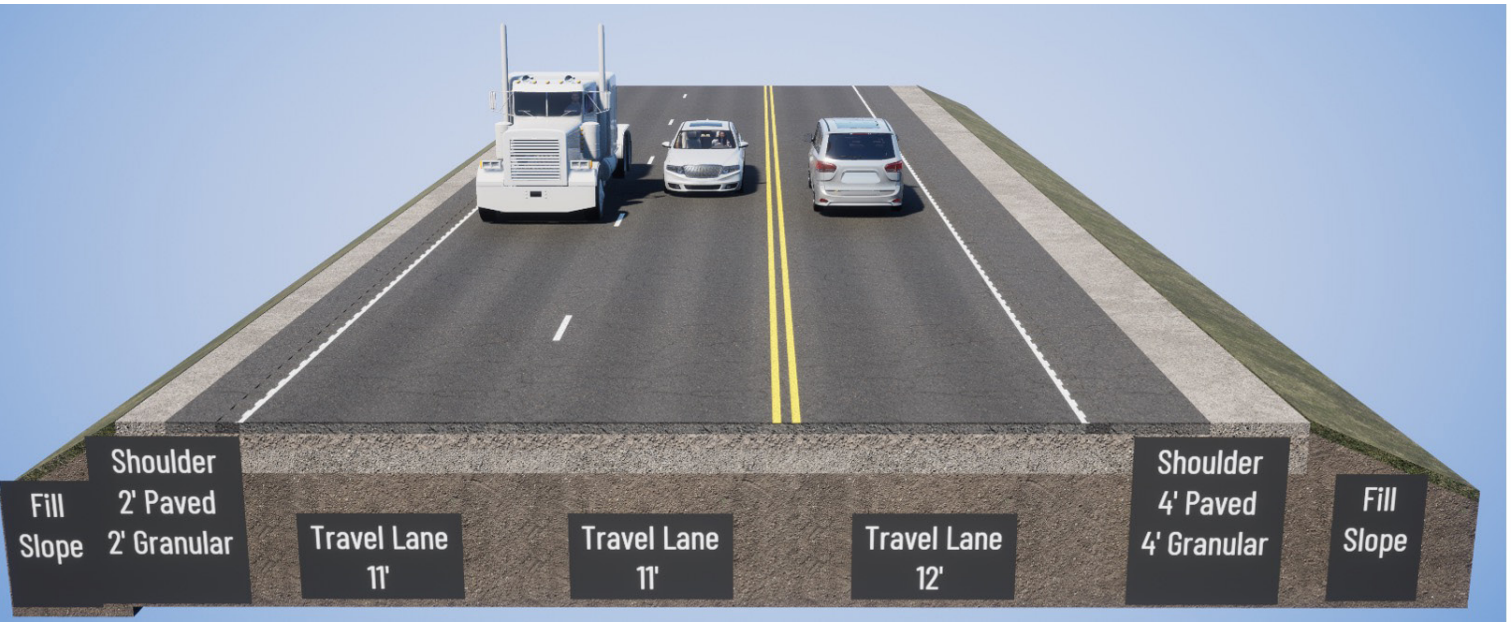
Location	Structure	Mile Post (Approximate)	Bridge Condition Index (BCI)	Classification
Fabius River	Bridge	2.6	72.6	Fair
North Fabius Creek	Box Culvert	4	66.6	Fair
Carter Creek	Bridge	6.6	76.7	Good
South Wyaconda Creek	Box Culvert	9.3	67.4	Fair
Drainageway	Box Culvert	11.6	65.0	Fair
Fox River	Bridge	17.4	38.9	Fair
Middle Chequest Creek	Bridge	19.8	48.2	Fair
North Chequest Creek	Box Culvert	22.2	48.0	Fair
Soap Creek	Bridge	25.8	99 ¹	Good ¹
Abandoned RR / Drainageway	Bridge	28.1	68.6	Fair
Little Soap Creek	Bridge	28.6	60.5 ¹	Fair ¹
Village Creek	Bridge	30.7	99 ¹	Good ¹

¹Updated Inspection Ratings are pending

ROADWAY GEOMETRICS AND TYPICAL CROSS SECTIONS

US 63 within the study area is generally a 24-ft wide two-lane rural highway with a combination of paved and granular shoulders of varying width. There are several existing climbing lanes of varying length throughout the corridor, some of them originally constructed by widening the existing highway 10-ft. Over time, through various highway rehabilitation / overlay projects, the travel lanes were striped to be 11-ft lanes based on available width.

Figure 3: US 63 Existing Typical Cross Section (Climbing Lanes)



Based on comments received at a public meeting, a sight distance review was conducted for US 63 between Mahogany Avenue / 132nd Street and Floris Road, as well as an intersection sight distance review at US 63 & Madison Street. Currently the stretch of US 63 between Mahogany Avenue / 132nd Street is marked as passing allowed. The posted speed limit on the road is 55 miles per hour (MPH), however, speed data from INRIX shows that the 85th percentile speed is closer to 65 MPH. 65 MPH was used to determine the passing sight distance required, which came out to be 1,100 feet. The analysis showed that there are two sections for both northbound and southbound that should be marked as no passing zones.

The intersection sight distance (ISD) review for the US 63 & Madison Street intersection was based on the current posted speed limit of 45 MPH. For right turns the ISD was found to be 415 feet for a passenger car (605 feet for a combination truck) and left turns were found to need a minimum of 490 feet for passenger cars (655 feet for a combination truck). The analysis found that there was ample sight distance looking north, however, the hill to the south of the intersection obstructs the required sight distance.

CRASH HISTORY, POTENTIAL FOR CRASH REDUCTIONS, AND AREAS OF SAFETY CONCERNS

This study reviewed the 5-year crash data available from Iowa Crash Analysis Tool (ICAT) between 2018 and 2022. A total of 245 incidents occurred within the study period. Crash frequency was higher on the portion of the corridor between Bloomfield and Ottumwa; however, the AADT for this segment is significantly higher. The most common causes involved animals (51%) and following another vehicle too close (9.4%).

The study area experienced four crashes involving fatalities within the study period. Two of the crashes were head-on and one was a sideswipe, opposite direction. All of the crashes occurred in low light or dark conditions, and drug use was cited in one of the crashes. Although property damage only crashes accounted for the largest number of incidents, motorists along the US 63 corridor we also involved in four serious injury crashes and thirteen minor injury crashes.

There have also been two recent crashes that resulted in fatalities along the study corridor outside of the 2018-2022 study period. In May 2023, a southbound motorcyclist ran the stop sign and was killed in a broadside crash at the US 63 & IA 2 / Smith Street intersection in Bloomfield. In July 2023, a semi-truck travelling northbound just south of the Little Soap Creek bridge did not stop and rear-ended several northbound vehicles waiting at the temporary traffic signal being used for the bridge replacement project. Two people were killed in the crash that involved several vehicles.

A copy of the Iowa DOT’s Existing Crash History report can be found in Appendix G. The following includes key information developed in the report. **Table 2** includes crash statistics for the roadway segments identified for review by the report.

Table 2: Crash Data

Segment	Fatal Crash	Serious Injury Crash	Minor Injury Crash	Possible Injury Crash	Property Damage Only
River Road to Little Soap Road	1	1	3	0	49
Mink Boulevard to Lime Trail	1	2	2	0	21
Garnet Avenue to 285th Street	1	0	0	0	12

Potential for Crash Reduction (PCR) rankings were used to identify locations with safety performance below expectations. PCR values represent a 3-tiered rating system with High (≥1.0) indicating a need for safety improvements, Medium (≥0.2–1.0) representing room for safety improvements, and Negligible (<0.2) representing safety performance better than expected. The PCR values for the study areas were collected from the Potential for Crash Reduction (PCR) application accessible through the Iowa DOT’s website. **Table 3** includes PCR data for key intersections.

Table 3: Potential for Crash Reduction Intersection Data

Intersection	PCR Value	Other Significant Findings
IA 2 & US 63/Harvest Ave	0.78 (Medium)	11 reported crashes
IA 2 /US 63 & Ice Avenue	<0 (Negligible)	Higher truck volumes
IA 2 / US 63 & Lilac Ave	0.68 (Medium)	22 crashes, 4 injury, 1 serious injury
IA 2 & US 63/Smith Street	0.37 (Medium)	Mostly Running Stop Signs
US 63 & 180th Street	0.72 (Medium)	Higher truck volumes
US 63 & Floris Road	<0 (Negligible)	High turning volumes
US 63 & HWY 958	<0 (Negligible)	Unusual Geometry
US 63 & River Road	0.67 (Medium)	None

In addition to the intersections described above, the US 61 roadway segment just north of the intersection with Madison Street in Bloomfield has a Medium PCR (0.61). The segment of US 61 is a multi-lane undivided roadway section that transitions to the two-way highway segment north of Bloomfield.

TRAFFIC VOLUMES AND MOBILITY

The Iowa DOT, in collaboration with counties and municipalities, updates and publishes AADT figures. This study utilized corridor data from 2022 for analysis. Estimates of future AADT was provided by the Iowa DOT for 2030 and 2050. Speed data was gathered from INRIX, for all Wednesdays in a given season and averaged, for each direction of travel.

Table 4: Traffic Data

Segment (From To)		85th Percentile Speed (MPH) ¹ Southbound	85th Percentile Speed (MPH) ¹ Northbound	2022 ADT (veh/day)	2030 ADT (veh/day)	2050 ADT (veh/day)
Missouri State Line	IA 2	59	61	1,990	2,390	3,000
IA 2	Old Hwy 2	49	51	3,790	4,110	5,160
Old Hwy 2	East Junction of IA 2	49	51	3,510	4,430	5,570
North Limit of Bloomfield	180th Street	61	61	5,500	4,860	6,100
180th Street	County Road J15	60	61	5,800	7,390	9,270
County Road J15	River Road	50	61	5,300	6,950	8,780

¹The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.

ENVIRONMENTAL ISSUES

An environmental desktop study was completed for the corridor. The study included reviewing readily available environmental data from various online sources like the National Wetland Inventory, the Federal Emergency Management Agency, and the Iowa Department of Natural Resources (Iowa DNR) databases. This information along with other online data sources identified known human and natural environmental resources located in and near the project corridor including underground utilities, floodplains, wetlands, rivers, recreational areas, and regulated materials. The results of this review are shown in **Appendix H**. The following resources are present within the project corridor and should be considered during the development of alternatives.

- River and Stream Crossings: North Fabius River, Carter Creek, South Wyconda River, Fox River, Chequest Creek, Butler Creek, North Chequest Creek, Soap Creek, Little Soap Creek, Village Creek, and many unnamed streams/ waterways.
- Utilities: Natural gas pipeline is located within the study area at the south end of the project and crosses north of Butler Creek.
- Recreational Areas: Pioneer Ridge Nature Area is located within the project corridor adjacent to the US 63 right of way near the Wapello/ Davis County line.
- Regulated Materials: Numerous regulated material sites as described in more detail below are located throughout the project corridor.

As part of the environmental desktop review, Iowa DOT staff completed a preliminary review of regulated materials within the study area using information obtained from Iowa DNR databases, United States Environmental Protection Agency (US EPA) databases, Davis and Wapello County Assessor Office websites, historical aerial photography, local company websites, and geographic imagery. The review report, dated February 6, 2023, highlighted twenty (20) potential recognized environmental conditions (RECs) and three (3) known RECs within the corridor. A REC exists when 1) evidence suggests a pollutant has been released into the environment, 2) the threat of a pollutant release occurs, or 3) actual impact from a pollutant identified. Refer to Appendix G for a copy of the report.

This study reviewed the regulated materials information in the context of recommended Super-2 improvements for the US 63 corridor. Note: potential RECs #5-14 and RECs #1 & 2 outlined in the report were not considered as they are located within Bloomfield municipal limits. Findings for the potential RECs (**Table 5**) and RECs (**Table 6**) are as follows:





Table 5: Potential REC

Potential REC #	Address	Finding
1	21442 Highway 63, Bloomfield	Does not appear likely to impact the study recommendations.
2	17726 Highway 2, Bloomfield	Does not appear likely to impact the study recommendations; however, if recommended improvements in the area involve widening of the road, the identified aboveground storage tank (AST) will need to be considered.
3	17881 Highway 2, Bloomfield	Does not appear likely to impact the study recommendations; however, if recommended improvements in the area involve widening of the road, the identified AST will need to be considered.
4	20836 Highway 2, Bloomfield	Does not appear likely to impact the study recommendations.
15	506 Weaver Road, Bloomfield	If recommended improvements in the area included securing an easement or acquisition of the co-op property, possible impact should be considered and could be experienced.
16	16241 Highway 63, Bloomfield	Does not appear likely to impact the study recommendations.
17	22470 160 Street, Bloomfield	Does not appear likely to impact the study recommendations.
18	6229 Highway 63, Ottumwa	If recommended improvements extend onto the former salvage yard, possible soil impact (shallow) may be a concern
19	12644 River Road, Ottumwa	Does not appear likely to impact the study recommendations if recommended improvements in the area are limited to offsite work and does not involve excavations/intersecting groundwater; however, if petroleum impact may exist based on the age of underground storage tanks (USTs), when they were removed, and likely limited sample collection to identify if a spill occurred when they were removed.
20	12775 River Road, Ottumwa	Does not appear likely to impact the study recommendations; however, if recommended improvements in the area involve easements, digging, or acquisition of the property then the ASTs should be addressed before they are moved.

Table 6: Known RECs

REC #	Address	Finding
3	4108 Hwy 63 South, Ottumwa	If excavation and/or dewatering is needed as part of the recommended improvements, petroleum-impacted material may be encountered. Additional record review and potential sample collection could assist in identifying potential hazards.

Recommendations

Based on the existing conditions of the corridor, Iowa DOT guidance for Super 2 highways, collaboration with the Iowa DOT Location & Environment Bureau, the Iowa DOT Traffic & Safety Bureau, Iowa DOT District 5 staff, and stakeholder and public input received, the following recommendations were developed for the US 63 corridor.

Recommendation 1: Installation of Turn Lane Improvements at Key Intersections

Most study area intersections do not have a designated turn lane. Findings of this study recommend that 18 of these intersections should incorporate turn lane improvements based on existing traffic volumes and safety concerns. This strategy increases motorist safety by separating turning traffic from through traffic and increases the capacity of the corridor by better maintaining through traffic.

Per the Iowa DOT Super-2 guidance, factors that were considered included whether the side road was paved or unpaved, anticipated volume of turning traffic and through traffic, and crash history. Additional consideration included specific input from stakeholders and the public on future growth, significant truck turning activity, and observed safety concerns.

Refer to **Table 9** for recommendations for each public intersection with the study corridor.

Recommendation 2: Focused Intersection Safety Improvements

This study identified five intersections with elevated crash rates that are potentially eligible to receive state and/or federal safety improvement funds. Intersections that currently include dedicated turning lanes could be considered for roundabout intersections or restricted turn intersections (e.g. J-Turn intersections). Use of roundabouts results in fewer and less severe crashes due to the lowered vehicle speeds and reduction in potential conflict points. Restricted turn intersections remove or relocate high-risk turns, such as a left turn from a stopped position across the major roadway. Any future improvement projects should include further traffic analysis to evaluate and confirm the appropriate safety improvement measures. Refer to **Table 9** for recommendations for each public intersection with the study corridor.

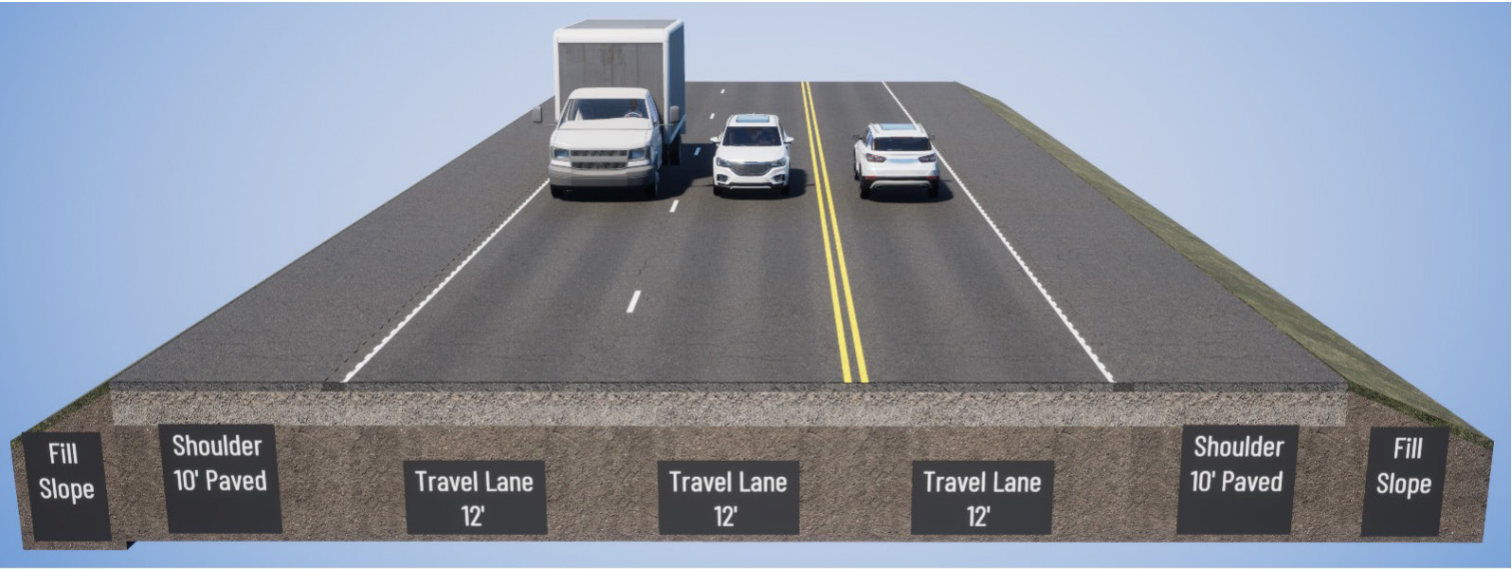
The five intersections identified to be potentially eligible for safety funding include:

- US 63 & IA 2/Harvest Avenue
- US 63/IA 2 & Lilac Avenue/V20/West Street
- US 63 & IA 2/Smith Street
- US 63 & 180th Street
- US 63 & River Road/J12

Recommendation 3: Installation and Improvement of Passing & Climbing Lanes

The study area has eight existing climbing lanes of varying length that are sited at unequal distances apart, all located between Bloomfield and Ottumwa. Findings of this study recommend extending four existing climbing lanes into passing lanes, including two in the northbound direction and two in the southbound direction. The study also identified six new passing lane locations consistent with Iowa DOT guidance. A more consistent design approach to passing and climbing lanes provides motorists with an expectation and understanding of upcoming passing opportunities. **Figure 4** includes a proposed typical section with a passing lane for reference.

Figure 4: US 63 Proposed Typical Cross Section (Passing Lane)



Refer to **Figures 6 and 7** and **Table 10** for locations and details for the existing and proposed passing and climbing lane improvements. Several alternatives were developed, reviewed, and refined with the project management team throughout the study period. The recommended improvements included balancing the preferred guidance criteria with providing enough passing opportunities to satisfy the intent of a Super 2 highway. Refer to **Appendix J** for the Iowa DOT Super 2 guidance.

Passing lanes would be limited to the rural areas of the corridor and would provide regular opportunities for faster-moving traffic to pass slower-moving vehicles safely without crossing into the opposing lane of traffic. For the concurrent segment of IA 2 and US 63, a Super-2 roadway section is not being recommended due to the significant horse/buggy travel of the Amish community, adjacent commercial / residential land uses, and proximity to Bloomfield on the east end of segment.

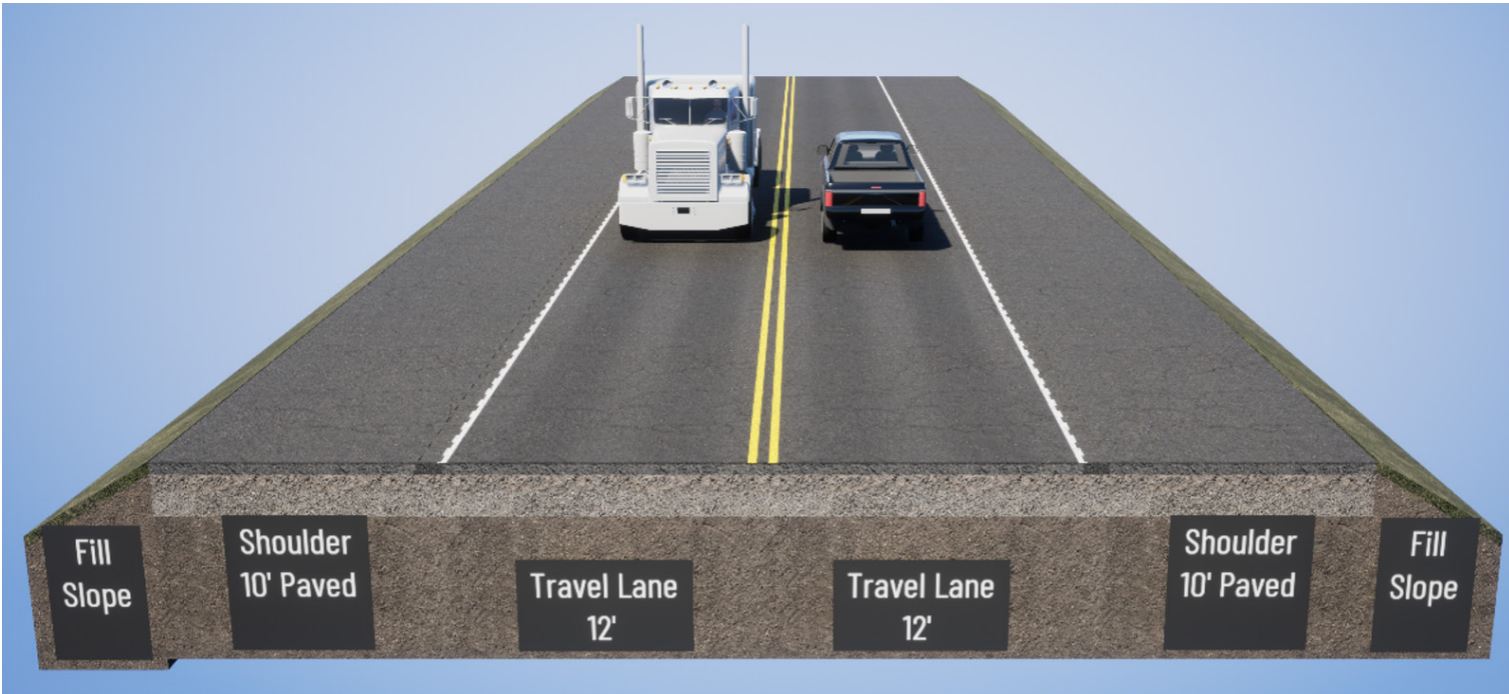
Recommendation 4: Improving Shoulders

The study area corridor features narrow shoulders, both paved and partially paved. Findings of this study recommend that the roadway have fully paved shoulders to a minimum width of 8 feet, based on existing conditions, per the Iowa DOT Highway Design Manual. Wider shoulders provide motorists with an easier opportunity to pass larger, slower-moving agricultural or commercial vehicles. Full width paved shoulders also better accommodate the significant volume of Amish horse and buggy traffic along various segments of the corridor.

To reduce the number and severity of single vehicle run-off-road crashes, the Iowa DOT generally requires 12-inch wide rumble strips to be placed on all new or existing Primary rural roads with paved shoulders at least 2 feet wide. In areas where bicycle traffic is prevalent, the rumble strips are sometimes installed with 12-foot gaps between 48-foot rumble strips. Based on feedback from the Amish community, along with research and practice of other state DOTs, further review of an acceptable rumble strip length and longer gaps should be considered with the design for future improvements to US 63 to best accommodate the horse drawn traffic in the area.

Refer to **Table 11** for recommendations for shoulder improvements within the study corridor. The existing shoulder type and widths should be confirmed during improvement projects. The proposed shoulder widths are based on Iowa DOT guidance but may need to be adjusted due to right of way, grading, or other constraints identified through more detailed design. **Figure 5** includes a proposed typical section with full width paved shoulders for reference.

Figure 5: US 63 Proposed Typical Cross Section (Two-lane)



As the shoulders are improved throughout the corridor, rumble strips for edge lines and center lines should be incorporated per Iowa DOT Design Manual and Standard Road Plan guidance. To best accommodate horse/buggy traffic, it is recommended to provide 48-ft strips / 12-ft gaps between 276th Street and CR J-15/Floris Road, the segment of the US 63 corridor identified as the most significant horse/buggy travel.

RECOMMENDATION 5: Intersection and Destination Lighting

The study area corridor features numerous public intersections with little or no lighting. Findings of this study recommend that intersection or destination lighting be increased or added to 23 intersections along the corridor to maintain and improve safe movements, especially as traffic volumes continue to grow in the future. The recommended locations include intersections where an existing pole could be used or new poles would be needed in conjunction with intersection modifications to add turn lanes.

The determination of where new intersection or destination lighting is being proposed with this study included public intersections that were identified for needing turn lanes and other intersections that are anticipated to serve turning traffic accessing the overall roadway network. Public intersections that only serve a small number of residences or do not connect to the broader roadway network were not identified for lighting improvements. Refer to **Table 8** for recommendations for each public intersection with the study corridor.

Recommendation 6: Passing & Intersection Sight Distance

Passing Sight Distance

The following segments with existing passing zones should be further reviewed for potential modification to no-passing zones based on current operating speeds and roadway geometry:

- Due to the crest of the vertical curve north of the CR J-15/Floris Road intersection, passing sight distance for southbound traffic should be reviewed for the segment just north of CR J-15/Floris Road
- Due to the crest of the vertical curve south of the Marble Avenue intersection, passing sight distance should be reviewed for northbound and southbound traffic in the vicinity of the Marble Avenue intersection
- Due to the crest of the vertical curve north of 132nd Street, passing sight distance should be reviewed for northbound traffic in the vicinity of the 132nd Street intersection

Intersection Sight Distance

Based on the intersection sight distance (ISD) review for the US 63 & Madison Street intersection, adequate intersection distance is available to the north of the intersection but is not adequate to the south of the intersection based on this study’s review. Further study should be completed to understand modifications needed to the posted speed, vertical geometry, or a combination of both to provide the appropriate intersection distance.



Summary of Recommended Improvements

No portion of the study area currently has a dedicated funding source to further study, design, or construct roadway enhancements to address issues outlined in this study. As future funding is available for improvements to the US 63 corridor, including 3R projects or individual safety and capacity improvements identified through the state’s planning documents, **Table 7** and **Table 8** include a general summary of the recommended improvements, listed from south to north. Further detailed recommendations can be found in **Table 9**, **Table 10**, and **Table 11**.

Table 7: Summary of Recommended Improvements (US 63 Segments)

Segment	Notes
Iowa - Missouri State Line	
Missouri Border to 240th Street	Improve paved shoulders; Add 2 northbound and 2 southbound passing lanes (separated configuration)
240th Street to west Bloomfield City Limits	Improve paved shoulders
City of Bloomfield	
North Bloomfield City Limits to 180th Street	Improve paved shoulders
180th Street to Soap Creek Bridge	Improve paved shoulders; Add / extend 2 northbound and 2 southbound passing lanes (side by side configuration)
CR J-15/Floris Rd to 132nd Street	Review passing sight distance
Soap Creek Bridge to Village Creek Bridge	Improve paved shoulders; Widen existing climbing lanes
Village Creek Bridge to River Road	Improve paved shoulders; Extend 1 northbound and 1 southbound passing lane (side by side configuration)
City of Ottumwa	

Table 8: Summary of Recommended Improvements (US 63 Intersections)

Intersection (with US 63)	Notes
Iowa - Missouri State Line	
276th Street	Turn Lane Improvements
Harvest Avenue	Turn Lane Improvements
240th Street	Turn Lane Improvements
230th Street	Turn Lane Improvements
IA 2 / Harvest Avenue	Potential Safety Improvements
Ice Avenue	Turn Lane Improvements
Old Hwy 2	Old Hwy 2
City of Bloomfield (west City limit)	
Spencer Court	Turn Lane Improvements
Lilac Avenue	Potential Safety Improvements
IA 2 / Smith Street	Potential Safety Improvements
Madison Street	Review Intersection Sight Distance
City of Bloomfield (north City limit)	
195th Street	Turn Lane Improvements
180th Street	Potential Safety Improvements
160th Street	Turn Lane Improvements
138th Street	Turn Lane Improvements
Lime Trail	Turn Lane Improvements
Mink Boulevard	Turn Lane Improvements
Pioneer Ridge Nature Area	Turn Lane Improvements
Little Soap Road	Turn Lane Improvements
20th Street	Turn Lane Improvements
Little Soap Road / Copperhead Road	Turn Lane Improvements
Commercial Property Access	Access Management / Turn Lane Improvements
Old Hwy 958	Turn Lane Improvements
River Road	Potential Safety Improvements
City of Ottumwa	

Figure 6: North of Bloomfield Passing Lane Improvement Recommendations

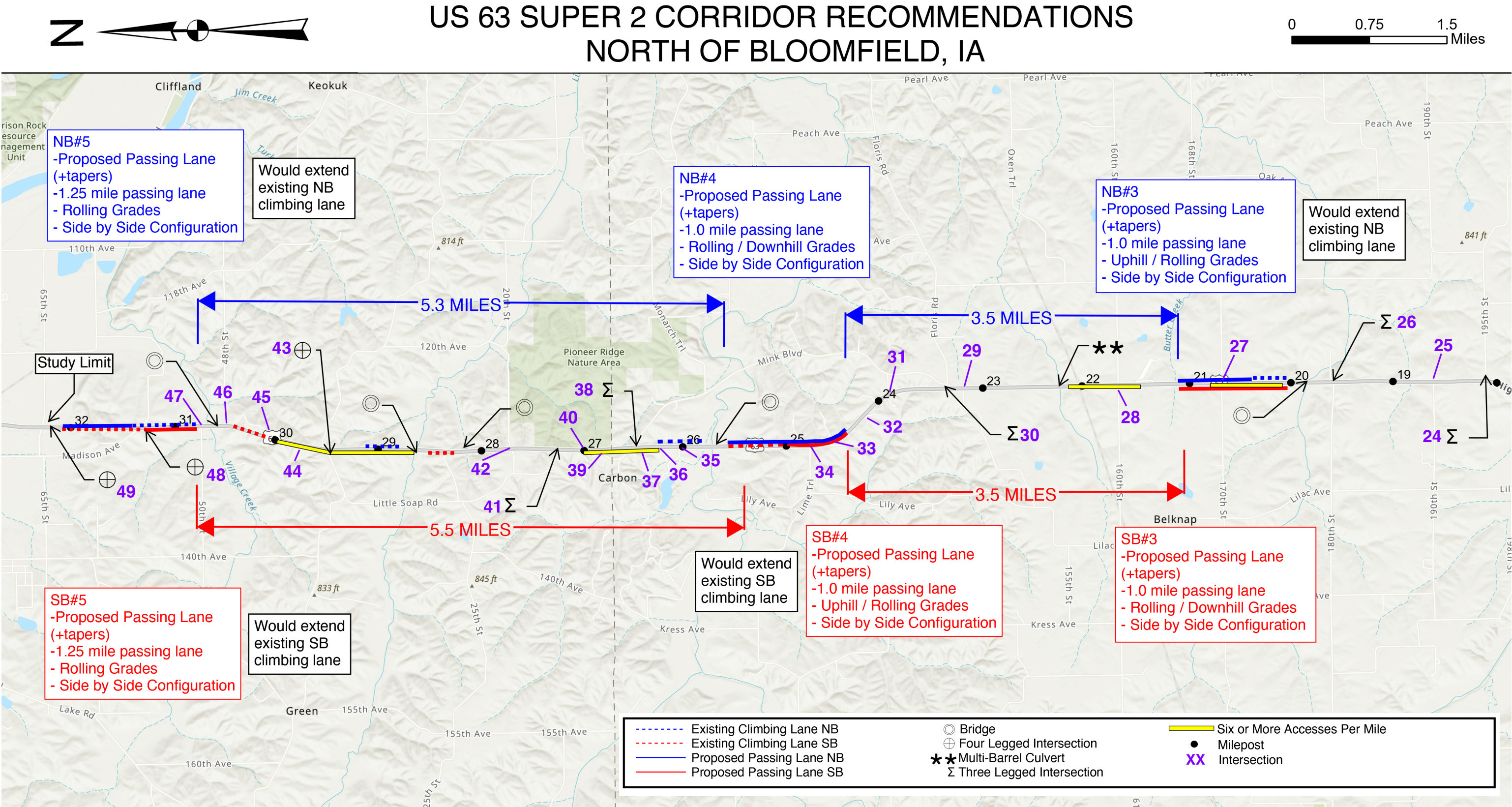


Figure 7: South of Bloomfield Passing Lane Improvement Recommendations

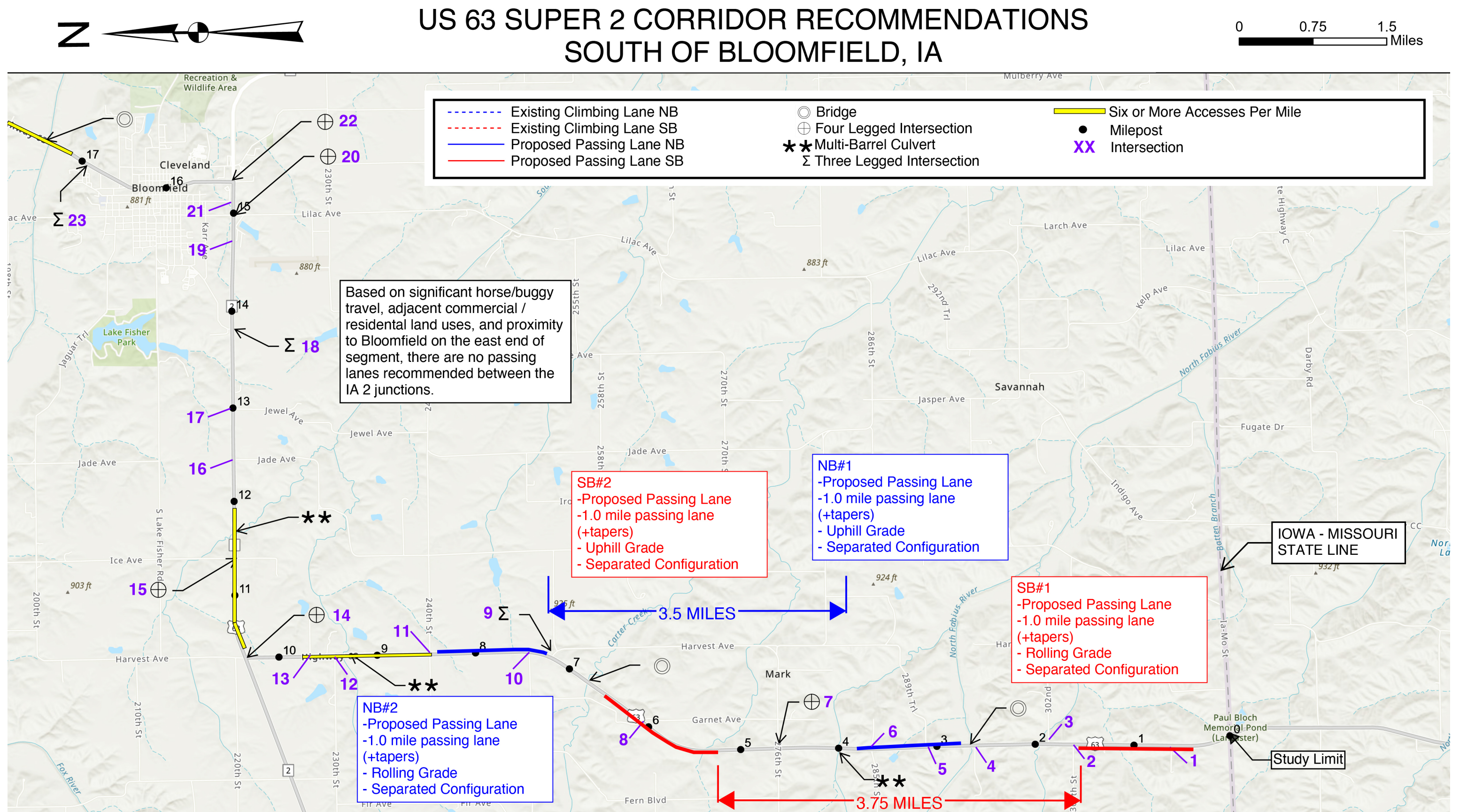


Table 9: Intersection Recommendations

No.	Intersection Cross Street	Direction of Travel	Paved or Unpaved Cross Street	Left Turn Lane Warranted (Volumes) (Yes/No)	Left Turn Lane Warranted (Safety) (Yes/No)	Right Turn Lane Warranted (Yes/No)	Recommendation	Comments
Iowa / Missouri State Line (South Study Limit)								
1	315th Street	NB/SB	Unpaved	No	No	No		Serves small number of homes
2	305th Street	NB/SB	Unpaved	No	No	No		Serves small number of homes
3	302nd Street	NB/SB	Unpaved	No	No	No		Serves small number of homes
4	295th Street	NB/SB	Unpaved	No	No	No		Serves small number of homes
5	289th Street	NB/SB	Unpaved	No	No	No		Serves small number of homes
6	285th Street	NB/SB	Unpaved	No	No	No		Serves small number of homes
7	276th Street	NB/SB	Paved	Yes	No	Yes	Add NB and SB LTLs and RTLs ; Add intersection lighting	
8	Garnet Ave	NB/SB	Unpaved	No	No	No		Serves very minimal number of homes
9	Harvest Ave	NB/SB	Paved	No	No	Yes	Add NB RTL ; Add destination lighting (new pole)	
10	250th Street	NB/SB	Unpaved	No	No	No	Add destination lighting (existing pole)	Serves roadway network to the west, on a horizontal curve
11	240th Street	SB NB	Unpaved Unpaved	Yes No	No No	Yes No	Add SB and NB LTLs ; Add SB RTL ; Add destination lighting (existing pole)	Stakeholder comments to add turn lanes for semi truck traffic
12	230th Street	NB/SB	Unpaved	No	No	Yes	Add SB RTL ; Add desintation lighting (existing pole)	New shop / truck traffic concerns
13	228th Street	NB/SB	Unpaved	No	No	No		Serves 3 homes to the east
14	IA 2 & Harvest Ave	EB WB	Paved Paved	Existing (150') Existing (280')	Existing Existing	Yes Yes	Potentially eligible for safety improvement funds	Medium PCR w/existing turn lanes , could consider roundabout or restricted turn intersection
US 63 / IA 2 West Junction								
15	Ice Ave	EB/WB	Paved	Yes	Yes	Yes	Add EB and WB LTLs and RTLs ; Add intersection lighting	
16	Jade Avenue	EB/WB	Unpaved	No	No	No		Serves small number of homes
17	Jewel Ave	EB/WB	Unpaved	No	No	No		
18	Old Hwy 2	EB/WB	Paved	Existing (265')	No	Yes	Add WB RTL ; Add intersection lighting	
Bloomfield City Limits (West)								
19	Spencer Ct	EB/WB	Paved	No	No	Yes	Add EB RTL ; Add destination lighting (existing pole)	
20	S West Street / Lilac	EB/WB	Paved	Yes	No	Yes	Potentially eligible for safety improvement funds	Medium PCR, could consider addition of left and right turn lanes, roundabout, or restricted turn intersection
21	Columbia Street	EB/WB	Unpaved	--	--	--		
US 63 / IA 2 East Junction								
22	IA 2 & Smith Street	EB WB	Paved Paved	Existing (240') Yes	--	--	Potentially eligible for safety improvement funds	Medium PCR, stripe WB left turn lane, consider roundabout, or restricted turn intersection
23	Madison Street	NB/SB	Paved	Existing 4-lane roadway	--	--	Further review Intersection Sight Distance Issues	Review current / design speed of US 63 through intersection to determine appropriate ISD needed

Table 9: Intersection Recommendations (con't)

No.	Intersection Cross Street	Direction of Travel	Paved or Unpaved Cross Street	Left Turn Lane Warranted (Volumes) (Yes/No)	Left Turn Lane Warranted (Safety) (Yes/No)	Right Turn Lane Warranted (Yes/No)	Recommendation	Comments
Bloomfield City Limits (North)								
24	195th Street (J37)	SB NB	-- Paved	Yes No	No No	No Existing (150')	Add SB LTL ; Add intersection lighting	
25	190th Street	NB/SB	Unpaved	No	No	No	Add destination lighting (existing pole)	Serves roadway network to the west
26	180th Street	SB NB	Paved Unpaved	Existing (70', 10' wide) Existing (80', 11' wide)	Existing Existing	Yes Yes	Potentially eligible for safety improvement funds	Medium PCR w/existing turn lanes ; Could consider bringing existing turn lanes up to standard / offset right (interim) or roundabout or restricted turn intersection (long term)
27	170th Street	NB/SB	Unpaved	No	No	No	Add destination lighting (existing pole)	Serves roadway network to the west and east
28	160th Street	NB/SB	Unpaved	Yes	No	Yes	Add NB and SB LTLs and RTLs ; Add destination lighting (existing pole)	Comments from stakeholder NB left
29	Mulberry Trail	NB/SB	Unpaved	No	No	No		Serves small number of homes
30	Floris Rd (J15)	SB NB	Paved	Existing (150') No	Existing No	No Existing (440')	Increase intersection lighting	
31	138th Street	NB/SB	Unpaved	Yes	No	No	Add SB LTL ; Add destination lighting (new pole)	Serves roadway network to east
32	Marble Ave	NB/SB	Unpaved	No	No	No		Serves 4 homes to west
33	Mahogany Ave/132nd Street	NB/SB	Unpaved	No	No	No		Serves 5 homes to east, 4 homes to west
34	Lime Trail	NB/SB	Unpaved	No	No	Yes - SB only	Add SB RTL ; Add desintation lighting (existing pole)	Serves roadway network to west
35	117th Lane	NB/SB	Unpaved	No	No	No		Serves 3 homes
36	115th Lane	NB/SB	Unpaved	No	No	No		Serves 2 homes
37	114th Lane	NB/SB	Unpaved	No	No	No		Serves 4 homes
38	Mink Blvd	NB/SB	Paved	Yes	No	Yes	Add SB LTL ; Add NB RTL ; Add destination lighting (new pole)	
39	10th Street	NB/SB	Unpaved	No	No	No		
40	Pioneer Ridge Nature Center	NB/SB	Unpaved	Yes	No	Yes - NB only	Add NB RTL ; Add SB LTL ; Add destination lighting (new pole)	
41	Little Soap Road	NB/SB	Paved	Yes	No	Yes	Add NB LTL ; Add SB RTL ; Increase intersection lighting	
42	20th Street	NB/SB	Unpaved	No	No	Yes	Add SB RTL ; Add destination lighting (new pole)	Serves roadway network to the west
43	Little Soap Road / Copperhead Road	SB NB	Paved Unpaved	No Yes	No No	Existing (195') No	Add NB and SB LTLs; Add NB RTL; Increase intersection lighting	Consider Environmental Impacts near Gas Station
44	Gas Station (2 access points)	NB/SB	Paved	Yes	No	Yes	Consolidate to one access point ; Add SB RTL ; Add NB LTL ; Review lighting with improvements	Consider Environmental Impacts near Gas Station
45	43rd street	NB/SB	Paved	No	No	No (see notes)		Although it is paved, only serves 6 homes
46	48th Street	NB/SB	Unpaved	No	No	No		Serves roadway network to the east
47	50th Street	NB/SB	Unpaved	No	No	No	Add destination lighting (existing pole)	Serves roadway network to the west
48	Old Hwy 958 / 55th Street	SB NB	Paved Paved	Yes Yes	No No	Yes Yes	Add SB RTL ; Increase intersection lighting	If crashes increase in the future, consider intersection and/or passing lane improvements
49	River road	SB NB	Paved Paved	Existing (150') Existing (220')	Existing Existing	Existing (160') Existing (220')	Potentially eligible for safety improvement funds	Medium PCR w/existing turn lanes , could consider roundabout or restricted turn intersection
Ottumwa (North Study Limit)								

Table 10: Passing Lane Recommendations

Passing Lane	Begin MP	End MP	2050 Forecast ADT (Veh/Day)	Suggested Passing Lane Length (mile)	Roadway Grades	Comments
Iowa/Missouri State line (South Study Limit)						
SB #1	0.5	1.6	3,000	1.0	Rolling	
NB #2	2.7	3.8	3,000	1.0	Uphill	
SB #2	5.3	6.5	3,000	1.0	Uphill	
NB #2	7.3	8.4	3,000	1.0	Rolling	
US 63 / IA 2 West Junction						
None						
Bloomfield City Limits (West)						
None						
US 63 / IA East Junction						
None						
Bloomfield City Limits (North)						
SB #3	20	21.2	9,270	1.0	Rolling/Downhill	Pass
NB #3	20	21.2	9,270	1.0	Uphill/Rolling	Extends existing NB climbing lane
SB #4	24.5	25.6	8,780	1.0	Uphill/Rolling	Extends existing SB climbing lane
NB #4	24.5	25.6	8,780	1.0	Rolling/Downhill	
SB #5	30.8	32.1	8,780	1.25	Rolling	Extends existing SB climbing lane ; includes Old Hwy 958/55th Street intersection
NB #5	30.8	32.1	8,780	1.25	Rolling	Extends existing NB climbing lane; includes Old Hwy 958/55th Street intersection
Ottumwa (North Study Limit)						

Table 11: Shoulder Improvement Recommendations

Segment (MP to MP)	Lanes	Lane Width (feet)	Left Shoulder (feet)	Right Shoulder (feet)	Paved Shoulder Width (feet)	Granular Shoulder Width (feet)	Recommended Left Shoulder Treatment	Recommended Right Shoulder Treatment	Comments
Iowa / Missouri State Line									
0 to 1	2	12 (L) 12 (R)	12	12	4 (L) 4 (R)	8 (L) 8 (R)	10-ft paved	10-ft paved	
1 to 2	2	12 (L) 12 (R)	12	12	4 (L) 4 (R)	8 (L) 8 (R)	10-ft paved	10-ft paved	
2 to 3	2	12 (L) 12 (R)	12	12	4 (L) 4 (R)	8 (L) 8 (R)	10-ft paved	10-ft paved	
4 to 5	2	12 (L) 12 (R)	12	12	4 (L) 4 (R)	8 (L) 8 (R)	10-ft paved	10-ft paved	
5 to 6	2	12 (L) 12 (R)	12	12	4 (L) 4 (R)	8 (L) 8 (R)	10-ft paved	10-ft paved	
6 to 7	2	12 (L) 12 (R)	12	12	4 (L) 4 (R)	8 (L) 8 (R)	10-ft paved	10-ft paved	
7 to 8	2	12 (L) 12 (R)	12	12	4 (L) 4 (R)	8 (L) 8 (R)	10-ft paved	10-ft paved	
8 to 9	2	12 (L) 12 (R)	12	12	4 (L) 4 (R)	8 (L) 8 (R)	10-ft paved	10-ft paved	
9 to 10	2	12 (L) 12 (R)	12	12	4 (L) 4 (R)	8 (L) 8 (R)	10-ft paved	10-ft paved	
10 to 11	US 63 / IA 2 West Junction								
11 to 12	2	12 (L) 12 (R)	16	12	4 (L) 4 (R)	12 (L) 10 (R)	10-ft paved	10-ft paved	
12 to 13	2	12 (L) 12 (R)	14	16	4 (L) 4 (R)	10 (L) 12 (R)	10-ft paved	10-ft paved	
13 to 14	2	12 (L) 12 (R)	12	12	2 (L) 2 (R)	10 (L) 10 (R)	10-ft paved	10-ft paved	
14 to 18	Bloomfield City Limits								
18 to 19	2	12 (L) 12 (R)	11	11	4 (L) 4 (R)	7 (L) 7 (R)	10-ft paved	10-ft paved	
19 to 20	2	12 (L) 12 (R)	11	11	4 (L) 4 (R)	7 (L) 7 (R)	10-ft paved	10-ft paved	
20 to 20.3	3	12 (L) 12 (R) 12 (C)	10	6	4 (L) 3 (R)	6 (L) 3 (R)	10-ft paved	8-ft paved	Includes existing NB climbing lane
20.3 to 21	2	12 (L) 12 (R)	10	8	4 (L) 4 (R)	6 (L) 4 (R)	10-ft paved	8-ft paved	
21 to 22	2	12 (L) 12 (R)	10	10	4 (L) 4 (R)	6 (L) 6 (R)	10-ft paved	10-ft paved	
22 to 23	2	12 (L) 12 (R)	10	10	4 (L) 4 (R)	6 (L) 6 (R)	10-ft paved	10-ft paved	
23 to 24	2	12 (L) 12 (R)	8	8	4 (L) 4 (R)	4 (L) 4 (R)	10-ft paved	10-ft paved	
24 to 25	2	12 (L) 12 (R)	10	10	4 (L) 4 (R)	6 (L) 6 (R)	10-ft paved	10-ft paved	
25 to 25.5	3	12 (C) 11 (L) 12 (R)	6	10	3 (L) 4 (R)	3 (L) 6 (R)	10-ft paved	10-ft paved	Includes existing SB climbing lane; Widen 2-ft to provide 12-ft lanes
25.5 to 25.8	2	12 (L) 12 (R)	10	10	4 (L) 2 (R)	6 (L) 6 (R)	10-ft paved	10-ft paved	
25.8 to 26	3	12 (L) 12 (R) 12 (C)	8	8	4 (L) 4 (R)	4 (L) 6 (R)	10-ft paved	10-ft paved	Includes existing NB climbing lane
26 to 26.3	3	12 (L) 12 (R) 12 (C)	8	8	4 (L) 4 (R)	4 (L) 6 (R)	10-ft paved	10-ft paved	Includes existing NB climbing lane
26.3 to 27	2	12 (L) 12 (R)	8	8	4 (L) 4 (R)	4 (L) 4 (R)	10-ft paved	10-ft paved	
27 to 28	2	12 (L) 12 (R)	10	10	4 (L) 4 (R)	6 (L) 6 (R)	10-ft paved	10-ft paved	

Table 11: Shoulder Improvement Recommendations (con’t)

Segment (MP to MP)	Lanes	Lane Width (feet)	Left Shoulder (feet)	Right Shoulder (feet)	Paved Shoulder Width (feet)	Granular Shoulder Width (feet)	Recommended Left Shoulder Treatment	Recommended Right Shoulder Treatment	Comments
28 to 28.3	3	12 (C) 11 (L) 12 (R)	6	6	3 (L) 3 (R)	3 (L) 3 (R)	10-ft paved	10-ft paved	Includes existing SB climbing lane ; Widen 2-ft to provide 12-ft lanes
28.3 to 28.5	2	12 (L) 12 (R)	8	8	4 (L) 4 (R)	4 (L) 4 (R)	8-ft paved	8-ft paved	
28.5 to 29	3	12 (L) 11 (R) 11 (C)	8	8	4 (L) 4 (R)	4 (L) 4 (R)	8-ft paved	8-ft paved	Includes existing NB climbing lane ; Widen 2-ft to provide 12-ft lanes
29 to 29.2	3	12 (L) 11 (R) 11 (C)	8	8	4 (L) 4 (R)	4 (L) 4 (R)	8-ft paved	8-ft paved	Includes existing NB climbing lane ; Widen 2-ft to provide 12-ft lanes
29.2 to 30	2	12 (L) 12 (R)	10	10	5 (L) 5 (R)	5 (L) 5 (R)	10-ft paved	10-ft paved	
30 to 30.5	3	11 (C) 11 (L) 12 (R)	6	10	3 (L) 5 (R)	3 (L) 5 (R)	10-ft paved	10-ft paved	Includes existing SB climbing lane ; Widen 2-ft to provide 12-ft lanes
30.5 to 30.8	2	12 (L) 12 (R)	10	8	5 (L) 4 (R)	5 (L) 4 (R)	10-ft paved	8-ft paved	
30.8 to 31	3	12 (L) 11 (R) 11 (C)	10	4	5 (L) 4 (R)	5 (L) 0 (R)	10-ft paved	8-ft paved	Includes existing NB climbing lane ; Widen 2-ft to provide 12-ft lanes
31 to 31.5	3	12 (L) 11 (R) 11 (C)	10	4	5 (L) 4 (R)	5 (L) 0 (R)	10-ft paved	8-ft paved	Includes existing NB climbing lane ; Widen 2-ft to provide 12-ft lanes
31.5 to 31.8	4	12 (C) 12 (L) 11 (R) 11 (C)	4	4	4 (L) 4 (R)	0 (L) 0 (R)	10-ft paved	10-ft paved	Includes existing SB and NB climbing lanes ; Widen 2-ft to provide 12-ft lanes
31.8 to 32	3	11 (C) 11 (L) 12 (R)	4	8	2 (L) 4 (R)	2 (L) 4 (R)	10-ft paved	8-ft paved	Includes existing SB climbing lane ; Widen 2-ft to provide 12-ft lanes
Ottumwa City Limits									

Notes: C = Climbing
L = Left Lane
R = Right Lane

All proposed paved shoulders would include a 2-ft earth shoulder where feasible.

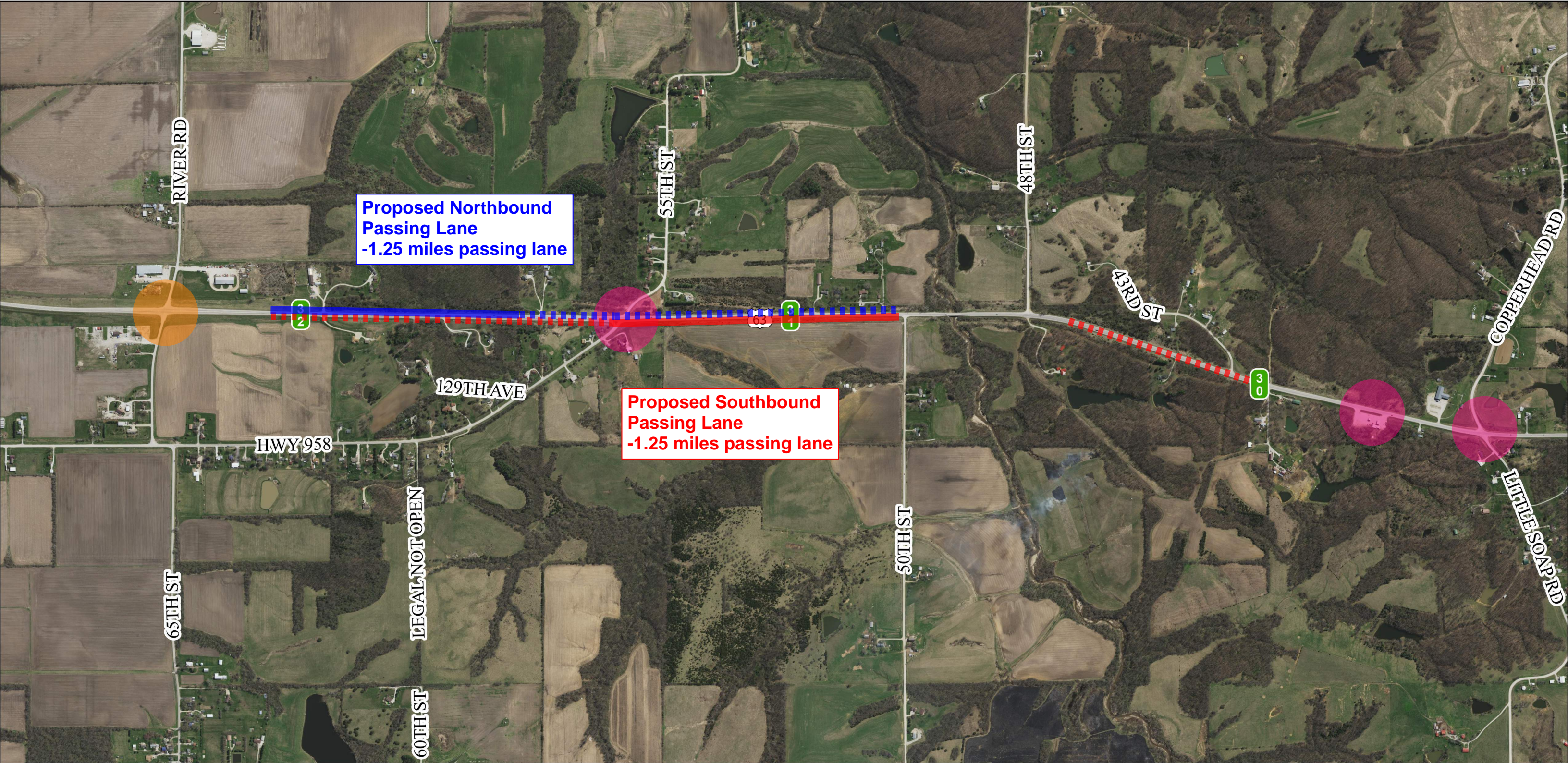
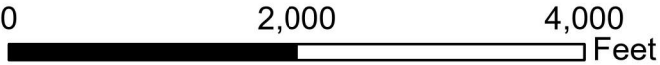


Appendix A:

Public Involvement Aerial Maps



US 63 Corridor Study

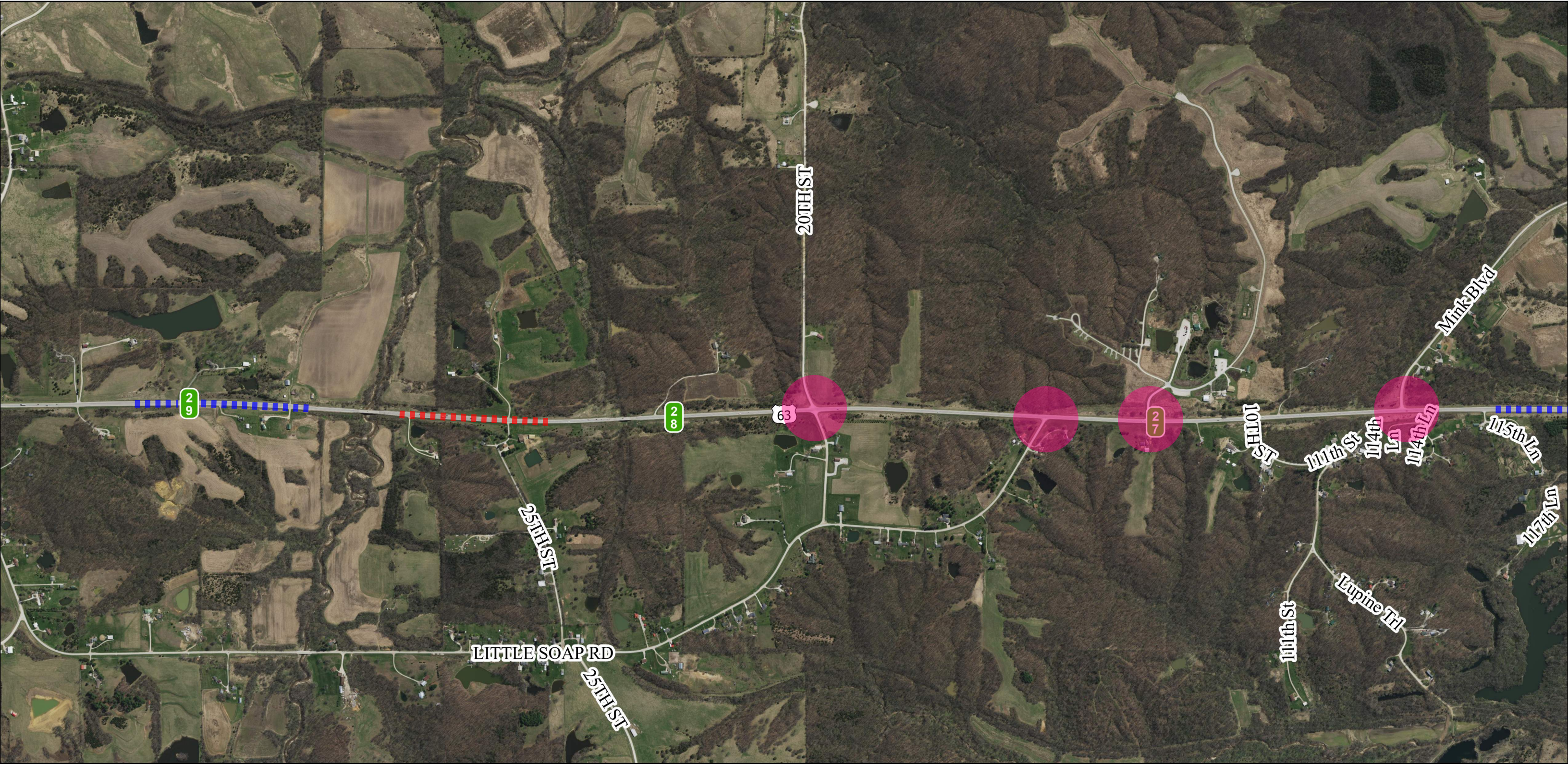
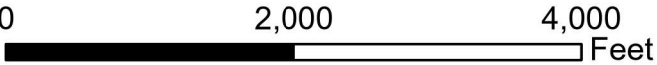


- Existing Climbing Lane NB
- Existing Climbing Lane SB
- Proposed Passing Lane NB
- Proposed Passing Lane SB
- Proposed Turn Lane Improvements
- Proposed Safety Improvements





US 63 Corridor Study

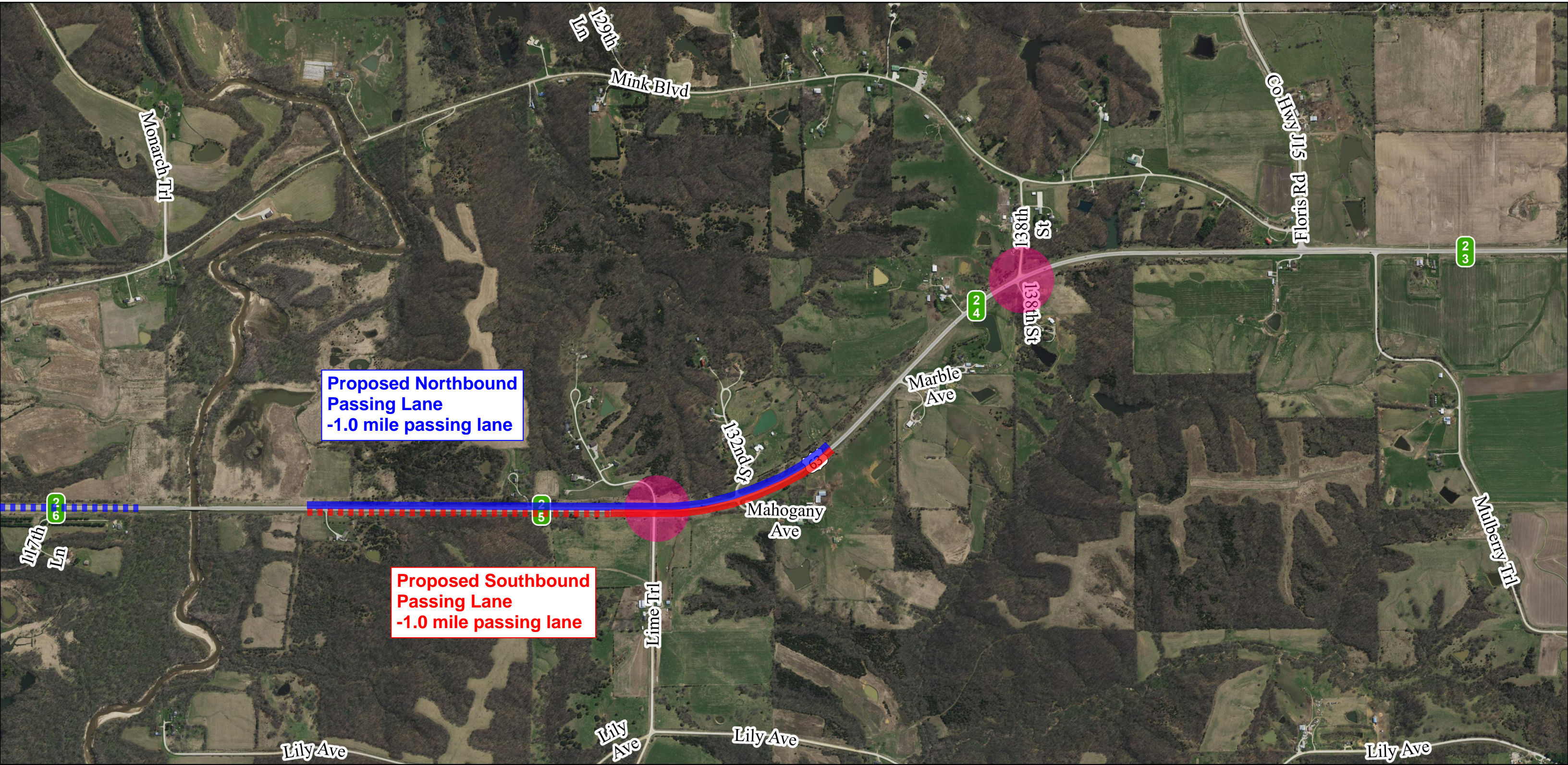
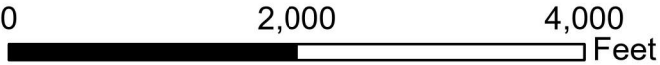


- Existing Climbing Lane NB
- Existing Climbing Lane SB
- Proposed Passing Lane NB
- Proposed Passing Lane SB
- Proposed Turn Lane Improvements
- Proposed Safety Improvements

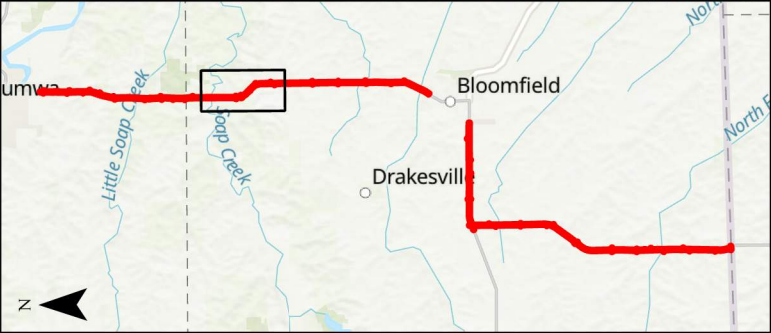




US 63 Corridor Study

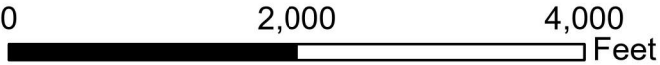


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- Proposed Passing Lane NB
- Proposed Passing Lane SB
- Proposed Turn Lane Improvements
- Proposed Safety Improvements

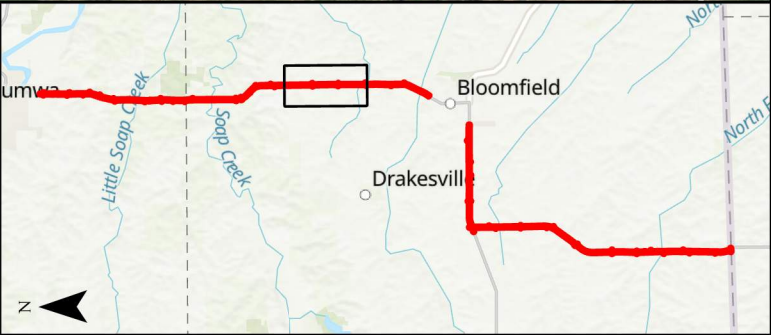




US 63 Corridor Study

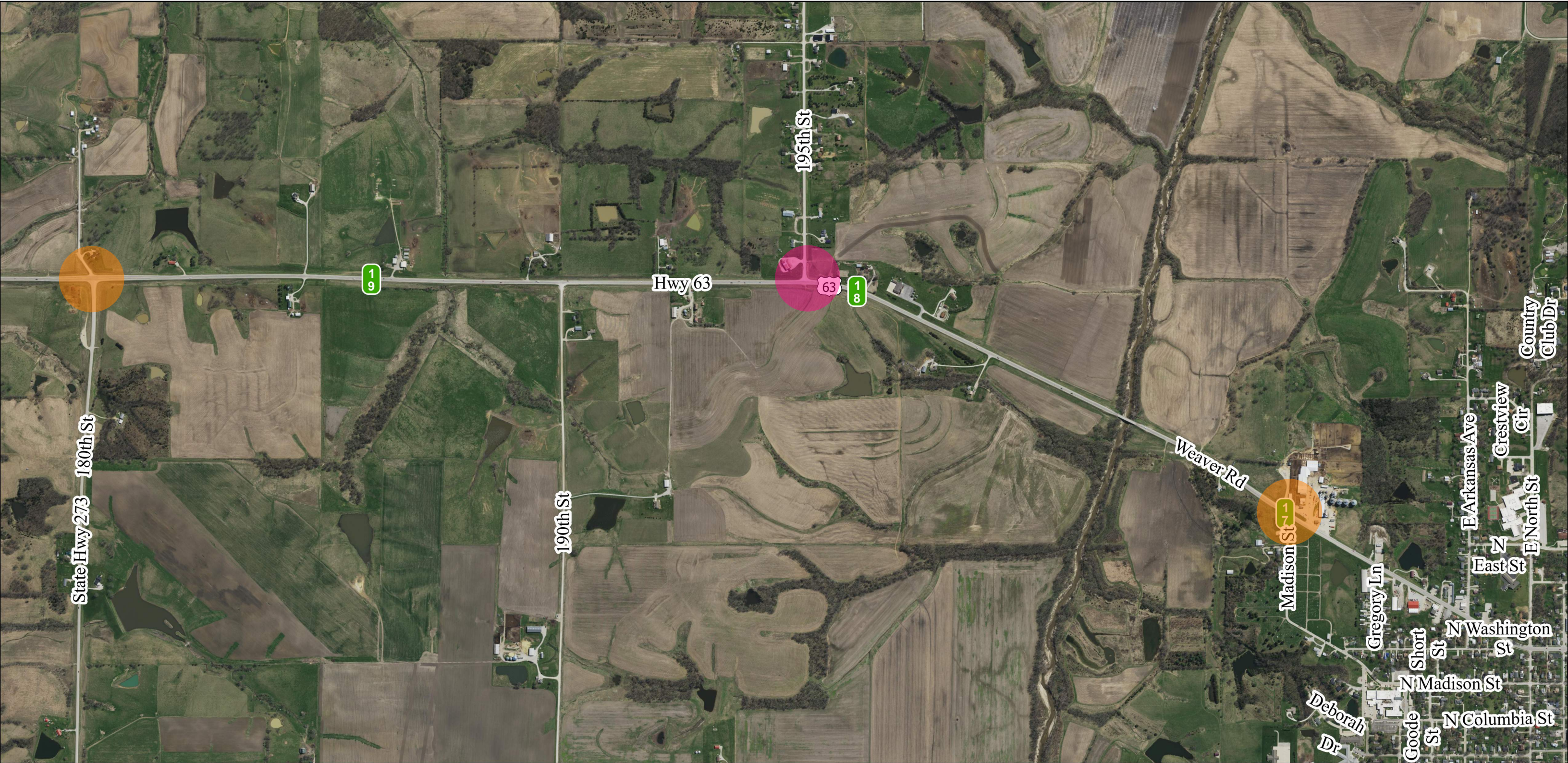
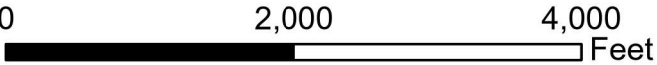


- Existing Climbing Lane NB
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- Proposed Passing Lane NB
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- Proposed Turn Lane Improvements
- Proposed Safety Improvements





US 63 Corridor Study



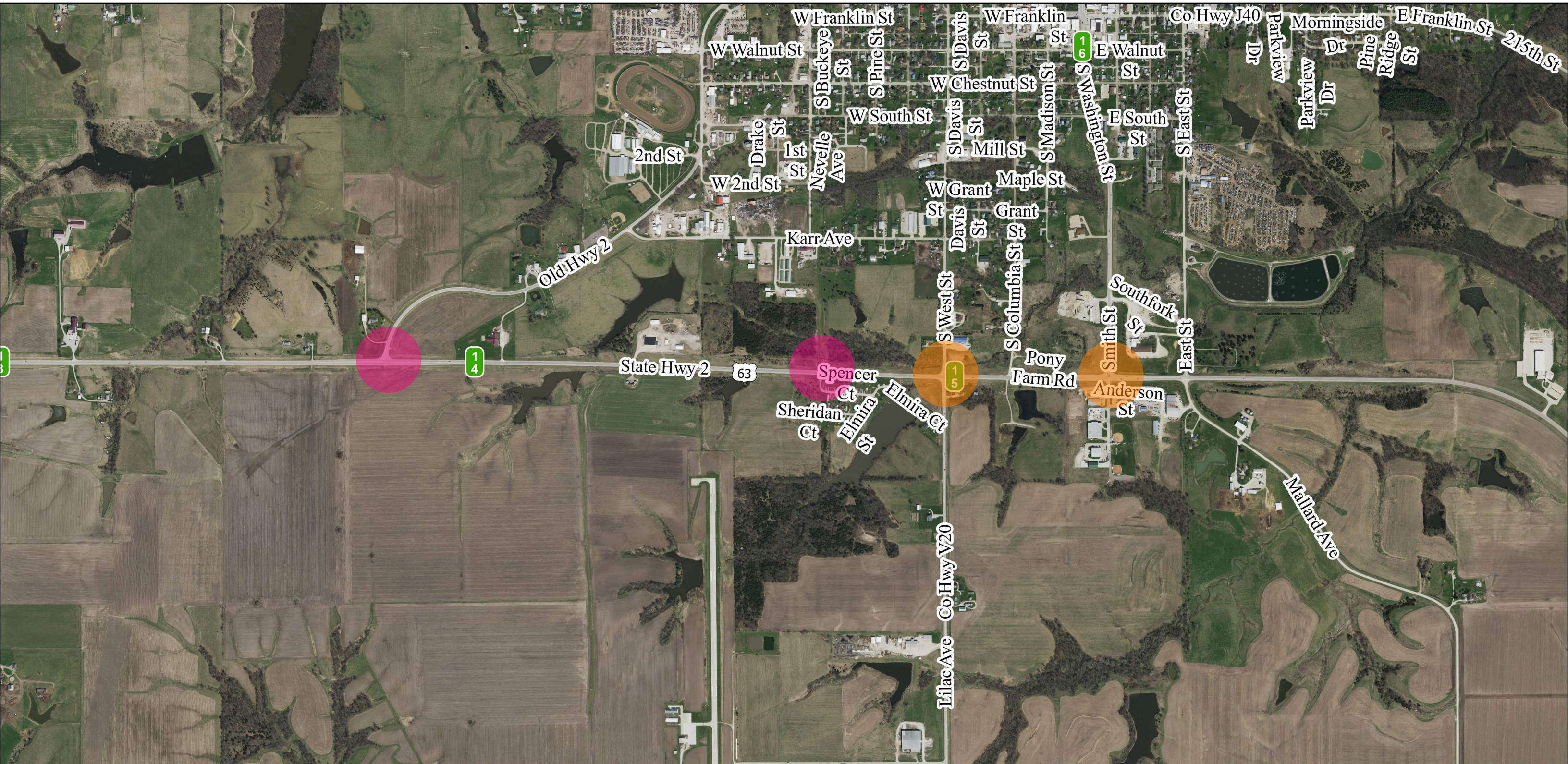
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- Proposed Safety Improvements



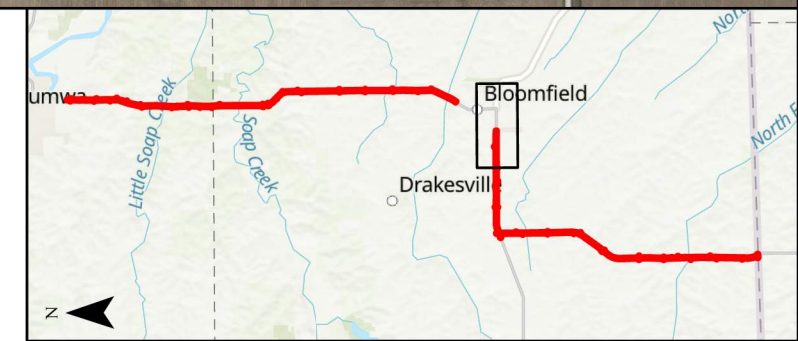


US 63 Corridor Study

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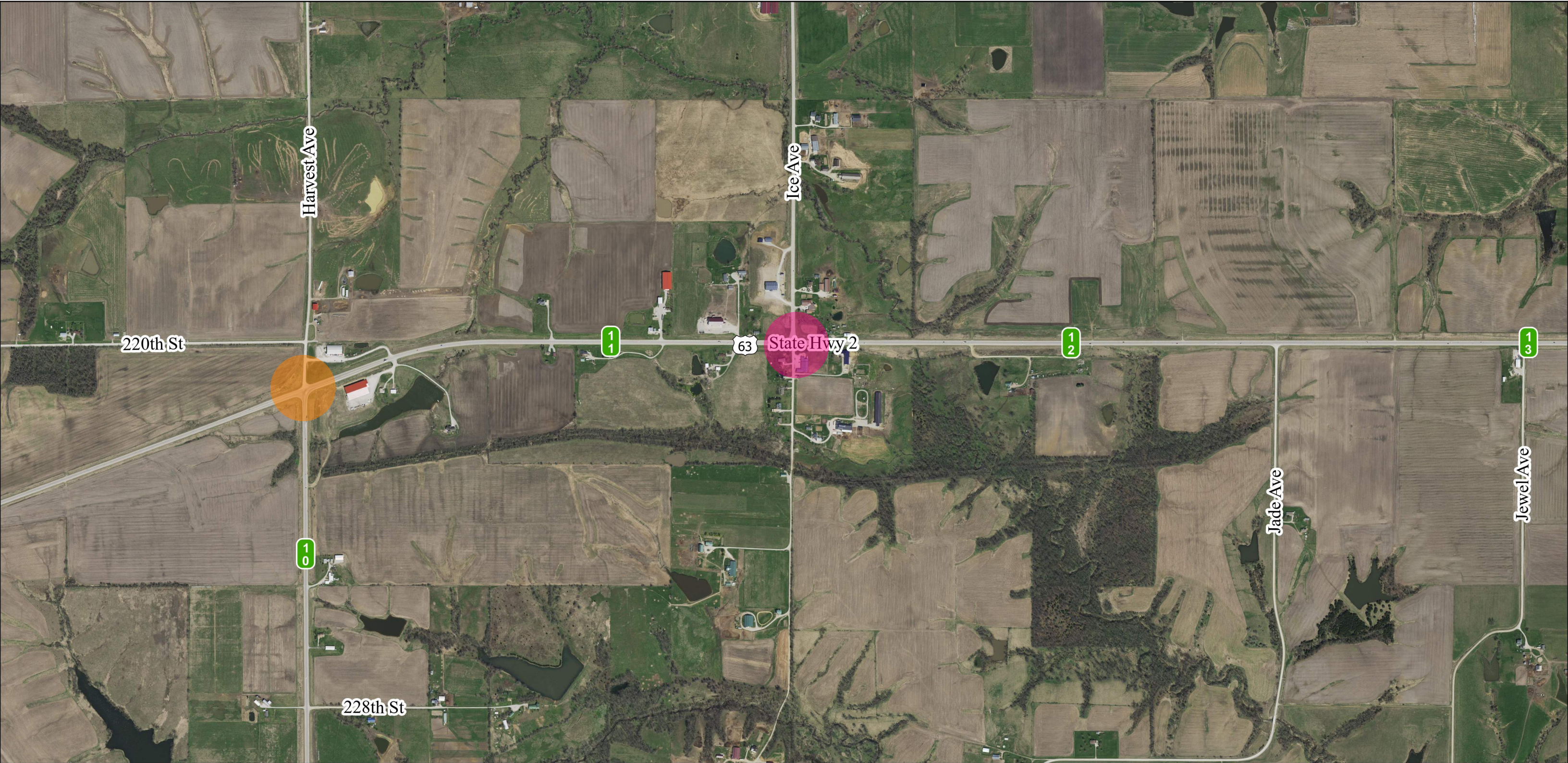
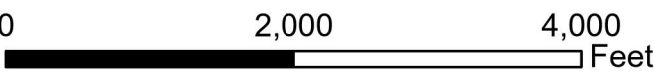


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- Proposed Safety Improvements

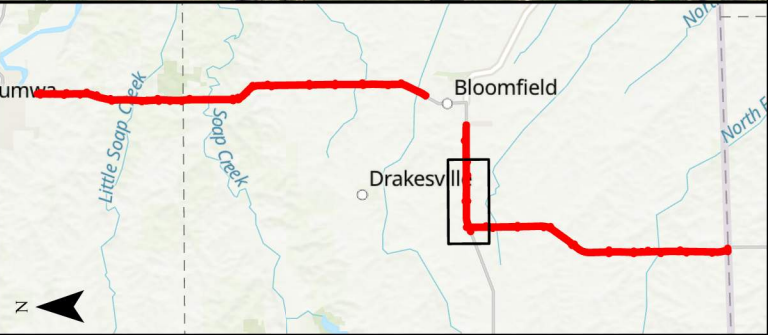




US 63 Corridor Study

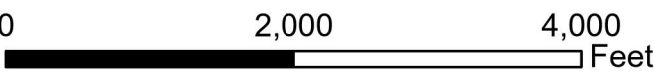


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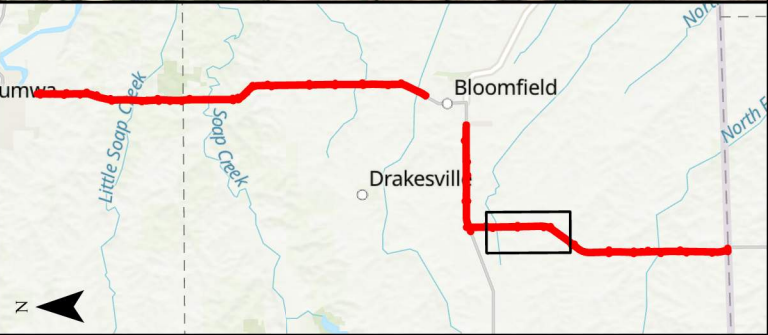




US 63 Corridor Study

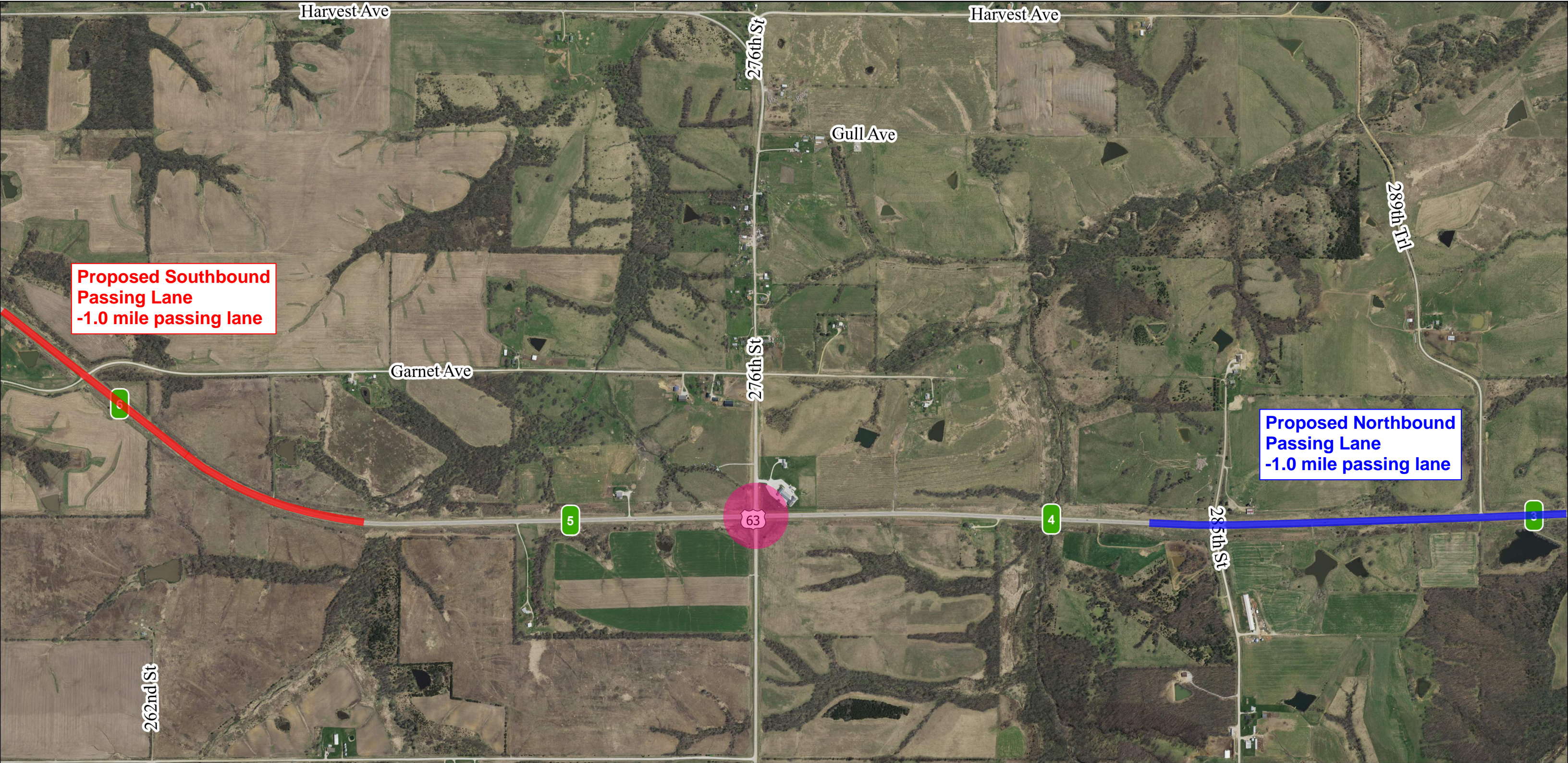
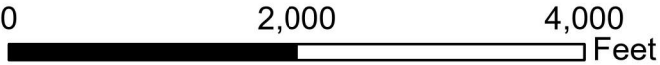


- Existing Climbing Lane NB
- Existing Climbing Lane SB
- Proposed Passing Lane NB
- Proposed Passing Lane SB
- Proposed Turn Lane Improvements
- Proposed Safety Improvements





US 63 Corridor Study

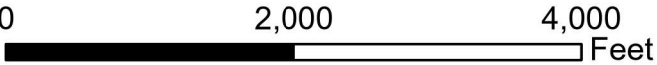


- Existing Climbing Lane NB
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- Proposed Passing Lane NB
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- Proposed Turn Lane Improvements
- Proposed Safety Improvements





US 63 Corridor Study



- Existing Climbing Lane NB
- Existing Climbing Lane SB
- Proposed Passing Lane NB
- Proposed Passing Lane SB
- Proposed Turn Lane Improvements
- Proposed Safety Improvements



Appendix B:

Small Group Meeting Feedback- Bloomfield



MEETING NOTES

Subject: Meeting Notes

Project: US 63 Super-2 Study Stakeholder Meeting

Project Number: Iowa DOT: NHSX-063-1(102)—3H-26, HR Green: 211657.02

Date: May 31, 2023, 10:30 AM

Meeting Location: Bloomfield Public Library, Bloomfield, Iowa

Notes by: S.Woodson & D. Smith

Attendance:

Name, Agency	Name, Agency
Josh Sinnott, Davis County Sheriff's Officer	Chris Miller, Mayor of Bloomfield
James Johnson, Davis County Sheriff's Officer	Penny Vacek, Senator Grassley's Office
Earl Howard, City of Bloomfield	John Schroeder, Davis County
Ryan Schock, Davis County	Carolyn Chrisman, City of Kirksville
Derek Weber, Northeast Missouri Regional Planning Commission	Austin Harris, State Representative
Zach Dunlavy, Bloomfield Police Department	Rusty Sands, City of Bloomfield
Nichole Moore, Chariton Valley Planning & Development	Julie Pribyl, Chariton Valley Planning & Development
Mike LaPiertra, FHWA	Trevor Wolf, Iowa DOT
Bryan Bradley, Iowa DOT	Bob Younie, Iowa DOT
Hector Torres-Cacho, Iowa DOT	Dan Smith, HR Green
Adrianne Knight, Iowa DOT	Stacy Woodson, HR Green

Purpose of Meeting:

- The purpose of the meeting was to inform stakeholders about the proposed Study and obtain feedback regarding transportation problems and future needs within the corridor.

Materials Provided:

- PowerPoint Presentation
- Scroll Displays

Meeting Format and General Overview:

- Introductions were made around the room and online to learn what agencies were represented at the meeting.
- A brief PowerPoint presentation was given that explained the background and purpose/need for the Study as well as the intent of this stakeholder meeting and stakeholder input sought by the Study team. At the conclusion of the presentation questions were entertained and discussion



occurred. Meeting attendees also had the opportunity to mark and write on Study corridor scroll plots indicating issues and challenges they were aware of within the corridor.

- Additional opportunities for stakeholder input will be coming as part of the future general public engagement process for this study. Attendees were also encouraged to provide input throughout the Study duration via either Hector Torres-Cacho at Iowa DOT District 5 or Trevor Wolf at Iowa DOT's Location and Environmental Bureau.
- This Study is specifically considering possible Super-2 highway improvements for the US 63 corridor from the Missouri/Iowa Stateline to the southern corporate limits of Ottumwa.
 - The Super 2 study area only includes the rural areas of the corridor and the Study will not include US 63 sections within Bloomfield or Ottumwa.
 - Super 2 roadway would include 10-foot paved shoulders where applicable and where the cost/benefit warrants.
- Missouri DOT is considering the Super 2 concept (MoDOT calls it "Shared Four Lane") as well and knowing that the Iowa DOT is pursuing this type of corridor helps with driver expectations as drivers use the same roadway in different states.
 - The Shared Four Lane/ Super 2 concept Includes continuous three-lane sections with alternate passing lanes, extended climbing lanes, turn lanes, and passing lanes where needed.
 - Missouri DOT is considering implementation of the Shared Four Lane improvements to US 63 over time as part of regular maintenance and rehabilitation projects.

Summary of Provided Comments and Discussions:

The following summarizes the comments and input provided by stakeholder participants and ensuing discussions around this input.

- Expansion of US 63 to a Four-Lane Highway
 - Local communities have heard from the Iowa DOT several times in the past decades that an expansion of US 63 to four-lanes is coming, but now expansion is considered too expensive. Local communities and businesses still desire a safe four-lane roadway.
 - Traffic is terrible at certain times of the day and US 63 needs work. Slow moving vehicles are hard to get around due to the terrain and no passing zones.
 - The corridor has a lot of large agricultural vehicles using it with no passing opportunities.
 - Stakeholders expressed concern that if the Super-2 roadway is constructed now, a future four-lane highway expansion will not ever be considered in the future for US 63 in Davis County.
 - A four-lane roadway could bypass Bloomfield and that would not be good for local business.
 - Iowa DOT should consider a four-lane corridor with a narrowed median, similar to what has been constructed just south of Ottumwa, through Davis County to minimize the right of way (ROW) and cost impacts of four-lane expansion.
 - Bob Younie, District 5 Engineer, explained that the Iowa DOT Commission has decided collectively to no longer pursue, as a general rule, four lane highway expansion within the state.

- The costs of constructing and maintaining a four-lane roadway is more than double the cost of a two-lane highway and the state is struggling to afford to maintain the lane miles that exist within the state already.
- Adding more lane miles to maintain is not feasible and thus the Super-2 roadway concept is being considered to address needs and challenges in the US 63 corridor.
- The Iowa DOT Commission is committed to funding the Super-2 concept for the US 63 corridor and other corridors throughout the state. The US 63 corridor is ahead of other corridors where Super-2 roadways are being studied, considered, and/or constructed (i.e. there is not necessarily direct competition between corridors across the State for dedicated Super-2 funding).
- Movement of Goods and Economic Considerations and Concerns
 - 300 employees work at five different major employers in Bloomfield. M3 Fabrication, Performance Pipes, and Metal Wholesale are three of them.
 - Metal Wholesale has bought their own fleet of trucks and may consider moving their headquarters to a new location on a four-lane highway.
 - Traffic from local industry travels both north and south on US 63 and is not concentrated in one specific direction.
 - New ownership of the Honey Creek Resort could increase recreational traffic in this corridor.
 - Southern Iowa is economically known as being a poorer part of the state with challenges bringing in economic growth to the area. The thought of improving roads (highway expansion) and expanding infrastructure in the area could drive economic growth for the region.
 - General concern with how to get trucking and the traveling public into the area and through Davis County.
- A large Amish population, primarily south of Bloomfield, live and travel within the corridor and have specific travel needs to be considered.
 - A specific meeting with the Amish community is recommended to directly understand their needs and concerns.
 - The Amish population in the corridor is largely concentrated between IA 2 and County Road J-51/276th Street.
 - The predominant Amish travel is generally east and west of US 63, primarily using US 63 south of IA 2, or crossing the corridor. The east-west section of US 63/IA2 has the largest volume of buggy traffic in the study corridor.
 - Ice Avenue north of US 63/IA 2 is heavily used by the Amish community and is part of the “Drakesville Bypass” with minimal roadway shoulders available.
 - Gravel shoulders become problematic because the steel wheels from Amish buggies crush the rock into powder and can rut shoulders. This becomes a maintenance issue to replace shoulder gravel more frequently than other corridors.
 - With paved shoulders, rumble strips are a concern with the horse and buggy traffic.



- The “Drakesville Bypass” (Ice Avenue and County Road J3T/180th Street) serves as an impromptu route for through traffic to bypass the City of Bloomfield.
 - County roads to Drakesville become an impromptu bypass to get around slow moving vehicles and to avoid stop signs and traffic signals in Bloomfield. The group discussed whether improvements to these county routes should be considered.
 - Secondary roads to Drakesville and their intersections with US 63 are a concern.
 - County Road J3T/180th Street has only 11 foot wide travel lanes and no shoulders. It is also part of the Historic Hills Byway.
 - The Drakesville “bypass” increases safety concerns with semis and Amish buggies in close proximity on narrow roadway with minimal shoulder.
- Safety and traffic operational concerns at the west junction of US 63 and IA 2 west of Bloomfield.
 - The Davis County Sheriff’s office noted a number of incidents and near misses have occurred at this intersection; there have been fatalities in the past.
 - The mix of turning and thru vehicles, heavy trucks, and horse and buggies navigating the corridor through this intersection are thought to contribute to the near misses and past crashes.
 - A stakeholder suggested a roundabout improvement alternative (similar to US 34/US 63 in Ottumwa) as a possible consideration.
 - The addition of turn lanes in both directions and/or acceleration lanes were also offered as suggested considerations.
- The following is a summary of additional miscellaneous comments, thoughts, and notes added to the corridor scroll plots:
 - The passing lanes north of the Floris turn should be removed/modified; they are too short and not extensively used.
 - Participants questioned or expressed interest in an increase in the posted speed limit with a Super-2 highway; Iowa DOT noted that increasing the posted speed limit for a rural two-lane highway would require legislative action.
 - Consider turn lanes on US 63 at 240th Street intersection due to semi traffic.
 - US 63/IA 2 intersection with Ice Ave – add turn lanes (both directions) and acceleration lanes.
 - County Road J-40 has heavy truck traffic with Farm to Market usage. Noted heavy truck traffic at the following parcels:
 - Corner of J-40 and Karr Ave
 - Auto Salvage parcel just south of Jefferson St.
 - US 63/IA 2 intersection with County Road V-20 has heavy turning traffic with an Industrial Park (M3 and Performance Pipe) and Airport south of US 63/IA 2.
 - East intersection of US 63 and IA 2 has a lot of traffic passing through and can be difficult for law enforcement.
 - Blind spot for traffic on Madison Avenue trying to access US 63 at north side of Bloomfield; adjacent sale barn has Monday-Thursday sales.



- US 63 bridge over creek just north of Bloomfield needs replaced.
- US 63/Orange Trail intersection – add turn lanes.
- US 63 southbound right turn lane to 180th Street could be longer and wider; crashes occur at this location today.
- Add turn lanes to US 63 at County Road T7J/160th Street.
- US 63 at Floris Avenue and into the S-curves to the north are marked as allowed passing; limited sight distance and at least one fatality in this area. Recommend marking as No-Passing area.
- The new US 63 bridge and roadway north of Lime Trail has No-Passing pavement markings but there is good sight distance available; this area could be marked to allow passing.
- Sources of alternate funding such as safety funding or grants were briefly discussed.

Study and Implementation Timeline

Iowa DOT shared the following related to the timeline of this corridor study and implementation of identified improvements:

- The Study is in its initial phases with a more focused evaluation of improvement alternatives scheduled for this summer. It is anticipated the Study will be complete this coming winter.
- Identified Super-2 or other roadway improvements would not be constructed all at one time. Rather, identified improvements would be incorporated into planned and programmed Iowa DOT 3R (Resurface, Rehabilitate, Replace) projects over time.
- The timing of these 3R projects will depend on current roadway and bridge needs prioritized by Iowa DOT District 5 and based on available improvement dollars so the most critical projects are completed first.

Appendix C:

Small Group Meeting Feedback - Ottumwa



MEETING NOTES

Subject: Meeting Notes

Project: US 63 & US 34 Super 2 Study, Stakeholder Meeting

Project Number: Iowa DOT: NHSX-063-1(102)—3H-26 and NHSX-034-6(112)—3H-68
HR Green: 211657.02

Date: May 31, 2023, 1:30 PM

Meeting Location: Bridge View Center, Ottumwa, Iowa

Notes by: S. Woodson & D. Smith

Attendance:

Name, Agency	Name, Agency
Rick Johnson, Mayor of Ottumwa	Cara Galloway, Ottumwa City Council
Bryan Ziegler, Wapello County Supervisor	Marc Roe, City of Ottumwa
Penny Vacek, Senator Grassley's Office	Richard Diephus, Iowa State Patrol
Austin Harris, State Representative	Zach Simonson, City of Ottumwa
Larry Seals, City of Ottumwa	Hans Wilz, State Representative
Brian Morgan, Wapello County	Tim Richmond, Wapello County Emergency Management Agency
Chris Kukla, Area 15 Regional Planning Commission	
Mike LaPiertra, FHWA	Trevor Wolf, Iowa DOT
Bryan Bradley, Iowa DOT	Bob Younie, Iowa DOT
Hector Torres-Cacho, Iowa DOT	Dan Smith, HR Green
Adrianne Knight, Iowa DOT	Stacy Woodson, HR Green

Purpose of Meeting:

- The purpose of the meeting was to inform stakeholders about the proposed Study and obtain feedback regarding transportation problems and future needs within the US 63 and US 34 Study corridors.

Materials Provided:

- PowerPoint Presentation
- Scroll Displays

Meeting Format and General Overview:

- Introductions were made around the room and online to learn what agencies were represented at the meeting.
- A brief PowerPoint presentation was given that explained the background and purpose/need for the Study as well as the intent of this stakeholder meeting and stakeholder input sought by the



Study team. At the conclusion of the presentation questions were entertained and discussion occurred. Meeting attendees also had the opportunity to mark and write on Study corridor scroll plots indicating issues and challenges they were aware of within the corridor.

- Additional opportunities for stakeholder input will be coming as part of the future general public engagement process for this study. Attendees were also encouraged to provide input throughout the Study duration via either Hector Torres-Cacho at Iowa DOT District 5 or Trevor Wolf at Iowa DOT's Location and Environmental Bureau.
- This Study is specifically considering possible Super-2 highway improvements for the US 63 corridor from the Missouri/Iowa Stateline to the southern corporate limits of Ottumwa. Iowa DOT is also studying the section of US 34 from the Monroe/Wapello County line to the western corporate limits of Ottumwa for possible Super-2 improvements.
 - The two Super-2 studies only include the rural areas of the US 63 and US 34 corridors and will not include US 63 or US 34 sections within the Cities Bloomfield or Ottumwa.
 - Super-2 roadways may include 10-foot paved shoulders where applicable and where the cost/benefit warrants.
 - Super-2 roadways can utilize as much of the existing right-of-way as possible to minimize environmental and property owner impacts.

Summary of Provided US 63 Comments and Discussions:

The following summarizes the comments and input provided by stakeholder participants and ensuing discussions around this input.

- Expansion of US 63 to a Four-Lane Highway
 - Local communities have heard from the Iowa DOT several times in the past decades that an expansion of US 63 to four-lanes is coming, but now expansion is considered too expensive. Local communities and businesses still desire a safe four-lane roadway.
 - Iowa DOT suggested that while four-lane roadways can be considered the safest type of roadway, Super-2 roadways are generally considered the next safest compared to a regular two lane, head-to-head roadway.
 - Bob Younie, District 5 Engineer, explained that the Iowa DOT Commission has decided collectively to no longer pursue, as a general rule, four lane highway expansion within the state.
 - The costs of constructing and maintaining a four-lane roadway is more than double the cost of a two-lane highway and the State is struggling to afford to maintain the lane miles that exist within the State already.
 - Adding more lane miles to maintain is not feasible and thus the Super-2 roadway concept is being considered to address needs and challenges in the US 63 and US 34 corridors.
 - The Iowa DOT Commission is committed to funding the Super-2 concept for the US 63 and US 34 corridors and other corridors throughout the state. The US 63 corridor is ahead of other corridors where Super-2 roadways are being studied, considered, and/or constructed (i.e. there is not necessarily direct competition between corridors across the State for dedicated Super-2 funding).
 - Stakeholders asked how funds are allocated to certain projects and how they can interact and share concerns with Iowa DOT Commissioners.



- Iowa DOT noted that funding needs are identified around the state, prioritized by each District, and then provided to the Iowa DOT Commission for approval.
 - Iowa DOT Commission will be adopting the new Five-Year Program at their next regularly scheduled meeting on June 13, 2023. The meeting is in Burlington where the first day is a tour of the Iowa DOT District and the second day is the formal meeting including opportunity for public input.
 - The Iowa DOT Commission hears public comments at all of their meetings during the public open forum portion of the meeting.
- Iowa DOT performs traffic counts every four years to help identify priority areas; traffic count information is available on the Iowa DOT website.
- Passing opportunities, travel speeds and general overall safety is a concern within the corridor.
 - A section of US 63 between Bloomfield and Ottumwa is currently marked for allowed passing. However, due to the roadway curvature and grade, sight distance is limited and this area should be marked “no passing”.
 - Existing US 63 south of Ottumwa has two southbound lanes that reduce to one lane before then widening back to two lanes with the addition of a climbing lane. Law enforcement noted high travel speeds in this area as vehicles try to pass prior to the initial lane drop. Overall better lane continuity should be considered.
 - Traffic turning into and from the BP Station between Ottumwa and Bloomfield on US 63 slows down traffic and causes accidents.
 - Speeding is a major problem on US 63 as most people are traveling 60 to 65 mph.
 - In some locations of existing passing/climbing lanes, getting slower moving traffic to move to the right is challenging. In some instances, faster moving traffic ends up passing on the right-hand side of the roadway, which is a safety concern. Traffic traveling the speed limit may not move to the right at existing passing/climbing lanes given they are already traveling at the legal speed limit.
 - Little Soap Road/Copperhead Road/County Road H-47 intersection was highlighted as a safety concern.
 - The intersection of Madison Avenue/55th Street and US 63 is at a bad angle and at the top of a hill, possible safety concern.
 - The US 63 intersection with 65th Street/River Road is a safety concern with crash history.
 - Crashes occur at the River Road intersection and crashes have continued even after recent improvements were made.
- The following is a summary of additional miscellaneous US 63 comments, thoughts, and notes added to the corridor scroll plots by meeting participants:
 - Input from the Wapello County Sheriff’s office could be helpful.
 - Participants questioned or expressed interest in an increase in the posted speed limit with a Super-2 highway; Iowa DOT noted that increasing the posted speed limit for a rural two-lane highway would require legislative action.
 - The temporary signals at the two bridges currently under construction on US 63 between Bloomfield and Ottumwa cause some significant traffic delays and issues. Iowa DOT



noted that these bridge projects will be complete prior to adding any Super-2 improvements in the corridor.

- It is anticipated that traffic volumes along US 63 will increase in the future.
- The Amish population needs to be accommodated along US 63; many close calls and accidents have occurred.
- The existing pavement is already failing in some areas.
- Four-wheeler traffic has increased in the area now that they are street legal vehicles.
- Pioneer Ridge Nature Center is planning on expanding their campground (possibly an additional 50+ sites). Pioneer Ridge is also expanding their wedding venue and reception facilities and planning to create a lake for fishing. Improvements could lead to more recreational traffic in the corridor and traffic turning to and from US 63.
- There are plans to connect trails within the region; those trails would not necessarily parallel the US 63 corridor.
- Major employers (i.e. John Deere) should be consulted to understand plans for expansion and traffic/truck routes.

Summary of Provided US 34 Comments and Discussions:

The following summarizes the comments and input provided by stakeholder participants and ensuing discussions around this input.

- Local businesses and residents would like to see a beltway on US 34 created to move goods across the state.
- The City of Ottumwa is considering an overpass of the railroad west of town; it was questioned whether it would make sense to extend the overpass to include spanning over US 34.
- New businesses are expected on US 34 west of Ottumwa, the railroad has cleared ground, and the county would like to place an overpass between Quincy and Rocket Fuel.
- Wapello/Monroe County Line Road and US 34 intersection is a high traffic area. The blinking red lights helped to slow people down but more could be done at this location to increase safety.
- County Line Road needs advanced signage. There are a lot of trucks using this road to travel to/from Eddyville.
- Quincy & US 34 intersection is an area where two lanes each direction reduce to one lane in each direction and vehicles are routinely caught speeding and traveling at 80+ mph. There is a crash history at this location.
- Turn lanes generally need to be longer.
- There are blind turns onto gravel roads that need turn lanes off of US 34.
- Wapello County has received a grant to resurface some local roadways intersecting US 34 west of Ottumwa.
- Old 34 is scheduled to be paved in the near future.
- There is a traffic issue with the Gas Distribution Center turning from Old 34.



- Traffic gets backed up when there is a train on the track blocking the road.
- The Albia Road intersection with US 34 is a problem area.
- US 34 and Old Distribution Center intersection has been a safety concern.
- Land west of Ottumwa on US 34 is being annexed by the City for potential development, near the Wildwood Drive area.
- There are plans to connect trails within the region; those trails would not necessarily parallel US 34.
- Major employers (i.e. John Deere) should be consulted to understand plans for expansion and traffic/trucking routes.
- Input from the Wapello County Sheriff's office could be helpful.
- Participants questioned or expressed interest in an increase in the posted speed limit with a Super-2 highway; Iowa DOT noted that increasing the posted speed limit for a rural two-lane highway would require legislative action.

Study and Implementation Timeline

Iowa DOT shared the following related to the timeline of the US 63 Study and implementation of identified US 63 improvements:

- The US 63 Study is in its initial phases with a more focused evaluation of improvement alternatives scheduled for this summer. It is anticipated the US 63 Study will be complete this coming winter.
- Identified Super-2 or other roadway improvements would not be constructed all at one time. Rather, identified improvements would be incorporated into planned and programmed Iowa DOT 3R (Resurface, Rehabilitate, Replace) projects over time.
- The timing of these 3R projects will depend on current roadway and bridge needs prioritized by Iowa DOT District 5 and based on available improvement dollars so the most critical projects are completed first.

Appendix D:

Small Group Meeting Feedback – Amish Community



MEETING NOTES

Subject: Meeting Notes

Project: US 63 Super 2 Study, Amish Community Meeting

Project Number: Iowa DOT: NHSX-063-1(102)—3H-26, HR Green: 211657.02

Date: July 10, 2023, 10:30 AM

Meeting Location: 19141 Ice Avenue, Bloomfield, Iowa

Notes by: Trevor Wolf, IDOT; Hector Torres-Cacho, IDOT

Attendance:

Name, Agency	Name, Agency
Samuel Mast, Amish Representative	Melvin R. Schrock, Amish Representative
William Beechy, Amish Representative	Abe A. Schrock, Amish Representative
Ivan Joe Yoder, Amish Representative	Daniel H. Yoder, Amish Representative
John R. Jutzy, Amish Representative	Joe Schmucker, Amish Representative
Milton Gingerich, Amish Representative	Bob Younie, IDOT District 5 Engineer
LaMar Gingerich, Amish Representative	Steven McElmeel, IDOT District 5 Assistant Engineer
John S. Shrock, Amish Representative	Hector Torres-Cacho, IDOT District 5 Planner
Jerry Gingerich, Amish Representative	Trevor Wolf, Iowa DOT Location Engineer
David W. Schrock, Amish Representative	

Purpose of Meeting:

- The purpose of the meeting was to inform members of the Amish community about the proposed study and obtain feedback regarding current condition, operation and safety within the corridor.

Materials Provided:

- PowerPoint Presentation
- Scroll Displays

Discussion:

- Introductions were made around the room
- A brief 30 minute PowerPoint presentation was given that explained the background and purpose/ need for the study. At the conclusion of the presentation questions were entertained and discussion occurred.
- The last 45 minutes of the meeting attendees had the opportunity to mark and write on the scroll plots indicating issues and challenges they were aware of within the corridor.
- Additional opportunities to comment will be coming as part of the general public engagement process for this study. Comments that attendees have can be sent to either Hector Torres-Cacho at Iowa DOT District 5 or to Trevor Wolf at Iowa DOT's Location and Environmental Bureau.



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Comments/ Discussion:

- The Amish Community felt that full-width paved shoulders were preferable, but only if they were constructed with asphalt. Concrete shoulders may become slick for their horses and granular shoulders would be a better option if asphalt shoulders are not feasible.
 - Preference is either full paved or full gravel shoulders. Combo paved/gravel shoulders are hard on horses because of running on uneven ground, e.g., 1" to 3" difference between pavement and gravel.
 - Shoulders north of Bloomfield are narrow.
 - Expressed concern about the narrow shoulder width along IA 2/US 63 west of Bloomfield.
 - Expressed concern with narrow shoulders on IA 2 east of IA 202 and West Grove.
- The average wheelbase for a buggy is 66" (5'-6"), a 10' paved shoulder would be ideal but an 8' paved shoulder would also suffice, shoulders should be wide enough so buggies or wagons don't have one wheel on the travel lane.
- The preferred travel lane is the shoulder, this includes climbing and passing lanes.
- Rumble strips are hard on buggy and wagon wheels causing damage and requiring replacement of wheels. Also rumble strips are difficult to maneuver to get out of a vehicle travel lane so a gapped design (10' rumble strip and 30' space) rather than continuous rumbles are preferred, buggies could then move from the travel lane to the shoulders without needing to cross a rumble strip when necessary.
 - Review Shoulder and Centerline Rumble Strips [3C-5](#), and [PV-12](#) Milled Shoulder Rumble Strips for guidance.
 - An option might be rumble stripes.
- Edge rutting along the shoulders and travel lanes were also a concern.
- Left turn lanes, especially offset, can be an issue for younger horses as they are closer to oncoming traffic.
- School signs were requested: There are Amish schools located at
 - 1/4 mile south of Ice Avenue and US 63/IA 2 intersection,
 - US 63 near mile post 8.9 (north of 240th), and
 - Near intersection US 63 and 250th.
- Blind spot at US 63 and Madison Street getting onto US 63 and trying to cross to Bloomfield Livestock Market. Near MP 17.
- Population growth is expected east of US 63 to double from about 300 to 600 families within 15 to 20 years.
 - Geographic boundary of Amish Community near state highway:
 - US 63 near mile post 4 to the south
 - Near IA 2 / IA 202 JCT to the west
 - US 63 near mile post 23 (east toward Floris), and



IOWA DOT

- On County Road J3T as far west as Unionville.
- Places for consideration for turn lanes (with expected doubling population growth) are intersections at US 63/T-7J (MP 21.7) and US63/J51 (MP4.6).
- Longer and wider turn lanes on US 63 by 180th (MP 19.6).
- The IA 2/US 63 intersection was identified as a problematic area, there have been several close calls at this location and sight distance has been an issue with turning trucks and buggies not being able to see around them when they are making their turning movement
 - Other IA 2 and US 63 JCT concerns included:
 - Conflicts with vehicle traffic and buggies resulting in crashes (Community reported about 5 crashes in 20 years – crashes may be under reported because ICAT shows zero crashes in the past 10years involving Horse and Buggy and only one animal related crash 2022).
 - Safety concerns using the LFT turn lane to merge onto SB US 63,
 - Safety concerns when turning east or west onto IA 2 from NB US 63.
- The Amish community does not generally travel north of Floris Road.
- New Shop at on US 63 near 230th (near MP 9.6) there is also conflict with truck traffic at that location.
- Expressed safety concern at the intersection of US 63 and County Rd J40 (old highway 2).
- A question was asked about adding a bypass – DOT said we are not adding capacity (e.g., 4-lanes) or a bypass.

Appendix E:

PIM #1 and #2 Online Comments

What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	Other - What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	How often do you travel this corridor?	Do you avoid traveling on US 63? If yes, why?	Please rate the traffic flow on this section of US 63.	If you selected Poor or Fair, where do you see the most issues in traffic flow?	Please indicate the level of safety you feel when driving this section of US 63.	If you selected Unsafe or Somewhat unsafe, why did you rate it this and where do you feel the least safe?	In your opinion, are there current land uses that affect safety and mobility along the corridor? (Land uses are described as agricultural, residential, mining, industrial, etc.)	If you responded yes to the question above, please describe.	Please list any future land use development along the corridor you think we should be aware of. (Land uses are described as agricultural, residential, mining, industrial, etc.)	Please list and describe any other ideas about the corridor that you would like to share.
Part_of_my_route_to_travel_out_,Recreation/leisure		A couple times a month to month		Poor	There are too many places for people to turn without turn lanes as well as the condition of the road.	Somewhat unsafe	The road surface condition needs repaired.	Yes	There's a lot of farming and residential housing in the area.	Residential	
Commute_to_work,Shopping/errands,Recreation/leisure		Multiple times a day		Fair	Unable to pass and traffic backing up.	Somewhat safe	Traffic.	No			4 lane.
Shopping/errands		A couple times a month to month	Sometimes we take a different route to and from home to Ottumwa	Poor	This needs to be a 4 lane road as busy as it is. Dayly traffic is unsafe. Our family lives in floris, IA and travel to work to Ottumwa daily.	Somewhat unsafe	To much traffic on 63 highway, has been for years.	No			
other	Within the Historic Hills Scenic Byway Footprint	Less frequently than monthly		Good		Safe		No			Recognizing that there could be a safer option for Amish travelers, I recommend expanding the shoulders so buggies may have access to safely pull aside for faster moving traffic. This would also create a bike lane and increase tourism.
Commute_to_work,I_live_in_the_corridor,Recreation/leisure		A couple times a month to month		Good		Somewhat unsafe	Historically, at least between Ottumwa and Bloomfield, the traffic volumes and mix create difficulties in passing. Although travel seems to be at or above the speed limit the whole way, there seem to be a lot of impatient drivers who tend to drive well above the speed limit and make risky passes [particularly around semis and farm equipment].	Yes	Driveways and farm access points in the rural areas make for some potentially unsafe situations. The 4-lane through Bloomfield is unnecessary and should be a 3-lane--pedestrian crossing and turning across traffic into downtown is much more dangerous than it should be. Not sure if accident data would support that, but it feels that way when you're on your feet...		I don't see any legit reason there shouldn't be a roundabout at the intersection of 63 and 2. [And "rural Iowans don't like or understand roundabouts" isn't what I'd consider a legit reason...] Overall, there should be a focus on pedestrian enhancement of the urban corridor, particularly between North and Walnut through downtown Bloomfield. I'm not sure it's within the purview of this study, but a roundabout at Roemer and 34/63 in Ottumwa would be preferred to the super-wide, signalized intersection they've got now...

What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	Other - What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	How often do you travel this corridor?	Do you avoid traveling on US 63? If yes, why?	Please rate the traffic flow on this section of US 63.	If you selected Poor or Fair, where do you see the most issues in traffic flow?	Please indicate the level of safety you feel when driving this section of US 63.	If you selected Unsafe or Somewhat unsafe, why did you rate it this and where do you feel the least safe?	In your opinion, are there current land uses that affect safety and mobility along the corridor? (Land uses are described as agricultural, residential, mining, industrial, etc.)	If you responded yes to the question above, please describe.	Please list any future land use development along the corridor you think we should be aware of. (Land uses are described as agricultural, residential, mining, industrial, etc.)	Please list and describe any other ideas about the corridor that you would like to share.
Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out,Commercial_driving_(farming_tru		Daily to several times a week		Good		Somewhat safe	DOT working on 2 bridges on way to Ottumwa. Two persons killed less than one mile from our driveway.	No			Lots of semi traffic due to hog operations in Davis County. We take the Ottumwa Courier but did not ever see what the DOT is doing to these bridges or why. Is this pointing to making this a 4 lane highway? We want to be informed. Have lived at this location 23 years. Robert and Joanne Heise
Recreation/leisure		Less frequently than monthly	No	Good		Somewhat safe		No		None	Bypassing Bloomfield and eliminating the "S" curve before the Floris turnoff would help traffic flow and safety.
I_live_in_the_corridor		A couple times a month to month	I don't want to go through Ottumwa's roundabout or any part of Bloomfield.	Poor	Number and length of passing opportunities.	Somewhat unsafe	such a large mix of slow-moving traffic and fast-moving traffic and the aggression of Davis County drivers. Also turning traffic for copperhead, little soap, drakesville, and the Wapello County park	Yes	Ag & Amish vehicles	Crackheads building encampments and "campgrounds"	Posted speed limits need to be 65 mph
Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out,Recreation/leisure		A couple times a month to month		Fair	There is a lot of semi-truck traffic and it is very difficult at times to pass. Also some of the passing lanes are not long enough. The highway from Ottumwa, Iowa to Kirksville, Missouri really needs to be a 4 lane highway with a speed of 65 mph not a Super 2 highway. By the time all the passing lanes are added in a super 2 highway, you almost have a 4 lane highway built anyway. A new 4 lane highway would really enhance economic development all along the corridor. plus it would also connect with the 4 lane highway going out of Kirksville, Missouri. A 4 lane highway with a higher speed of 65 mph would also make traveling between the 2 states more productive and more attractive in recruiting new business and industry to both Ottumwa nd Kirksville.	Somewhat safe	There are a lot of steep hills esp. between Ottumwa and Bloomfield and the visibility for oncoming traffic is very challenging at times to see. Some of the steep hills have created some real accidents due to poor visability like the recent accident where a husband and wife got killed last month.	Yes	In the fall when the farmers are harvesting their crops, there are a lot of farm tractors, wagons, & combines traveling on the highway. This can be real dangerous esp. when vision is limited due to all the steep hills on highway 63 south. Also the Amish in Davis County can be hazardous when they travel in their buggies along the highway with their horses. Sometimes their horses get spooked by the car traffic and they can dart out into the highway at times.	I am not aware of any new land use development projects along highway 63 south between Ottumwa and Bloomfield at this time.	We really need highway 63 South from Ottumwa to be a 4 lane highway all the way to Kirksville, Missouri. A super 2 is not the answer. We need a 4 lane highway with wide shoulders and a 65 mph speed limit. A 4 lane highway will dramatically increase economic development all along the corridor and it shouldn't be that much more expense to build than a Super 2. Southeast Iowa has been overlooked for many many years when new highway projects were planned in Iowa and we don't have hardly any 4 lane highways, south of Interstate 80 in Iowa. Please reconsider and make highway 63 South a 4 lane highway from Ottumwa, Iowa clear to Kirksville, Missouri. Thank you.

What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	Other - What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	How often do you travel this corridor?	Do you avoid traveling on US 63? If yes, why?	Please rate the traffic flow on this section of US 63.	If you selected Poor or Fair, where do you see the most issues in traffic flow?	Please indicate the level of safety you feel when driving this section of US 63.	If you selected Unsafe or Somewhat unsafe, why did you rate it this and where do you feel the least safe?	In your opinion, are there current land uses that affect safety and mobility along the corridor? (Land uses are described as agricultural, residential, mining, industrial, etc.)	If you responded yes to the question above, please describe.	Please list any future land use development along the corridor you think we should be aware of. (Land uses are described as agricultural, residential, mining, industrial, etc.)	Please list and describe any other ideas about the corridor that you would like to share.
Commute_to_work,Part_of_my_route_to_travel_out_		Multiple times a day	No	Fair	Construction and a high volume of semi-truck traffic.	Somewhat safe		No			The IDOT looked into this Highway being a four lane corridor approximately 25 to 30 years ago.I believe the traffic flow has increased since then.There were properties purchased and preliminary plans for this corridor.I believe it would benefit transportation needs and safety if the four lane would be looked at again in the future.
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure		A couple times a month to month		Good		Somewhat unsafe	Not enough safe passing lanes	No			
Commercial_driving_(farming_tru		A couple times a month to month		Fair		Somewhat safe		No			
Recreation/leisure		Weekly		Poor		Unsafe		No			
Commute_to_work,Shopping/errands,I_live_in_the_corridor,other	Our Church	Multiple times a day		Good		Somewhat safe		No			
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure		A couple times a month to month	The amount of traffic without having safe places for traffic to pass. Oncoming traffic always darting out in to other lanes	Poor	Lack of passing lanes	Unsafe	The road between Ottumwa and Bloomfield are the worse!!!	No			
other	Occasional business in Kirksville.	Less frequently than monthly	No	Fair		Safe		No			The road should only be 4 lane if Missouri is going to 4 lane their section to connect. Otherwise it should be Super 2.
Commute_to_work,Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_,Recreation/leisure,Commercial_driving_(farming_tru		Daily to several times a week	That's not possible	Fair	Between Ottumwa and Bloomfield	Unsafe	Heavy traffic to and from	Yes	Passing lanes are too short		Traffic flow has increased

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Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure		Weekly	Always heavy traffic with alot of truck traffic..making passing safely nearly impossible!! I feel unsafe everytime I travel it. Another VERY unsafe road is Highway 2 from West Grove west, past T-61!! There are several Amish living on this stretch of Highway2 with many smalls hills and NO shoulders!! Very dangerous!	Poor	Highway 63 South of Ottumwa to junction Highway 2, west of Bloomfield. Then again Highway 63 South at Lancaster Mo. intersection with Highway 202..clear south past Kirksville, Missouri including past the by-pass at Kirksville	Unsafe	South 63 at Ottumwa to South of Bloomfield to State line.	Yes	Agriculture and in Bloomfield area, Amish.	Extra lanes for slow moving vehicles.	Always sharing with alot of commercial trucks, and adequate passing not available!
Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_,Recreation/leisure		Multiple times a day	No	Good		Safe		Yes	I do find the Floris Rd intersection to have poor visibility to the North from the stop.		
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure,Commercial_driving_(farming_tru		Weekly		Fair	Needs 4 lanes for the amount of traffic	Somewhat unsafe	Too much traffic	No			
Commute_to_work,I_live_in_the_corridor,Commercial_driving_(farming_tru		Multiple times a day	No	Fair	Nearer Ottumwa	Somewhat unsafe	Too many accidents from impatient or inattentive drivers	Yes	A lot of agricultural traffic as well as Amish traveling slowly. People behind them often pass even though there is traffic approaching in the open lane.		Certainly needs improvements, one of the busiest 2 lane highways left in the state. And traffic count has noticeably increased above pre covid levels.
Commute_to_work,Shopping/errands,I_live_in_the_corridor		Multiple times a day		Fair	Between ottumwa and bloomfield	Somewhat safe		No			Alternating passing zone 3 lane would make traffic flow much better on this road
Commute_to_work,Part_of_my_route_to_travel_out_,Commercial_driving_(farming_tru		Daily to several times a week	Bloomf		Bloomfield	Somewhat unsafe	The 2lane portions				Please make four lanes from ottumwa to the Missouri border
Commute_to_work,Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_		Multiple times a day	I generally do not avoid it because it is the quickest way for me to get to work in Ottumwa everyday.	Fair	There are not enough passing lanes available. There is a long stretch from just north of Bloomfield to near the county line that it is generally very difficult to pass due to the amount of traffic coming from either direction.	Somewhat unsafe	Many people use this as a racetrack early in the morning and early evening after work hours. I am not a slow driver, but have had many people blow by me at high rates of speed, pass in no passing zones, etc	No			It would be nice if this entire section was widened to be a super 3 at the worst. At least that would provide safer passing opportunities. A 4 lane highway would be ideal due to the amount of traffic, but not sure that is feasible, especially after completion of one bridge project and the work on 2 other bridges.

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Commercial_driving_(farming_tru		A couple times a month to month		Fair	All the hills keeping the flow of semis moving	Somewhat safe	Need to make truck lanes	No			4 lane road would be phenomenal with all of the truck traffic! And a wider shoulder to get the Amish further off of the road!!
Commute_to_work		Weekly		Fair	Bloomfield	Somewhat safe					
Shopping/errands,Part_of_my_route_to_travel_out_		Weekly		Good		Somewhat unsafe	Heavy traffic area with Amish buggies on the shoulder.	No			The amount of Amish buggy traffic on the shoulder is unsafe especially after dark.
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure,Commercial_driving_(farming_tru		Weekly	Only after snow storm. Seems to take several hours to be safe to travel at times.	Fair	People driving well under posted speed limit and also few above posted speed limit causes congestion. It's like a 60 snake. Have to be really on your attention to keep safe.	Unsafe	Ottumwa to Bloomfield is unsafest. Speeders and crawlers mixing is very unsafe. Need 2 lanes from Ottumwa to Kirksville.	Yes	Several homes and business cause slow downs when entering or leaving driveways. Several rear end collisions.		Mostly 4 lane highway from Ottumwa to Kirksivlle would be ideal, at least several passing lanes on flat stretches. Would love to see 163 style highway, 4 lane with exit and entrances to smaller roads and towns.
Commute_to_work		Daily to several times a week		Good		Safe		No			
Shopping/errands,I_live_in_the_corridor,Recreation/leisure		Daily to several times a week		Good		Somewhat unsafe	Cars traveling to fast and passing when shouldnt	No			We have passing lanes on both sides of our house. They seem to work good. My concern would be with out property if you make changes. Putting more passing lanes would be an improvement
Commute_to_work,I_live_in_the_corridor,Recreation/leisure		Multiple times a day	Currently, yes due to dumb drivers and bridge construction	Fair	Stupid people and construction	Somewhat safe		No			
I_live_in_the_corridor		Multiple times a day	No	Good		Somewhat safe	We need more passing lanes	No			It needs more passing lanes

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Part_of_my_route_to_travel_out_Recreation/leisure,Commercial_driving_(farming_tru		A couple times a month to month	During busy times I definitely do. Traffic is too conjested early morning and late afternoon.	Poor	In the places where there is not a passing lane.	Somewhat safe		Yes	Residential. Intersecting roads.		Build a 4 lane that was supposed to happen many years ago. Land was bought for this purpose. Safety should be the driving factor for this. The daily traffic is too much for a 2 lane.
Shopping/errands,Part_of_my_route_to_travel_out_Recreation/leisure		A couple times a month to month	Not till a couple got killed a couple of months ago.	Fair	Can't see to pass other cars sometimes.	Somewhat safe		Yes	Farm stuff .		A 4 lane hi way is really needed for this piece of road! It would make driving safer.
Shopping/errands		Weekly	The road needs to be 4 lane. The passing lanes are deadly.	Fair	From Ottumwa to Bloomfield.	Somewhat unsafe	It goes back to the short passing areas. People dart back and forth, cut off other vehicles it is unsafe.	No			
Commute_to_work,Part_of_my_route_to_travel_out_Recreation/leisure		Weekly	No		Ottumwa to Bloomfield	Somewhat unsafe	People have died in wrecks		Agricultural equipment		
Shopping/errands,Part_of_my_route_to_travel_out_Recreation/leisure		Daily to several times a week	No but the people who speed and illegally pass others does make me think twice about driving on it	Fair	Farm equipment not moving over People who illegally pass People who drive at high speeds (15 to 20 mph over)	Somewhat safe	I have almost been hit a number of times by speeding vehicles, People just pulling out from side roads and illegal passing	No		Around Bloomfield and south of Bloomfield the Amish Community needs to be able to travel safely	Maybe widen shoulders for agricultural equipment and the Amish. Leave the rest alone Actually have law enforcement patrol this stretch of road more. In 3 years of traveling 63 from Ottumwa to Missouri, I can count on 1 hand how many patrol vehicles I have seen. This does not count while in Bloomfield city limits. They actually patrol.
Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_Commercial_driving_(farming_tru		Daily to several times a week	Multiple bridge projects between Bloomfield and Ottumwa and it causes many delays. If we are trying to get to US34 we go around to Floris and up to Eldon.	Fair	Coming out of Ottumwa and out of Bloomfield, up and down the hills	Somewhat unsafe	Lots of hills with the passing lane available leads to fast drivers. Also with bridge construction and poor driving there has been wrecks and even deaths this year.	No		Some businesses on the south side of ottumwa. Other than that mostly residential.	
Commute_to_work,Shopping/errands,I_live_in_the_corridor		Multiple times a day		Fair	Lots of big trucks. Heavy traffic on peak hours. Have to deal with some farm equipment too.	Somewhat safe		Yes	Tractors and farm equipment on the road.		

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Shopping/errands,I live in the corridor,Part of my route to travel out,Recreation/leisure		Daily to several times a week	No		Traffic pulling off of side roads onto 63. Sometimes they wait for quite some time to be able to get into the highway because of traffic or pull out unsafely just to be able to get into 63.	Somewhat unsafe	From people leaving side roads		There's a lot of farm land and tractors travel 63		Turning lanes would be helpful
Part of my route to travel out,Recreation/leisure		Less frequently than monthly	I do try to avoid driving through Bloomfield due to the multiple stoplights on the square. I utilize 180th Street and Ice Avenue through Drakesville as a "Bloomfield bypass."	Fair	This section seems to have a high amount of slow moving vehicles, both Amish buggies and farm related equipment on the road.	Somewhat safe	The combination of horse drawn vehicles with regular traffic seems a bit unsafe. I always try to give them plenty of space and most buggy drivers pay very good attention to the surrounding traffic. Some motorists do not adjust speed to accommodate for the slower traffic creating unsafe situations.	Yes	I often encounter farm machinery/vehicles on this section.		I like the Super 2 concept! I've driven those in other states and they seem to work well. The paved shoulder will be very nice for the Amish buggy folks. They often pull over to the shoulder to allow regular traffic to pass. This will keep them on a continuous road surface.
Commute to work		Daily to several times a week		Fair		Somewhat safe		No			
I live in the corridor,Part of my route to travel out		A couple times a month to month		Poor	multiple construction delays	Somewhat safe		No			
Recreation/leisure		A couple times a month to month	Currently because of the construction. Nobody respects the rules of the road.	Good		Somewhat unsafe	So many hills and lack of attentive drivers	No			
Recreation/leisure		Weekly	Right now with the bridge work, yes. It's annoying, but fairly unavoidable.	Good		Somewhat safe		No			
Commercial driving (farming, trucking)		Daily to several times a week		Good		Unsafe	Route not having enough fog lines reflecting visibility poor at best	Yes	Heavy truck traffic	Wider shoulders	Wider shoulders 4 lanes of traffic
Part of my route to travel out		Less frequently than monthly	I80/I35 is better to my destination of Boonville from NW And IA	Fair							

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Commute_to_work,Shopping/errands		Multiple times a day		Poor		Unsafe					Not enough places to safely pass. Ditches too steep. Way to much brush in those ditches. Need to widen and more turn lanes. At busy intersections. So there is safer turning. Eliminate gravel road access at south section of little soap road. There is access from Lil soap rd. Also North of water tower by Floris turn off. There is good access from mink. On the back side.
Shopping/errands,I_live_in_the_corridor		Daily to several times a week	No. Unless construction is happening and causing major back ups.	Good	Could be better, but not too bad.	Somewhat safe		Yes	Some intersections can be hard to see in the late summer due to crops.		The passing lanes really help the flow in Wapello county but there are few of them in Davis. I think the flow would be better with more passing lanes
Commute_to_work,Part_of_my_route_to_travel_out_,Recreation/leisure		Weekly	Not able to pass. To much traffic	Poor	Not able to pass. To much traffic	Unsafe	Not able to pass. To much traffic	Yes	Can't see		
Commute_to_work,Shopping/errands,I_live_in_the_corridor		Multiple times a day	I can't avoid this road. I live along it. It's very busy. Dangerous curves and hills. Impatient drivers. I should have known the Idot would cut costs with hwy 63 so more money could be spent in central iowa. If you and your family had to travel this road daily you would never consider building a super 2 over a 4 lane. Incredibly idiotic decision made by people who could care less about the safety of the people of southeast Iowa and those that travel through here. Rest easy while your family travels on your 6 and 8 lane highways.	Poor	From Ottumwa to Bloomfield.	Unsafe	From Bloomfield to Ottumwa. Steep hills, many curves. Most of the road is difficult to pass on. Passing lanes are way too short to use and drivers run you off the end passing you. Impatient drivers because of the difficulty in passing.	Yes	Ag use. Lots of farm equipment. Too many gravel intersections with turning traffic.		Needs to be a full 4 lane. Wasting time and taxpayer money with this super 2 nonsense
Part_of_my_route_to_travel_out_,Recreation/leisure		Less frequently than monthly	Unfortunately unless you want to drive gravel, there isn't much option to avoiding this corridor.	Fair	From Floris to Bloomfield	Somewhat unsafe	I feel the section from Floris to Bloomfield is the worst. This is where one slower driver can cause a back up of multiple cars/trucks. Then the passing games begin.	No			I like the thought of a Super 2 highway. I'd prefer four lane to be extended from south of Kirksville to Ottumwa, but the Super 2 between Camdenton Mo and Lebanon Mo. flows well.

What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	Other - What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	How often do you travel this corridor?	Do you avoid traveling on US 63? If yes, why?	Please rate the traffic flow on this section of US 63.	If you selected Poor or Fair, where do you see the most issues in traffic flow?	Please indicate the level of safety you feel when driving this section of US 63.	If you selected Unsafe or Somewhat unsafe, why did you rate it this and where do you feel the least safe?	In your opinion, are there current land uses that affect safety and mobility along the corridor? (Land uses are described as agricultural, residential, mining, industrial, etc.)	If you responded yes to the question above, please describe.	Please list any future land use development along the corridor you think we should be aware of. (Land uses are described as agricultural, residential, mining, industrial, etc.)	Please list and describe any other ideas about the corridor that you would like to share.
Shopping/errands,Recreation/leisure		Weekly		Fair	Slow drivers, hard to pass	Somewhat safe	People pass when it's unsafe, they go too fast or way to slow.	No			4 lane from Ottumwa to kirksville would be nice.
Shopping/errands,other	Family and friends	Weekly	Right now yes because of the construction it's a hazard zone	Poor	Morning and afternoon traffic	Somewhat unsafe	The Floris turn off coming from Ottumwa I've almost been hit by a semi twice not paying attention	No			I think it would make it a lot safer and more efficient if it was a four-lane then what it is now thank you and have a good day
Shopping/errands		Daily to several times a week	No, no other route but gravel	Poor	Between Ottumwa & bloomfield	Somewhat unsafe	2 lanes & people passing at horrible places.	No			
Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out		Weekly		Good		Somewhat unsafe	Between Bloomfield and Ottumwa vehicles pass when they shouldn't.	No			
Commute_to_school,Shopping/errands,Part_of_my_route_to_travel_out		Daily to several times a week	Yes, when possible. Unfortunately there are not always alternatives without traveling on unpaved roads	Fair	Amish horses and buggies present unique challenges occasionally. Farm equipment can be a big nuisance as they often take up more than one lane of space. Not enough passing zones is a large issue as well.	Somewhat safe		Yes	Agricultural, as some areas do not have good alternative roadways for farm equipment.		This area is a heavily traveled route due to the lack of parallel paved infrastructure. Most other roads going in these general directions are not paved.
Shopping/errands,Recreation/leisure		Less frequently than monthly	Yes, the volume of traffic, driver behavior and the speed of traffic are dangerous for this stretch of highway. It is a scenic area, rolling hills, prolific with wildlife, many intersections with other roads and driveways. It's sight distances make passing, entering and exiting challenging. I avoid it and take gravel roads to Bloomfield and Drakesville. I haven't traveled to Kirksville in over 20 years because of the current state of Highway 63.	Fair	Depends on the day and time of travel. If you avoid peak travel times it functions.	Unsafe	I have friends who live on the corridor, their driveway entrance is located where the most recent fatal accident occurred. Their children were involved in an accident at this location a few years ago. Even before this I never felt safe using this highway, especially if you needed to exit in between Bloomfield and Ottumwa. I feel least safe from the Floris turn off to Ottumwa.	Yes	Residential, there are so many driveways. I can't envision how a four lane interstate highway could be built here with out displacing residents and frontage roads. Which I fear means the State will take farmland and wilderness to make a bypass possible.		

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Commute_to_work,other	shopping in Ottumwa	Weekly		Poor	not enough turn lanes and this slows down traffic flow, no passing lanes which causes hazardous driving withthe wacked out crazy drivers who think they are more important than anyone else.	Somewhat unsafe	other drivers that take no consideration for fellow human beings	No			4 lanes would be better, but not financially feasible. Southeastern Iowa doesn't have enough political clout to be listened too.
Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_		Daily to several times a week		Good		Safe		No			
Part_of_my_route_to_travel_out_		Daily to several times a week	Unable to avoid sue to no other routes to take but if I could avoid it I would.	Poor	The highway is too busy and needs to be 4 lane	Somewhat unsafe	The highway is way too busy and needs to be 4 lane	No			It needs to be a 4 lane.
Commute_to_work,Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_,Recreation/leisure,Commercial_driving_(farming_tru		Daily to several times a week		Poor	Between Ottumwa and bloomfield	Unsafe	About get hit head on and people passing in no passing zones	No			Needs to be a four lane sooner then later and so does hwy 34 alll the way to Nebraska
Commute_to_work,Commute_to_school,Shopping/errands,I_live_in_the_corridor		Multiple times a day	I wish I could because of traffic but it is the only route available	Fair	The whole route from Bloomfield to ottumwa	Unsafe	Dangerous passing and people following too close	No			
Commute_to_work,Shopping/errands		Multiple times a day		Fair	Communting both ways is very heavy and extreme traffic. Because of the business of the highway, many people break multiple laws (speeding, passing on the left, etc)	Unsafe	See above	No			
Shopping/errands,I_live_in_the_corridor,Commercial_driving_(farming_tru		Multiple times a day		Poor		Unsafe	Pulling out into traffic safely can sometimes take quite a while,	No			4 lane all the way

What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	Other - What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	How often do you travel this corridor?	Do you avoid traveling on US 63? If yes, why?	Please rate the traffic flow on this section of US 63.	If you selected Poor or Fair, where do you see the most issues in traffic flow?	Please indicate the level of safety you feel when driving this section of US 63.	If you selected Unsafe or Somewhat unsafe, why did you rate it this and where do you feel the least safe?	In your opinion, are there current land uses that affect safety and mobility along the corridor? (Land uses are described as agricultural, residential, mining, industrial, etc.)	If you responded yes to the question above, please describe.	Please list any future land use development along the corridor you think we should be aware of. (Land uses are described as agricultural, residential, mining, industrial, etc.)	Please list and describe any other ideas about the corridor that you would like to share.
Commute_to_work,Shopping/errands,Recreation/leisure		Weekly	Sometimes I take a different way mainly because of the impatient drivers going too fast and passing aggressively. Seems like this has gotten worse in the past few years. Needs to be 55 mph limit strictly enforced.	Poor	Cars tend to cluster together for some reason. Many drivers cannot follow proper distance from one another. Then drivers get impatient because they want to drive 75mph and maybe can't pass right away because of a cluster of vehicles in front of them. The difference in vehicle speeds and reckless behavior on highway 63 makes it kind of dangerous at times. I have seen cars passing in the opposite direction next to the slow traffic lane south of Ottumwa with cars actually traveling in the slow lane next to them just so they can drive fast and get by traffic. Very dangerous.	Unsafe	Reckless driving, a mix of some cars going near the speed limit along with many vehicles going well above the speed limit. Combine that with impatient drivers sometimes not paying attention, unsafe passing and following too closely to other vehicles. Always feels like a road that is twice as unsafe compared to highway 2 east of Bloomfield on my drive home. Always a relief to get off of 63.	No	If drivers pay attention there should not be as much of a problem but drivers pulling onto the highway from a blind area and going slower could be dangerous because many drivers are not paying attention and will not slow down enough potentially creating accidents. There are lots of hills that hide slower traffic on the other side that people may not be aware of if they are passing through.		If drivers pay attention there should not be much of a problem, but drivers pulling onto the highway from a blind area and moving at a slower speed could be dangerous because many drivers are not paying attention and this could cause accidents. There are many hills on the highway that could hide slower moving traffic on the other side and many people might not be aware of this if they are just passing through or are not paying attention. I would like to see four lanes from Ottumwa to Kirksville with a better highway bypass in Ottumwa and a complete bypass around Bloomfield.
Commute_to_work,other	Law enforcement patrol	Weekly	the 2 lane from Ottumwa and Bloomfield is difficult to work speed enforcement due to the large number of vehicles. It is hard to get turned around and conduct speed enforcement. There is a speed issue in the area. There is constant congestion in traffic north and southbound.	Poor	the area between Ottumwa and Bloomfield	Somewhat unsafe	Between Ottumwa and Bloomfield. the high volume of traffic with speed issues.				
Part_of_my_route_to_travel_out_,Recreation/leisure,other	Conventions	A couple times a month to month	No	Good		Somewhat safe		No			
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure		A couple times a month to month		Fair		Somewhat safe		No			
Commute_to_work,Shopping/errands,Part_of_my_route_to_travel_out_		Daily to several times a week		Poor	Speeding. Passing in unsafe zones	Somewhat unsafe	Anything without a passing lane	No			

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Shopping/errands,I live in the corridor,Part of my route to travel out		Daily to several times a week	no	Good		Safe		No			I LIKE THE SUPER-2 HIGHWAY PLAN
I live in the corridor		Daily to several times a week		Fair		Somewhat safe		Yes			
Commute to work,I live in the corridor,Commercial driving (farming truck)		Multiple times a day	No.	Poor	On the hills north of Bloomfield. There are not enough passing lanes for the slow traffic.	Somewhat unsafe	There are so many elderly traveling to Ottumwa for their healthcare, plus agriculture vehicles such as tractors, that they slow down the flow of traffic considerably. There are not wide enough shoulders for safety as well.	Yes	Both agricultural and industrial. Many semis hauling hogs going to JBS in Ottumwa from Princeton, Missouri every day!! JBS is one of the largest bacon producing factories in the world, they have a lot of traffic on this corridor. Farms all along the corridor, of course lots of tractors with equipment and semis hauling grain to Cargill in Eddyville!!	JBS in Ottumwa is expanding. They butcher at least 4000 head per day. Reports are they want to increase by 25% Farm equipment is only getting bigger. More grain is being produced, so more grain is being produced, so more grain to haul to market, either to Cargill in Eddyville or Troy Elevator in Bloomfield. Cattle, this is cattle country, and Bloomfield Livestock is one of the busiest sale barns in the state.	It is UNSAFE. Officials should know that after the recent accident at the bridge construction North of Bloomfield in southern Wapello County, in which 2 people perished. It has people scared of the lack of safety on Hwy 63.
Shopping/errands		A couple times a month to month		Fair	Unable to pass slow vehicles	Somewhat unsafe	When you cannot safely pass	No			
Commute to work,Shopping/errands,I live in the corridor		Multiple times a day	Bridge work the last couple years makes it a nightmare	Fair	Bridge construction	Somewhat safe		No			

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Commute_to_work,Commute_to_school,I_live_in_the_corridor		Multiple times a day	Only when there is construction do I avoid it if possible. Unfortunately unless you want to drive pot hole filled gravel roads there is no good alternative to 63.	Fair	Too many speeding. Most traffic goes 60+ mph or closer to 70+ and those who stick closer to speed limit gets run over. 15+ years ago, the stretch was heavily patrolled and people were ticketed for speeding. Rarely do I see any patrol on the highway between Ottumwa and the state line.	Unsafe	Same as the last comment. No patrol units to ticket those speeding or driving reckless. People will pass when it's not safe just because they are in a hurry and shove others off the road. Due to very little patrol vehicles, people tend to think they can go 65+ on a 2 lane road.	No			Either a 4 lane highway with concrete dividers to minimize the land required or add in more passing lanes. A super 2 would be very dangerous as people don't follow road laws.
Part_of_my_route_to_travel_out_of_state,Recreation/leisure		A couple times a month to month				Somewhat safe		No			
Shopping/errands		A couple times a month to month	No	Very good		Safe		No			
Commute_to_work,Shopping/errands,I_live_in_the_corridor		Multiple times a day		Poor	Between soap creek and bloomfield south. Few places to pass. When there is availability to pass there is on coming traffic. Soap to ottumwa: some slow lanes but traffic is either too heavy or ppl are too bullish to allow for enough faster moving vehicles to pass. We are lucky if 1-2 vehicles get around. This causes frustration and erratic drivers. Then they pass when they should not. Some don't even acknowledge the fact they should move over and allow passing. 1 loaded peterbilt running 59mph headed for cargill can waste the full passing lane so he can pass grandpas '93 f150. Everyone else is hosed out of the chance to move on with their commute.	Unsafe	I drive this every single work day. It is very frustrating. I feel very anxious and paranoid for the full 15 miles I travel to ottumwa. If I travel at 55-60mph: I am bright lighted, tailgated, honked at, passed, cut off, flipped off, or shamed when I get to work. I feel pressured to drive above the speed limit or I will get harassed. There is very little traffic control in terms of police.	Yes	Ag use of this highway is unavoidable. Including myself, most travelers respect the need for ag vehicles to use the roadway 2 seasons out of the year. Ag vehicles require much more time and space. A few times I have witnessed erratic drivers around ag equipment. However most of the time it includes hazardous maneuvers. Usually these are out of town or out of state vehicles. South BP needs a turn lane both south and north bound. This would help with traffic flow.		5th Madison Street, US 63 should be permanently abandoned. This creates unnecessary congestion. North travelers Morning commutes are disrupted by vehicles turning left onto Madison St. If they would like to turn make them go down to the newly reconstructed intersection of river road/63. There is a much safer exit from 63. Example: Traffic is running 8 deep across village creek/50th street. Car 2 is running slower kindly moves over to allow passing. Car 3 passes, car 4 also passes, car 5 feels much needed relief and follows car 4 to pass, but then as car 5 gets halfway through the pass of car 2 they are then surprised that car 4 decides to turn on Madison st. So now car 5-8 are hosed. They must slow down and allow car 4 to turn. By the time car 4 gets turned off the passing lane

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Commute_to_work,Shopping/errands,I_live_in_the_corridor		Daily to several times a week	No	Poor	Between Bloomfield and Ottumwa	Somewhat unsafe	Because there is a lot of traffic and there have been a few accidents lately. One deadly.	No			
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure,other	Medical Health	Daily to several times a week	To dangerous	Fair	Traffic flo from JBS an Kraft Food daily from Kirksville to Ottumwa	Unsafe	Volume of traffic during working hours.	Yes	manufacturing in Kirksville Bloomfield an Ottumwa		Get it done
Shopping/errands,Part_of_my_route_to_travel_out_,Commercial_driving_(farming_tru		Weekly	I woul travel more but the traffic danger (difference in speed by drivers, visibility, amount of vehicles) makes me drive less on highway 63	Poor	vehicles entering and exiting the highway causing dangerous back ups and passing	Unsafe	Amount of traffic entering and exiting the road cause inconsistent speeds along the entire highway between Ottumwa and Bloomfield	Yes	farm vehiclesexpansion		Expansion to 4 lanes and blinking warning lights at intersections in the rural areas
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure		Daily to several times a week		Good		Somewhat safe		No			
Shopping/errands,I_live_in_the_corridor		Daily to several times a week		Poor	Very congested, especially during peak working hours. Poor judgement is used by a majority of drivers. Passing zones are ignored.	Unsafe	Reckless drivers between Ottumwa and Bloomfield	No			
I_live_in_the_corridor		Weekly		Fair		Somewhat unsafe		Yes			
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure		A couple times a month to month	Right now try to avoid it due to bridge construction and the fact other drivers aren't paying enough attention to what's going on around them.	Fair	Alot of traffic from in state and out of state vehicles.	Somewhat unsafe	Right now the bridge construction is causing alot of safety concerns. There is also alot of blind areas you come upon with driveways and roads. The speed of the traffic thru the area.	Yes	There is driveways and intersections that you run into at top of hills that you don't see someone pulling out of. You also have alot of Amish in the area that you come up on out of the blue.		It would be feasible to see a 4 lane thru the area to the Missouri border.
Commute_to_work,Shopping/errands,I_live_in_the_corridor,Recreation/leisure		Multiple times a day		Fair	The worst is from the Floris turn off to Bloomfield	Somewhat safe		Yes	Often traffic will get backed up do to ag equipment with very few places for traffic to safely pass		A turn lane at old Highway 63, Madison Ave, at the top of the hill coming into a Ottumwa. Ive seen multiple close calls here with cars stopped to turn.
Shopping/errands,Part_of_my_route_to_travel_out_		Weekly		Poor		Somewhat unsafe		No			

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Shopping/errands,Part_of_my_route_to_travel_out_,Commercial_driving_(farming_tru,other		Daily to several times a week		Fair	Inconsistent speed	Somewhat safe		No			Quality of the road surface is poor. Turning lanes are needed at the Elliot oil truck stop.
Commute_to_work,Shopping/errands,Part_of_my_route_to_travel_out_		Daily to several times a week		Poor	People traveling way to fast and cutting you off if you in the slow lane trying to merge on	Somewhat unsafe	The whole road a lot of curves and turns and hills between Ottumwa and Bloomfield. And not opportunity for the cars that drive over the speed limit to get around you.	Yes	Farm machinery on the road which causes slower traffic		
Commute_to_work,Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure,Commercial_driving_(farming_tru		Multiple times a day	Bridge construction taking forever south of ottumwa, heavy deer traffic and hard to see on 2 lane, no shoulder for farmers	Fair	Bloomfield is horrible, bridge construction south of ottumwa	Somewhat safe		No			I think highway 63 should go around bloomfield to the west and flow directly toward the junction of 2 and 63 toward missouri if a 4 lane is to be installed. A 4 lane would speed things up in this area, provide better flow and potentially bring more to the area.
Commute_to_work,Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_,Recreation/leisure		Multiple times a day		Poor		Somewhat unsafe		Yes			
Shopping/errands,Recreation/leisure		A couple times a month to month	Too much traffic.	Poor	Hard to pass slow moving vehicles	Somewhat unsafe	Stupid drivers passing when it's not safe. Speed	Yes	Tractors and farm equipment		
Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_,Recreation/leisure		Daily to several times a week	Too much traffic and road construction.	Poor	Heavy commuter traffic between Bloomfield and Ottumwa.	Unsafe	Always some sort of road construction or maintenance on going.	No			
Commute_to_work,Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_,Recreation/leisure,Commercial_driving_(farming_tru		Multiple times a day	Yes, whenI haul horses or large loads, the traffic is very heavy and there are so many idiots in such a rush to pass even through the no passing zones	Poor	A lot of slow moving vehicles like Amish buggies and farm equipment	Unsafe	Several fatal accidents due to passing error or crossing the center line	Yes	Multiple hills and curves		Due to this being s major corridor through the middle of a major agriculture area of our country the corridor needs to be 4 lanes, not a super 2.
Commute_to_work,Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_,Recreation/leisure		Multiple times a day		Very good		Somewhat safe	Often it can become an area for comfortable drivers to speed and drive recklessly. There are a ton a deer on 63 all year, so it can also become a slaughter house at times.	No			

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Part_of_my_route_to_travel_out_		Less frequently than monthly	I don't like the portion of 63 thru Ottumwa	Fair	trying to pass large, slower vehicles	Safe		Yes	there are a lot of large, slower vehicles-hard to see what is up ahead and hard to pass		
I_live_in_the_corridor		Daily to several times a week	No	Good		Somewhat unsafe	I feel somewhat unsafe due to the excessive speed of many of the cars rather than the flow of traffic.	No			I think in general the corridor has been improved with the addition of dedicated turning lanes. The Highway is well maintained and as noted before the main hazard in this corridor is excessive speed. I would prefer a super 2 highway corridor with more speed control. Thank you
Commute_to_work,Commute_to_school,Shopping/errands		Multiple times a day	Sometimes, Floris hwy to Eldon (hwy 16) to 163W	Fair	When someone is not going with the "flow" of traffic. It is dangerous to pass in most places because of dips in the hwy that hide cars. Current passing lanes are too short to let more than 1 or 2 cars pass at a time. It is common to see passers being squeezed into oncoming traffic. And, usually the traffic is too heavy to get a safe opportunity without the benefit of slow lands	Somewhat unsafe	I especially worry about younger/older drivers that might not be able to judge distances as precisely as needed. Waiting to turn off (or enter) of hwy 63 because of oncoming traffic is also precarious because of hills/blind dips and driver. Especially at commuting hours morning and evening. Between Bloomfield and the Floris turnoff, it is not unusual to meet at least 75 oncoming cars. On game nights, over 100.	Yes	I think most agriculture tries to avoid hwy 63 - at least N of Bloomfield -- Using it to cross over usually. But with the heavy traffic, if there are farm machinery, it doesn't take long for a long line of cars to form and following drivers usually do try to pass AND cut back in as fast as possible. N of Bloomfield doesn't have much Amish traffic, although my mom does live West of Bloomfield. Again, the following drivers usually try to hurry around and hurry back in, but if there is oncoming traffic, usually, all three try to fit across - the shoulder driver, the follower and the oncoming traffic.	Several commercial businesses between Bloomfield and the Floris turnoff. Smaller acres are being sold along the highway for new, single residential or subdivisions. The area between Blfld and Ottumwa has always been a desired residential/commuting area. The longer it takes to make a decision on what do to, the more expensive the construction becomes because of the ongoing new construction.	Since a new bypass around Bloomfield is not feasible, use the bypass already in place --the state should take the Drakesville hwy back -- make a ramp exit from 63 to Drakesville HWY and make it a super2hwy also - then super2hwy South from Drakesville back to Hwy 63 W. Improving a hwy already in place would help alleviate heavy traffic through Bloomfield with minimal disruption to existing structures. --- BECAUSE -- the HWY 63 intersection S of Bloomfield with Hwy 2 West is ridiculously dangerous - because of the heavy traffic that is continuing East/West instead of turning North to Bloomfield. Improving the existing Drakesville hwy would alleviate heavy turning traffic at the hwy63/2 intersection south
Part_of_my_route_to_travel_out_,Recreation/leisure,Commercial_driving_(farming_tru		Weekly	It is busy and dangerous.	Fair	Between Bloomfield and Ottumwa.	Somewhat unsafe	When farm equipment is on the road.	Yes	Farm traffic.		It should be transferred to a 4 land project that could be built over time.

What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	Other - What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	How often do you travel this corridor?	Do you avoid traveling on US 63? If yes, why?	Please rate the traffic flow on this section of US 63.	If you selected Poor or Fair, where do you see the most issues in traffic flow?	Please indicate the level of safety you feel when driving this section of US 63.	If you selected Unsafe or Somewhat unsafe, why did you rate it this and where do you feel the least safe?	In your opinion, are there current land uses that affect safety and mobility along the corridor? (Land uses are described as agricultural, residential, mining, industrial, etc.)	If you responded yes to the question above, please describe.	Please list any future land use development along the corridor you think we should be aware of. (Land uses are described as agricultural, residential, mining, industrial, etc.)	Please list and describe any other ideas about the corridor that you would like to share.
Shopping/errands,Recreation/leisure,Commercial_driving_(farming_tru,other	Medical visits	Weekly	No, because I can't. It's the only paved direct route to all of the things listed above.	Fair	At entrances to side roads.	Somewhat unsafe	The bridge construction right now between Bloomfield and Ottumwa is scary. You have to be suspicious of other drivers at all times. Don't expect them to do the right things because they probably won't. My husband drives a semi and has seen so many mishaps and near misses that he hates going that route. Along the highway where they repaired a bridge last summer (and made a straight road curved!) they painted double yellow lines (so they made it a no passing zone), where you have VERY open sightlines for a long way. Because it is dumb to have a no passing zone there, people speed up and pass anyway. It has increased the danger, not lessened it.	No			It should ABSOLUTELY be a 4-lane corridor. The passing lanes that are there now are not enough. Only one is long enough to be of any benefit and that one is right before you get to Ottumwa from the south. The others are so short that some people won't get over at all.
Commute_to_work,Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_,Recreation/leisure		Daily to several times a week	Heavy traffic loads and drivers trying to pass and go faster than the posted limit. Slower drivers will back up traffic and the few passing lanes are crazy when everyone is trying to pass.	Poor	Through Bloomfield, the traffic lights & stop sign south of town bunch everyone together and then there are not enough passing lanes to let the faster drivers ahead of the slower. There are no passing lanes on highway 63 south of highway 2 from highway 2 to the State line.	Unsafe	I feel that we have to drive defensive on hwy 63 because there are always people driving faster than the limit and in big hurries, so they are passing in very small windows with heavy semi traffic on that road.	No			I think this hwy should be four lanes from Ottumwa to South of Kirksville to meet up with the four lanes there. This hwy should be routed around Bloomfield between Drakesville and Bloomfield in at least a Super 2 but would make more sense as a four lane. This hwy has very heavy semi traffic and needs to re-route around towns so the flow keeps moving smoothly.
Shopping/errands,other	Doctor appointments, visit family.	A couple times a month to month	No	Poor	Between Ottumwa and Bloomfield	Unsafe	People passing when they shouldn't.	No			Please make it a 4 lane highway.
Commute_to_work,Shopping/errands,Commercial_driving_(farming_tru		Daily to several times a week		Good		Somewhat unsafe	All				
Shopping/errands,I_live_in_the_corridor,other		Weekly		Fair	Where there are no turning only lanes and traffic must stop until turning vehicle has a clear gap in oncoming traffic.	Somewhat unsafe	At the exit to Little Soap Road on the south end across from Pioneer Ridge. On hills where there is no slow traffic lane and vehicles try to pass .	Yes	Again Little Soap Road has a lot of traffic (especially right now when vehicles travel on it to avoid one of the bridge construction sites). Entering and exiting it is hazardous for the residents on this road		

What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	Other - What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	How often do you travel this corridor?	Do you avoid traveling on US 63? If yes, why?	Please rate the traffic flow on this section of US 63.	If you selected Poor or Fair, where do you see the most issues in traffic flow?	Please indicate the level of safety you feel when driving this section of US 63.	If you selected Unsafe or Somewhat unsafe, why did you rate it this and where do you feel the least safe?	In your opinion, are there current land uses that affect safety and mobility along the corridor? (Land uses are described as agricultural, residential, mining, industrial, etc.)	If you responded yes to the question above, please describe.	Please list any future land use development along the corridor you think we should be aware of. (Land uses are described as agricultural, residential, mining, industrial, etc.)	Please list and describe any other ideas about the corridor that you would like to share.
Commute_to_work		Daily to several times a week	yes if I can because of traffic..	Poor	the worst part is between the Floris turn off and Ottumwa but between Bloomfield aand the floris turn off is not much better..There needs to be a bypass around Bloomfield to slow the the hog trucks..	Somewhat unsafe	If a person has car trouble its like trying to change a flat along I80..Speeds and traffic are getting worse everyday..	No			
Commute_to_work,I_live_in_the_corridor,Commercial_driving_(farming_t ru		Daily to several times a week		Good		Somewhat safe		No			I don't want my property to be impacted by any future expansion of US 63
Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_Recreation/leisure		Weekly	Yes. I think it is dangerous. Passing lanes are not a standard length. If people are unfamiliar with this road, they are unaware of how long they have to safely pass.	Fair	The hills pose a problem for trucks and farm machinery. Corners are unsafe to pass during.	Somewhat unsafe	There have been accidents on this highway, some deadly.	Yes	There are many ways and reasons that highway is used. They all affect the flow of traffic and the safety of the travelers.		More passing lanes, longer passing lanes, and paved shoulders.
Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_Recreation/leisure		Daily to several times a week	currently, I avoid this highway due to bridge work between Bloomfield and Ottumwa. I generally take back roads or alternate routes in general due to traffic and lack of passing lanes between the Floris turnoff and MO line.	Poor	south of the Floris turnoff	Somewhat unsafe	I've experienced a family fatality on this road, due to unsafe passing lanes on this stretch of road. Again, south of the Floris turnoff is where I avoid.	No			
Commute_to_work,Shopping/errands,I_live_in_the_corridor		Multiple times a day	No	Poor	Between Bloomfield & Ottumwa	Somewhat safe		No			Needs to be 4 lane from Ottumwa to Missouri line.
Commute_to_work,Shopping/errands,Recreation/leisure		Multiple times a day	It is unavoidable for my job because I work along US 63 (Pioneer Ridge Nature Area), but I wish I could avoid it. Almost weekly I am almost rear-ended attempting to pull into my work's drive. There have been numerous close calls with semis almost rear ending our workers and guests.	Fair	There is a very small passing lane leaving Ottumwa that does not give adequate time for people to pass leading to a congestion of vehicles.	Unsafe	I feel very unsafe traveling US 63. There is a large number of semis and other users. Numerous times I have been almost rear-ended attempting to pull into work (Pioneer Ridge Nature Area). There was an incident recently for a guest where a semi did not see them attempting to turn in and had to take the shoulder to avoid rear ending them. This corridor is VERY unsafe for turning traffic. Cars turning off Little Soap Road and going north often have to pull out quickly and cut off traffic.	No			A watch for turning traffic sign leading into Pioneer Ridge (or a turning lane) and other signs near places where people are turning would add a layer of safety that is not currently there. I don't think this would entirely fix the safety issue, but I believe it would help.

What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	Other - What are your primary reasons for traveling on this corridor of US 63? (select up to/top three)	How often do you travel this corridor?	Do you avoid traveling on US 63? If yes, why?	Please rate the traffic flow on this section of US 63.	If you selected Poor or Fair, where do you see the most issues in traffic flow?	Please indicate the level of safety you feel when driving this section of US 63.	If you selected Unsafe or Somewhat unsafe, why did you rate it this and where do you feel the least safe?	In your opinion, are there current land uses that affect safety and mobility along the corridor? (Land uses are described as agricultural, residential, mining, industrial, etc.)	If you responded yes to the question above, please describe.	Please list any future land use development along the corridor you think we should be aware of. (Land uses are described as agricultural, residential, mining, industrial, etc.)	Please list and describe any other ideas about the corridor that you would like to share.
Shopping/errands,I live in the corridor,Part of my route to travel out,Recreation/leisure		Daily to several times a week		Good		Somewhat safe		Yes	There is a large (1000 acre) recreational area where Highway 63 enters Wapello County. Particularly, southbound from Ottumwa near the Wapello/Davis County line, occasional, sporadic traffic turning into Pioneer Ridge Nature Area, including school busses, livestock (horse) trailers, campers and RV's create a hazard when they must stop for northbound traffic at this intersection.	Increasing recreational opportunities at the above-mentioned Pioneer Ridge Nature Area will only increase the frequency of safety concerns regarding exiting from Highway 63 into this area.	I am also concerned about teasel increasing within the ROW and hope that some effort may address the aggressive and invasive nature of this weed.

PIM No. 2 Comment Summary

Public Information Meeting #2

Date: 03/09/2024

Level of Support: In Favor

Comment: Please do not include any roundabout type of intersections in your construction plans.

Date: 03/11/2024

Level of Support: In Favor

Comment: Great to see river road @ 63 being considered for improvement and safety. Lots of serious accidents at this location.

Date: 03/11/2024

Level of Support: In Favor

Comment: We would like to see this be a 4 lane or possibly a 3 lane. We go to branson, mo 2-3 times each month & making a 4 or 3 lane would greatly improve our travels.

Date: 03/11/2024

Level of Support: Leaning In Favor

Comment: I like the addition of all the new passing lanes. They will be vital for safe travel on this road.

Date: 03/11/2024

Level of Support: In Favor

Comment: Need more turn lanes

Date: 03/13/2024

Level of Support: In Favor

Comment: Will this be concrete or Asphalt?

Date: 03/17/2024

Response By: Trevor Wolf

Response:

Hello,

Thank you for your response. Unfortunately I cannot tell you what the material type will be. This study is to identify locations for roadway and safety improvements, identify any areas along the roadway that need to be avoided, and gain input from the public for areas that they have concerns. The material type will be decided during the design phases of the projects.

Thank you,
Trevor Wolf

Date: 03/13/2024
Level of Support: **Leaning In Favor**
Comment: Little soap rd & copperhead rd & hyway 63 intersection needs improvements

Date: 03/13/2024
Level of Support: **In Favor**
Comment: These would be welcome improvements for US 63 from Ottumwa to Bloomfield and to the Missouri border. Can a new or longer passing lane be added in the 5.5 mile stretch on the Ottumwa to Bloomfield location map, maybe between the two northern bridges?

Date: 03/13/2024
Level of Support: **In Favor**
Comment: Cannot wait til this is done 🙏

Date: 03/13/2024
Level of Support: **Neutral**
Comment: First off, you have addressed most of my concerns about this stretch of road. The concern I have that wasn't addressed was the large population of Mennonite residents and their safety in their horse and buggies.

Date: 03/13/2024
Level of Support: **In Favor**
Comment: I am from North east Missouri. I live in Des Moines. I have traveled that route for over 50 years. That is a heavy traffic area. I have family from Missouri that work in Ottumwa. There is also a lot of horse and buggy traffic. Needs to be 4 lane !

Date: 03/13/2024
Level of Support: **Leaning In Favor**
Comment: I think this is a long overdue project. I believe it will help make the corridor safer. My only concern is that this does not address the issue of alternate routing of traffic in the event of a highway closure due to emergency. Is there any plans for that or for a four lane in the future?

Date: 03/13/2024
Level of Support: **In Favor**
Comment: This is very much a needed improvement. Thank you for considering these improvements.

Date: 03/13/2024
Level of Support: **Leaning In Favor**
Comment: We see a lot of traffic accidents at the intersection of Hwy 63 & 2,

along with a stop light within Bloomfield on Hwy 63 in front of the grocery store. A bypass would eliminate some of this danger, as well as keep truckers moving without showing down.

Date: 03/13/2024
Level of Support: **Leaning In Favor**
Comment:

Why are you not considering 2 lanes in both directions through the corridor?

Date: 03/27/2024
Response Type: e-mail
Response By:
Response:

Response: One reason is the cost savings between a four-lane layout and a “super two” alternative. Iowa DOT believes that a Super-2 highway will help improve safety, capacity, and mobility, while as well as reducing construction and maintenance costs, right-of-way needs and impacts to adjacent properties and environmentally an culturally sensitive areas. Super Two Corridor improvements also enhance safety and mobility by providing passing opportunities for faster moving vehicles and reduces the potential for a head on crash with oncoming traffic.

Date: 03/13/2024
Level of Support: **Less In Favor**
Comment: This needs to be 4 lane with a bypass around Bloomfield

Date: 03/13/2024
Level of Support: **Neutral**
Comment: I feel hiway 63 needs redone from Ottumwa to Tama lot worse than Ottumwa and south

Date: 03/13/2024
Level of Support: **Neutral**
Comment: Ols Hiway 63 from Oskaloosa to Ottumwa is worse

Date: 03/13/2024
Level of Support: **In Favor**
Comment: This is better than what is currently there and better than bypassing Bloomfield.

Date: 03/13/2024
Level of Support: **In Favor**
Comment: I think the proposed improvement plans seem good. I’m glad to see the increase passing lanes north of the Floris turn and also near the River Road intersection. Short of

making this roadway 2 lane the entire route to MO, this seems like a great improvement.

Date: 03/13/2024

Level of Support: In Favor

Comment: Public rest stops, rest area. Large enough to accommodate trucks and cars.

Date: 03/13/2024

Level of Support: In Favor

Comment: More passing Lanes or do some sections in four lanes so people can pass safely, the speed limit is 55 but it should be 60 just like in Missouri there are several businesses on Highway 63 and 2 that get dangerous to turn into, need some kind of way to pull into those businesses that's going to be safer some kind of a turning lane

Date: 03/13/2024

Level of Support: In Favor

Comment: Need to do something else for big rigs they need more places to park alongside the road maybe make a special stop probably wouldn't even hurt putting a another truck stop around Bloomfield or between Bloomfield and Missouri line

Date: 03/13/2024

Level of Support: In Favor

Comment: I think all is great idea

Date: 03/13/2024

Level of Support: In Favor

Comment: Should be 4 lanes atleast from Bloomfield to ottumwa. Very busy and dangerous road. Need more space to handle vehicle volume during rush hours

Date: 03/13/2024

Level of Support: Neutral

Comment: Theres been talk for a long time that the hwy 63 was being planned for a 4 lane highway. It could probably help more better of having that done as well. People feel that they were lied to when they had to sell their places to make room for it.

Date: 03/27/2024

Response Type: e-mail

Response By: Hector Torres-Cacho

Response:



Cost savings between a four-lane layout and a “super two” alternative is a factor Iowa DOT has considered. As stewards of public dollars Iowa DOT aims to strike a balance between operating, maintaining, and improving physical assets, with a focus on both engineering and economic

analysis, to identify a structured sequence to achieve and sustain a desired state of good repair over the life cycle of the state's transportation assets at minimum practicable cost.

I am not aware of private property that was acquired as part of US 63 4-lane divided proposal. Our records show that in 2010 we had a public meeting to discuss the initiation of environmental and field studies for the U.S. 63 corridor from Floris Road (Davis County Road J-15) north to Mary Street in Ottumwa. The proposal was place on hold before we began our ROW appraisal and acquisition process.

Regards,

Héctor Torres-Cacho - District 5

Date: 03/13/2024
Level of Support: **Leaning In Favor**
Comment: support improvements

Date: 03/14/2024
Level of Support: **In Favor**
Comment: Passing lanes should be posted "keep right except to pass"

Date: 03/14/2024
Level of Support: **In Favor**
Comment: Four lane it.

Date: 03/14/2024
Level of Support: **Leaning In Favor**
Comment: Needs to be 4 lanes.

Date: 03/14/2024
Level of Support: **Neutral**
Comment: Will the proposed work take any property?

Date: 03/17/2024
Response Type: e-mail
Response By:
Response:

Hello,

Thank you for your response. Currently all proposed recommendations have minimal affect to adjacent properties and one of the goals of the Study was to keep designs within existing right of way. Please keep in mind that this is the initial stage of the process and that any final impacts to

adjacent properties will be finalized in the design process. One goal of this project in both the Study and Design phases is to keep designs within existing right of way.

Thank you,
Trevor Wolf

Date: 03/14/2024
Level of Support: Less In Favor
Comment: Doesnt work well with phone.

Date: 03/14/2024
Level of Support: Less In Favor
Comment: I have thought for many years there was plans for a 4 lane highway. It doesn't need a bypass around Bloomfield like one previous proposal years ago. But just connect the 4 lanes at the south end of Ottumwa to the 4 lanes at the north side of Bloomfield. Sure passing lanes and improved intersections, turn lanes south of Bloomfield would be nice. But the most dangerous section is between Bloomfield and Ottumwa. North of Lime trail before the new bridge there is now no passing. There are people who will pass on the double yellow lines. I don't care for the curve they put in to line up the road with the new bridge. The passing lane after the bridge is too short to even use to pass 18 wheelers. Most attempts end up with cars trying to run the truck off the road. There is no northbound turn lane for the BP truck stop. All these issues would be addressed with an at grade intersection 4 lane highway just between Bloomfield and Ottumwa. I see that is not even being proposed here but that is what is needed. If they are going to do all this construction to make improvements to the existing 2 lane. It is going to cause many delays and more accidents during construction. 4 lanes are the answer. Improved 2 lanes is a lot of construction inconvenience and inevitable fatalities from accidents during construction. For a few minor improvements of the existing 2 lanes.

Date: 03/17/2024
Response Type: e-mail
Response By: Trevor Wolf
Response:

Hello,

Thank you for your response. These are great points and exactly the type of input that we were hoping to get. We will discuss all of the public comments we receive as we finalize the Vision Document and incorporate them into our recommendations.

Thank you,
Trevor Wolf

Date: 03/14/2024
Level of Support: In Favor
Comment: infavor

Date: 03/14/2024
Level of Support: Less In Favor
Comment: I understand the idea of adding the passing lanes, but at this point wouldn't it be just as feasible to put a 4 lane in? I travel this road daily twice a day. Most people don't even use the passing lane appropriately. If you put in these passing lanes are you going to individually teach the people who drive this road how to properly them? A lot of people drive very unsafe with the passing lanes we already have. I can't imagine it would be any better. I believe that putting in a 4 lane would be a much more suitable choice. Also for the love of god don't make it a stop light construction site again. We need a break.

Date: 03/14/2024
Level of Support: In Favor
Comment: We use US 63 as our main travel route to Missouri to visit family and the University of Missouri- Columbia. We travel this section of the route basically 4 to 6 times a year. One area we would like to see get addressed is the area south of Bloomfield to the Missouri border, including the Amish community / presence. Over the past 4 years, our perception is that this route has seen an increase in semi traffic, and also Amish transportation, mainly horse and buggy. From our point of view, we have seen many close calls between vehicles, and horse and buggies, and some of that is due to the narrow shoulders, and soft shoulders, especially after rains. We fully agree with the slogan of sharing the road with the Amish, but not all drivers honor that. And that is where the near misses come into perspective along route. Other parts of this route need to have improved passing lanes built around the hills to account for the increased semi traffic. The existing passing lanes for slow moving semis are good, but some need to be extended, while new ones need to be considered. In regards to the Amish traffic, I would like to see increased widths of the shoulders that run thru the main traveled areas for the Amish. This would provide some additional safety for both the Amish and non-Amish vehicles. We have seen a couple of instances where the horses get a little spooked when driving next to semi's that pass. Also when vehicles break down and are left on the shoulders, this presents some dangers in regard to going around these vehicles on the shoulder with a horse and buggy. Possible work arounds are a bypass around the Bloomfield Amish community to reduce accidents, or at least widening shoulders to accommodate the Amish horse and buggies. We fully realize that all of this takes money, but you need to balance safety in that route.

Date: 03/14/2024
Level of Support: In Favor
Comment: On the intersections by Bloomfield how much would they be changed

Date: 03/17/2024
Response Type: e-mail

Response By: Trevor Wolf

Response:

Hello,

Thank you for your response. The intersection improvements throughout the corridor, including the ones close to Bloomfield, are recommended to have new or improved turning lanes.

Thank you,
Trevor Wolf

Date: 03/14/2024

Level of Support: In Favor

Comment: Great start to a much needed improvement for this highway! Hope it becomes a reality.

Date: 03/14/2024

Level of Support: Neutral

Comment: 4 lane from Ottumwa to Missouri would improve the flow of traffic and safety of drivers on this highway. This is a highly travelled highway, with LOTS of semi traffic and high speed drivers. The section of highway 63 from Floris Road to Lime should be NO PASSING ZONE, as you cannot see either way ...

Date: 03/17/2024

Response Type: e-mail

Response By: Trevor Wolf

Response:

Hello,

Thank you for your comment. The proposed roadway and safety recommendations in this Study will help to increase traffic flow and improve safety. The passing lanes help to create safe passing areas as there will be two lanes in the same direction of travel, vehicles will not need cross into oncoming traffic and all centerline pavement marking will be no passing for both directions of traffic at all passing lane locations.

Thank you,
Trevor Wolf

Date: 03/14/2024

Level of Support: Neutral

Comment: Is making it 4-lane out of the question? All of my life I have wished that 63 was 4-lane between Ottumwa and Kirksville, and I had always heard that the state was

considering it. It is such a hassle to get to Ottumwa and especially to Kirksville from Moulton. Hwy 202 is an absolute shambles and to drive to Kirksville on it is to subject yourself to torture.

Date: 03/17/2024
Response Type: e-mail
Response By: Trevor Wolf
Response:

Hello,

Thank you for your response. At this time we are unable to construction a four lane roadway due to feasibility and constructability concerns. However, the prosed roadway and safety recommendations will help to increase traffic flow and safety along the roadway.

Thank you,
Trevor Wolf

Date: 03/14/2024
Level of Support: **Leaning In Favor**
Comment: Its ok

Date: 03/14/2024
Level of Support: **Not In Favor**
Comment: Traffic on US63 is an extremely heavy. If your study's say a super 2 is good enough improvement then safety is placing third behind funding and environment. You are wasting our tax dollars with a super 2. If a super 2 is the best you're willing to do just leave it alone.

Date: 03/17/2024
Response Type: e-mail
Response By: Trevor Wolf
Response:

Hello,

Thank you for your response. We do understand the request for a four lane highway, unfortunately because of feasibility and constructability concerns we cannot construct a project of that size at this time. The proposed roadway and safety recommendations will help to improve traffic flow and safety in the corridor.

Thank you,
Trevor Wolf

Date: 03/14/2024
Level of Support: In Favor
Comment: 4 lane it

Date: 03/14/2024
Level of Support: Leaning In Favor
Comment: Project will help with safety, but stretch of US 63 from Ottumwa to Bloomfield needs to be 4 lane for heavy traffic flow.

Date: 03/20/2024
Response Type: e-mail
Response By:
Response:

Originally requested response by email but an email was not provided. Staff called and left a voicemail to inform her Iowa DOT believes a Super-2 highway enhance safety and mobility by providing passing opportunities for faster moving vehicles and reduces the potential for a head on crash with oncoming traffic. An analysis of two US highway corridors in Iowa, where Super-2 style improvements were constructed, showed significant safety benefits. The analysis showed reduction in crashes along these two US highways. Closed by thanking her for her comments.

Date: 03/14/2024
Level of Support: Leaning In Favor
Comment: We definitely need a safer turning lane to Copperhead road as well as the BP as well as a better turning lane on 50th street and the houses between 50th and 55th street. There are a lot of accidents in between these two streets with people passing and not being able to see cars turning into houses or onto these streets. It is the most dangerous stretch of road south of Ottumwa.

Date: 03/14/2024
Level of Support: In Favor
Comment: As the Pioneer Ridge Nature Center continues to grow and improve, the traffic to this local attraction will continue to grow. Turning lanes, in both directions need to be added to avoid crashes. Understanding that much of the traffic will be trucks with campers, and trucks with horse trailers, so the lanes should be long. Additionally a passing lane to accommodate vehicles leaving the park, headed north to Ottumwa should be added to allow vehicles to reach highway speed and merge into traffic.

Date: 03/14/2024
Level of Support: In Favor
Comment: The intersection at the southern end of little soap rd needs a turning lane so bad. I have about been hit so many times turning onto our road there off of the highway. There needs to be something done for people turning into the BP gas station as well. If you guys

are not willing to do a 4 lane on this road there there needs to be as many passing lanes extended and new ones put in as possible because the slow moving traffic on this road is an absolute nightmare to deal with.

Date: 03/14/2024

Level of Support: In Favor

Comment: This road is AWFUL to drive. This is the only road from this area to Missouri and the amount of traffic on this road is ridiculous. The turn off to my road that I live on has no turning lane and I have almost been rear ended countless times. The amount of crashes alone while the bridges were out of commission should indicate how busy this road really is!

Date: 03/14/2024

Level of Support: In Favor

Comment: I think that the improvements to the intersections will definitely help. The additional passing lanes and extensions sound like they will help with traffic. The addition of paved shoulders will also be a big safety improvement

Date: 03/14/2024

Level of Support: In Favor

Comment: The recommendation for better/safer turning lanes at BP, Madison st/hwy63, and hwy 63/hwy 2 in Bloomfield are all excellent and highly needed. This will improve the safety and traffic at these locations.

Date: 03/14/2024

Level of Support: In Favor

Comment: The more passing lanes, the better. I support the improvememnts.

Date: 03/14/2024

Level of Support: In Favor

Comment: Looks great! One of my safety concerns is the curve north of Floris Rd. The passing lanes are on a blind curve, which is quite frightening as one can't see oncoming traffic very well when trying to get around a slower vehicle. Other than that, excited for the project.

Date: 03/17/2024

Response Type: e-mail

Response By: Hector Torres-Cacho

Response:

Hello,

Thank you for your response. That is a very good concern. The passing lanes will help improve traffic flow through this area as it will give motorists a passing opportunity in a location that otherwise would not be possible reduce the probably of someone attempting pass in an unsafe

location. This Study also takes into account improvements to help prevent the possibility of head-on collisions, we will continue to discuss any problems and public concerns as we finalize the Vision Document.

Thank you,
Trevor Wolf

Date: 03/14/2024
Level of Support: **Leaning In Favor**
Comment: About time

Date: 03/14/2024
Level of Support: **In Favor**
Comment: I think these improvements are great! I'm in hopes it will one day become a 4 lane, but these improvements will sure make a difference. I'm so happy to see turning lanes and a passing lane after the Floris turn off going South to Bloomfield!

Date: 03/14/2024
Level of Support: **In Favor**
Comment: This area has a history of accidents and unsafe driving as people try to pass where they should not.

Date: 03/14/2024
Level of Support: **Less In Favor**
Comment: Why no bypass for Bloomfield? With all the passing lanes between Ottumwa and Bloomfield, why not go to 4 lanes like Hwy 163 north to Des Moines? There is an awful lot of traffic between Otm and Blm. Is the speed limit going to be increased after all the passing lanes? If not, what is really gained? Really want a four lane to Blmfld. Thank You.

Date: 03/17/2024
Response Type: e-mail
Response By: Trevor Wolf
Response:

Hello,

Thank you for your response. A four lane highway was discussed between Bloomfield and Ottumwa, unfortunately due to feasibility and constructability problems we are unable to construct that large of a project at this time. The proposed roadway and safety recommendations will help to increase traffic flowrate and safety issues along the corridor. Unfortunately we are unable to increase the speed limit, that is a decision that will need to be made by the legislature. We appreciate the feedback and we will continue to have conversations about these concerns as we finalize the Vision Document.

Thank you,
Trevor Wolf

Date: 03/14/2024

Level of Support: In Favor

Comment: This seems like a realistic plan compared to the studies and plans seen in the past including the bloomfield bypass years ago.

Date: 03/14/2024

Level of Support: In Favor

Comment: Need turn lane at Mink Blvd.

Date: 03/14/2024

Level of Support: Leaning In Favor

Comment: Shoulder rumbles will not get approval from the Amish Community around Here. Intersection of 63 and Lilac Ave should be a turning lane improvement (turning lanes) not the trailer court intersection. Between Floris Road, to Lime Trl should not have any passing allowed due to little to no sight distance.

Date: 03/17/2024

Response Type: e-mail

Response By: Trevor Wolf

Response:

Hello,

Thank you for your response. Lilac Avenue is proposed to have turning lanes but it maybe eligible for improved turning lanes. Also, we are developing a rumble strip pattern to accommodate the Amish as the traverse from the traveled lanes to the shoulders.

Thank you,
Trevor Wolf

Date: 03/14/2024

Level of Support: In Favor

Comment: I am hopeful that identified intersection improvements, such as that of the US 63, mile marker 27 intersection with Pioneer Ridge Nature Area entrance, would involve the addition of a turning lane.

Date: 03/14/2024

Level of Support: In Favor

Comment: I patrolled hwy 92 super 2 east of Knoxville as a deputy sheriff. Very few accidents occurred on that section of highway. The width of the road made turning around very

easy. It was also great for biking.

Date: 03/14/2024

Level of Support: Neutral

Comment: 4 lane around Bloomfield.

Date: 03/14/2024

Level of Support: Not In Favor

Comment: This section of highway should have been expanded to a four-lane divided highway decades ago. This section of highway receives a high volume of truck traffic. It has also seen many accidents over the years that have involved serious injury and also fatalities. The volume of traffic during certain times of the day makes this a very dangerous stretch of roadway. That needs more than what the Super-2 solution will provide. Please revisit the four-lane highway plans created in the 1980s and 1990s and get this highway upgraded to be a safe road once more.

Date: 03/14/2024

Level of Support: Neutral

Comment: It's fine the way it is. If you're trying to speed up the time between Ottumwa & the state line, put in an optional bypass leaving the original road for ppl not in such a hurry.

Date: 03/14/2024

Level of Support: In Favor

Comment: Would like to see more slow moving lanes on 63.

Date: 03/15/2024

Level of Support: In Favor

Comment: A turn lane is needed to enter 50Th Street. Traffic on 63 is way too fast. Too many driving over speed limits. Make 4 lane all the way to Missouri. Use reflective paint for lane marking.

Date: 03/15/2024

Level of Support: In Favor

Comment: After listening to US 63 Corridor Study was very thankful to see that the intersection of Little Soap Road and 63 is in consideration for improvement. This is a dangerous intersection that has limited vision for turning when traveling north on 63 traffic coming behind you must come over crest and very limited time to slow or stop when car in front attempting to turn. When traveling south on 63 traffic must slow way down to make a sharp angled turn onto Little Soap.

Date: 03/20/2024

Response Type: e-mail

Response By: Hector Torres-Cacho

Response:

Thank you for your comments and support for the Super 2 Corridor Study.

Regards,

Héctor Torres-Cacho - District 5

Date: 03/15/2024

Level of Support: **Leaning In Favor**

Comment: I think it is important for a easy flow for traffic to come from the south to hook into HWY163

Date: 03/15/2024

Level of Support: **In Favor**

Comment: I'm considering a residence on this road and am concerned about safety in driving it daily.

Date: 03/15/2024

Level of Support: **Neutral**

Comment: Was a 4 lane ever considered in this study?

Date: 03/15/2024

Level of Support: **In Favor**

Comment: Unfortunately this has been on the 5 year plan for the last 25 years, because other plans become more of a priority. I'd like to see four lanes all the way and I'd rather Bloomfield didn't get by-passed, because I think small towns suffer when this happens!

Date: 03/15/2024

Level of Support: **In Favor**

Comment: After seeing how much traffic backed up at the stoplights during bridge construction, I firmly believe it needs to be 4 lane. It comes down to safety when the 18 wheeler slowly moving up a hill and passing is not .available . The amount of truck traffic has increased and they need their own lane.

Date: 03/15/2024

Level of Support: **Neutral**

Comment: I travel south on 63 daily and I have had many near misses where people have almost rear ended me turning east on 20th. Due to superior driving skills and a keen awareness of my surroundings I have avoided incident so far but I worry about my kids whenever they drive 63 south.

Date: 03/15/2024

Level of Support: **Not In Favor**

Comment: What I have witnessed when there are road improvements is; drivers

increase their driving speed and semi tractor/trailer usage increases. Bloomfield is a town of about 2800 residents and a small minority drive on Rt 63 daily to reach their place of employment. Any improvements will have more advantages for truck traffic heading to/from Kirksville then the residents of Bloomfield. I see any proposed improvements helping the residents south of the state line oppose to the residents of Davis and Wapello Counties. I'd rather see the Iowa State Patrol increase its presence looking for semi drivers driving north from Missouri in violation. The secondary gravel roads in Davis County are in terrible shape from neglect as the county claims there are low funds for new gravel. Perhaps the state should allocate more funds to keep these gravel roads safe for those that need to drive these roads daily oppose to improvements for Rt 63 that will help the non resident drive through traffic more then the taxpayers of Davis County.

Date: 03/15/2024

Level of Support: In Favor

Comment: Needs to be 4 lane and bypass Bloomfield and Ottumwa to the west.

Date: 03/17/2024

Response Type: e-mail

Response By: Trevor Wolf

Response:

Hello,

Thank you for your response. We are discussing all improvement options and public concerns as we finalize the Vision Document and we appreciate all of the public input that we receive.

Thank you,
Trevor Wolf

Date: 03/15/2024

Level of Support: In Favor

Comment: This will make bus stops safer for picking up of children. It will also assist in buses entering on to highway 63. Pioneer ridge needs a very safe turning lane and exciting lane.

Date: 03/15/2024

Level of Support: Neutral

Comment: Current passing lanes are to short and only allow 1-2 cars to pass if you are in slow lane. I feel there is to much traffic especially from Ottumwa to Bloomfield for this to be a safe option. Several times I have met over a hundred vehicles between Ottumwa and Bloomfield, and do not feel passing lanes to be a safe option.

Date: 03/15/2024

Level of Support: In Favor

Comment: Needs to be 4 lane road. There has been many wrecks with life lost. these are not only on hills. tremendous amount traffic.

Date: 03/15/2024

Level of Support: Not In Favor

Comment: I do not think we need a bigger highway. This one is just fine.

Date: 03/15/2024

Level of Support: Leaning In Favor

Comment: Turn off to Drakesville needs to be longer, coming from the South.

Date: 03/20/2024

Response Type: e-mail

Response By: Hector Torres-Cacho

Response:



Table 9 in the draft Vision Document has recommendations for improvements to the existing turn lanes, including possible off-set right turn lane.

As you noted, there is a slight difference in length and width between the SB and NB turn lanes.

We appreciate your comment and feedback on suggested intersection improvements. We will pass along your comment to our Study team.

Regards,

Hector Torres-Cacho District 5

Date: 03/15/2024

Level of Support: Less In Favor

Comment: seems more practical to put 4 lanes rather than bandaie patch 2 lane existing road when ottumwa to des moines is four kirksville south is four bite the bullet and do it right.eliminate the bottle neck

Date: 03/16/2024

Level of Support: In Favor

Comment: More passing lanes or 4 lanes total

Date: 03/18/2024

Response Type: e-mail

Response By: Trevor Wolf

Response:

Hello,

Thank you for your response. We are considering all options and alternatives as we work to finalize the Vision Document and we do appreciate the feedback.

Thank you,
Trevor Wolf

Date: 03/16/2024

Level of Support: **Leaning In Favor**

Comment: 4 lane improvement on us63

Date: 03/16/2024

Level of Support: **In Favor**

Comment: We think additional climbing/passing lanes plus turn lanes at intersections are needed. Total widening to a 4 lane is not necessary.

Date: 03/16/2024

Level of Support: **Neutral**

Comment: With the amount of traffic, a 4 lane would be wonderful

Date: 03/18/2024

Response Type: e-mail

Response By: Hector Torres-Cacho

Response:

Hello,

Thank you for your response. One reason is the cost savings between a four-lane layout and a “super two” alternative. In addition, due to feasibility and constructability concerns we are unable to complete a four lane highway at this time. The proposed roadway and safety recommendations will help with traffic flow and improve safety along the corridor as well as improve intersection accessibility and safety.

Thank you,
Trevor Wolf

Date: 03/16/2024

Level of Support: **Less In Favor**

Comment: Passing lanes are worthless when drivers do not follow the laws (slower

traffic on the right). There is virtually no enforcement of speed, passing, and passing lane violations. Extending passing lanes will not help when the laws are not enforced. A four lane is the best answer for safety. Why is DOT spending money in Des Moines and Iowa City but not rural communities?

Date: 03/17/2024
Level of Support: In Favor
Comment: Please build this soon

Date: 03/18/2024
Level of Support: Neutral
Comment: I think this proposal would help with the safety factor. Scary driving tractors down the road with so much traffic and not much room. I would like to see the old plans used where new construction north of Bloomfield goes on west side to Floris turn off The state already bought some property on that side of the road.

Date: 03/27/2024
Response Type: e-mail
Response By:
Response:

Left voicemail on 3-27-2024.

District 5 staff requested the resident to send us his email (text message if convenient) so we can provide a copy of the displays taken out to the public back in 2010, and staff informed him that Iowa DOT put the four lane proposal on hold before we started ROW appraisal and acquisition. Staff left him a cell- phone call back number.

Date: 03/18/2024
Level of Support: Leaning In Favor
Comment: I still think the 4 lane from Ottumwa to MO line is much needed but this would certainly help with the traffic. From Bloomfield to the MO line there is an over abundance of Amish and growing using the PAVED portions of the highway. While this isn't the BEST solution if is better what existing right now.

Date: 03/18/2024
Level of Support: In Favor
Comment: I think it would be helpful to keep the rumble strips off the edge of roads more, even a foot. Especially with the wider paved shoulders. Many states during different times of development do keep the rumble strips off of the white line.

Date: 03/18/2024
Level of Support: In Favor

Comment: Highway 63 South from Ottumwa to the Missouri Border really needs to be a 4 Lane Highway not a Super 2 Highway. The longer passing lanes on a Super 2 Highway only encourage more speeding over the 55 mph. Ottumwa needs a 4 Lane Highway coming in from 63 South. For economic development reasons and ensuring maximum safety, a 4 Lane 63 South is what is really needed so Iowa DOT really needs to rethink this project and do what is right for southeast Iowa. Since 163 South is already a 4 Lane Highway from Des Moines to Ottumwa, making 63 South a 4 Lane Highway from Ottumwa to the Missouri Border makes sense and would allow travelers to travel on a 4 Lane Highway all the way from Des Moines to the Missouri Border. Hopefully Missouri DOT would then make 63 South a 4 Lane Highway all the way from the Missouri Border to Kirksville, Missouri. Also Highway 63 South is increasing traffic counts every year, esp. with all the large Semi -Trucks that bring hogs to the JBS Plant in Ottumwa 24/7. For economic development in Ottumwa, a 4 lane 63 South is essential for Ottumwa to continue to grow and thrive. Southern Iowa really needs more 4 Lane Highways across the southern part of the State. These 4 Lane Highways are critical for communities to continue to grow and develop and DOT really needs to understand that as they design new highways. 4 Lane Highways have a tremendous and positive impact on the future of Cities who are located in their paths, plus 4 Lane Highways ensure better safety plus more efficient and better snow removal during the winter months than what a Super 2 Highway can ever provide. Super 2 Highways will only encourage more speeding on Highways that are still restricted to a 55 mph speed limit. Iowa DOT really needs to rethink and change their strategic plan so Highway 63 South can become a 4 Lane Highway in the future, all the way to the Missouri Border. That is what is needed and makes the most sense for southeast Iowa. Iowa DOT needs to do the right thing and pay close attention to the needs and desires of the citizens who live in Southeast Iowa. Thank you.

Date: 03/20/2024

Response Type: e-mail

Response By: Trevor Wolf

Response:

[REDACTED]

Iowa DOT believes that a Super-2 highway will help improve safety, capacity, and mobility, while as well as reducing construction and maintenance costs, right-of-way needs and impacts to adjacent properties and environmentally and culturally sensitive areas. One reason is the cost savings between a four-lane layout and a “super two” alternative. Super Two Corridor improvements also enhance safety and mobility by providing passing opportunities for faster moving vehicles and reduces the potential for a head on crash with oncoming traffic. An analysis of two US highway corridors in Iowa, where Super-2 style improvements were constructed, showed significant safety benefits. The analysis reviewed crashes in the several years prior to construction and after construction. With animal crashes excluded, the analysis showed from 49 percent up to 67 percent reduction in crashes along these two US highways. We greatly appreciate your response and your time in viewing the presentation and Draft Vision Documents and your help is vital to evaluating the corridor for safety concerns and roadway improvements.

Thank you,
Trevor Wolf

Date: 03/21/2024

Response Type: e-mail

Response By:

Response: Trevor - Thank you for your response. However as I stated previously, 2 Lane Highways are only allowed a 55 mph speed limit. If a Driver is already going 55 mph they shouldn't have to get over and then what happens is faster Drivers who is breaking the speed limit goes around the car and passes them on the right side by using the passing lane to do so, which is very dangerous. I see this happening all the time. We really need a 4 Lane Highway that will go south from the 4 Lane Highway 163 East all the way to the Missouri Border. Thank you for your consideration. I know this would be more expensive but it is a much better plan when DOT can increase 4 Lane Highways in Iowa by connecting an adding to 4 Lane Highways that already exist. Thank you. Rick Johnson, Mayor of Ottumwa

Date: 03/18/2024

Level of Support: In Favor

Comment: US 63 needs to be 4 lane highway between Bloomfield and Ottumwa, there have been more crashes and fatalities along this stretch of highway since 2022. This stretch of highway is becoming more traveled and dangerous.

Date: 03/18/2024

Level of Support: Leaning In Favor

Comment: More passing lanes would be great, but why not just go 4 lane all the way from ottumwa to the Missouri line?

Date: 03/20/2024

Response Type: e-mail

Response By: Hector Torres-Cacho

Response:



One reason is the cost savings between a four-lane layout and a “super two” alternative. Iowa DOT believes a Super-2 highway allows us to maximize the benefits of two-lane roadways through improved safety, capacity, and mobility, while reinforcing the growing importance of lowering construction and maintenance costs, and lower right-of-way needs and impacts on agricultural land acquisition.

We appreciate you considering supporting the Super 2 Corridor Study.

Regards,

Héctor Torres-Cacho - District 5

Date: 03/19/2024

Level of Support: Less In Favor

Comment: Please use reflectors mounted on road bed not the tops type. They did a nice update on the Hwy 63 bridges and then put reflectors right on the shoulder forcing agriculture equipment to stay in roadway right when people want to accelerate coming on or off bridge. Not safe.

Date: 03/19/2024

Level of Support: Leaning In Favor

Comment: 63 needs to be 4lanes all the way from state line to ottumwa

Date: 03/19/2024

Level of Support: In Favor

Comment: The biggest concerns I see that need the attention are 1) the BP station which I think the slow lane on the hill from the north needs to be extended all the way to the station. Semis are to a crawl by the time they climb the hill and no time to do anything before pulling into station. Also from the south a turning lane due to semi's being unable to turn due to traffic from north. 2) I believe both the turning lanes from 63 onto hwy 2 and then the turning lane extended on hwy 2 to 63 north both just south of Bloomfield. 3) longer turning lanes for both east and west bound on hwy 2 to hwy 63 south by Country Store. 3) The Drakesville turn off on hwy 2 to road north to Drakesville needs turning lanes.

Date: 03/27/2024

Response Type: e-mail

Response By: Hector Torres-Cacho

Response:

[REDACTED]

Thank you for taking the time to provide your input.

Iowa DOT is in regular contact with the owner of the BP station. Our preliminary study did identify a right turn lane (RTL) as a warranted improvement.

Also, at the intersection of IA 2 and Ice Ave LTL and RTL are being recommended.

We will include your comments to our file.

Regards,

Héctor Torres-Cacho - District 5

Date: 03/19/2024

Level of Support: **Leaning In Favor**

Comment: I am mostly concerned about a turning lane for the BP station heading south out of Ottumwa. I don't know where it is exactly on the map below.

Date: 03/19/2024

Level of Support: **Neutral**

Comment: I travel this route several times per week. I work in Kirksville at least 2 days per week. I see no reason to conduct anything besides maintenance on U.S. Hwy. 63 from the Missouri Boarder to U.S. Hwy 2 junction. There are several passing areas along this section. Focus for passing lanes etc should be place on the Bloomfield to Ottumwa section of the highway as this section generates more traffic than any section of this route. Finally, I wish we would quit or eliminate studding this route improvement. This issue has been studdied for the past 40 years and nothing has happened or had any construcion completed. The project could have been completed with the money expended on studying the project over the years.

Date: 03/27/2024

Response Type: e-mail

Response By: Hector Torres-Cacho

Response:



We will log your comments. Thank you for taking time to review and submit your input.

Regards,

Héctor Torres-Cacho - District 5

Date: 03/19/2024

Level of Support: **In Favor**

Comment: Much needed

Date: 03/19/2024

Level of Support: **In Favor**

Comment: Very nice program and very informative. This is something I that is needed very much, it would help flow of traffic and help with Amish traffic to get intersections improved. Farmers and truck traffic is also a problem so this needs to be addressed very soon not later. Thank you for your help in these matters

Date: 03/20/2024

Level of Support: **Neutral**

Comment: They need to paint lines! Also, needs patrolled more!

Date: 03/20/2024

Level of Support: Neutral

Comment: Very busy highway, should have been 4 lane back in the 70s when they were tALKING ABOUT IT. Would of been all done and paid for now.

Date: 03/20/2024

Level of Support: In Favor

Comment: It's dangerous. People speed. I may the only one going the speed limit. There has been a lot of people die on this road. One curse is really bad.

Date: 03/20/2024

Level of Support: Neutral

Comment: It is needed.

Date: 03/20/2024

Level of Support: In Favor

Comment: any and all improvements can only help

Date: 03/20/2024

Level of Support: In Favor

Comment: Need to coordinate with BP to build a new stay at a more convenient location possibly across from current location Pioneer ridge has enough room for a 4 lane in front of current location

Date: 03/20/2024

Level of Support: In Favor

Comment: Very heavy traveled road Needs improvements bad Speeding texting passing are very big problems with us 63

Date: 03/20/2024

Level of Support: In Favor

Comment: Pre-pandemic, I used to drive this corridor twice a week to work. I also ride horses regularly at Pioneer Ridge. I love the idea of a turning lane at 276th St. as that is the turn I take to drive to my farrier. Turning with a horse trailer at that intersection is sometimes scary. I also like the idea of intersection improvements at Pioneer Ridge. I would like to see you consider a turn lane to the north from Pioneer Ridge (and a turn lane to the south from the BP) for trucks/trailers pulling out only to find a vehicle approaching at a faster rate of speed than the slower one can get up to speed. I've seen so many stupid passes in no-passing zones between the Mo border and Highway 2 that I'm excited to see the possibility of improvements to this area.

Date: 03/21/2024

Level of Support: Leaning In Favor

Comment: We need a 4 lane, not more super 2

Date: 03/21/2024
Level of Support: Neutral
Comment: make it super 2 (3 lane) the whole way on all rural sections

Date: 03/21/2024
Level of Support: Leaning In Favor
Comment: While the proposed Super 2 improvements are good, they are a band-aid approach to a serious issue. I feel that a 4 lane would be a much wiser investment for all concerned. I have seen or been involved in many close calls of a serious accident on this corridor. I still hope that a 4 lane is in your plans.

Date: 03/21/2024
Level of Support: In Favor
Comment: I highly like the recommendations of turn lanes and extra passing lanes at the areas suggested in the video. These are so crucial as I have been associated with ones who have lost their lives and others who have been injured from accidents that could have been prevented. I have lived in Davis County for over 50 years. Thank you for sharing this video. I hope these recommendations are acted upon in a timely manner. Thanks!

Date: 03/21/2024
Level of Support: In Favor
Comment: A super 2 highway with new major intersections improvement would greatly increase traffic safety along the US63 from Ottumwa to Missouri. It's been a long time coming. We've been waiting for these improvements for 40 years.

Date: 03/21/2024
Level of Support: In Favor
Comment: A super 2 highway with new major intersections improvement would greatly increase traffic safety along the US63 from Ottumwa to Missouri. It's been a long time coming. We've been waiting for these improvements for 40 years.

Date: 03/21/2024
Level of Support: In Favor
Comment: A super 2 with intersection upgrades would be greatly appreciated. Been waiting for safety upgrades for 40 years.

Date: 03/21/2024
Level of Support: In Favor
Comment: In Bloomfield, at the school crossing, the speed limit should be lowered to 25mph through the curve with limited sight distance. The lanes through Bloomfield should have been realigned with a center left turning lane as recommended by the IA DOT for safety.

Date: 03/27/2024
Response Type: e-mail

Response By: Trevor Wolf

Response:

[REDACTED]

Thank you for your response. Speed limit studies are not included in this Study but all comments will be considered as we finalize the Vision Document. Any safety concerns will be considered as part of this Study.

Thank you,
Trevor Wolf

Date: 03/21/2024

Level of Support: In Favor

Comment: The bridge recently replaced in Northern Davis county on Highway 63 does not have enough guard rails, reflectors, and additional signage warning of the new curves in the road.

Date: 03/27/2024

Response Type: e-mail

Response By: Trevor Wolf

Response:

[REDACTED]

Thank you, we will evaluate this location to see if any additional safety measures are warranted.

Thank you,
Trevor Wolf

Date: 03/21/2024

Level of Support: In Favor

Comment: How are you informing the Amish community that accounts for about 1/3 of the population in Davis County? The horses and buggies that they use for travel need room for other vehicles to safely pass.

Date: 03/27/2024

Response Type: e-mail

Response By: Hector Torres-Cacho

Response:

[REDACTED]

We have conducted small group meetings with the Amish community, and we plan to schedule a follow up meeting with them.

Thank you for your support.

Regards,

Héctor Torres-Cacho - District 5

Date: 03/21/2024

Level of Support: In Favor

Comment: Improvements to address the heavy traffic flow between Ottumwa and Bloomfield are necessary and appreciated.

Date: 03/21/2024

Level of Support: Leaning In Favor

Comment: at eddiville shift 63 alignment to county line road traveling south with added 2 lanes to be built on wappello side of existing road. then at junction with hiway34 make road go east of blacksburg though village of ash grove then southerly route west of drakesville to junction with existing hiway 2 and 63 then south to missouri. this alignment would reduce cost by eliminating at least 12 miles of east-west hiway of current route. this could be a super 2 lane or 4 lane consistent with 163 segment north of eddiville

Date: 03/27/2024

Response Type: e-mail

Response By: Trevor Wolf

Response:

[REDACTED]

Thank you for the response. We will consider and evaluate these options as we finalize the Vision Document.

Thank you,
Trevor Wolf

Date: 03/21/2024

Level of Support: Leaning In Favor

Comment: why is there double yellow no passing paint still on 63 at soak creek . ones sight distance is excellent from ridge to ridge as well as across soap creek itself. this is one of few areas where one could safely pass as it was before the new bridge was built. just south of there around curve one cannot see ahead because of brush in the right of way. there even though it is marked as a place to pass it is not say to do so because of brush that has grown up in

right of way

Date: 03/27/2024
Response Type: e-mail
Response By: Hector Torres-Cacho
Response:



That is a very good question, thanks for bringing that to my attention. I have reached out to our construction office and we are looking into it.

Regards,

Héctor Torres-Cacho - District 5

Date: 03/21/2024
Level of Support: **Leaning In Favor**
Comment: why were 2 south bound lanes south of mary street near ottumwa not extended/connected to passing lane on the hill just 1/4 mile or 1/2 mile south of where it currently suddenly ends. that dog leg seems to me to be an accident waiting to happen

Date: 03/27/2024
Response Type: e-mail
Response By: Hector Torres-Cacho
Response:



The Super 2 Corridor study limits extend north to River Road. That intersection was identified as eligible for safety improvements.

Although Mary Street and US 63 intersection are not part of the Super 2 Corridor Study limits, your concern is noted. As you are aware, we have made improvements at the intersection as part of our past reconstruction project. We will continue to monitor the Mary Street and US 63 intersection.

Regards,

Héctor Torres-cacho - District 5

Date: 03/21/2024

Level of Support: In Favor

Comment: I would consider bypassing Bloomfield on the west side of town because of the bottle neck it will cause with 3 stop lights and a temporary crosswalk stop sign approximately 3 blocks north of the square before and after school. Looking at a topography map there maybe a option to head north about 3/4 miles east of Ice Avenue. The north end could come back onto the existing highway south of 180th street. There will be a bridge to construct over Fox River but you will need to if you follow the current route north of Bloomfield anyway since the current bridge is too narrow for the planned expansion. The city has abandoned using water from the lake located just to the west of town so that would eliminate any threat of contaminants getting into the lake and effect the water supply incase of an accident. This is just my opinion because i have been through Macon Mo. and delt with stoplights and traffic flow issues. Also i feel heavy truck traffic will continue to detour through Drakesville which is a hazzard wiith Amish and farm equipment. Thank you.

Date: 03/22/2024

Level of Support: Neutral

Comment: I am wondering how having a passing lane near or at a passing lane would impact exiting the roadway to a residence. Mainly turning across a passing lane and travel lane heading north using a left hand turn. Will the driveway entrance be moved or changed.

Date: 03/22/2024

Level of Support: Neutral

Comment: The intersection of Franklin St/Hwy 63 should be looked at for safety of pedestrians crossing. The intersection does not allow for pedestrians to cross without the fear of turning traffic from Franklin or 63 running them over. Once the light changes to allow for walking there is no time given before turning traffic is allowed. If there was a turning signal light/lane added to the intersection this would give a fair chance to cross the Hwy by a pedestrian. The worst case would be south turning traffic (left) from Franklin St to Hwy 63. The second would be East turning onto Franklin (Right). This issue has also been brought up to the City of Bloomfield council and Administrator. I feel this should be a joint effort from the State and City to improve safety. The lack of safety actually just encourages pedestrians to cross at non intersection points of the Hwy.

Date: 03/27/2024

Response Type: e-mail

Response By: Trevor Wolf

Response:

[REDACTED]

Thank you for the response and this is an issue that we will discuss as we finalize the Vision Document. We will work with the City to help improve safety issues with our recommendations.

Thank you,
Trevor Wolf

Date: 03/22/2024

Level of Support: Neutral

Comment: A pedestrian bridge would be a great improvement to add across Hwy 63 at one of the main intersections in the city limits E Franklin, E Jefferson, E Locust or E Poplar. I understand they are expensive but it would help our kids cross the hwy to get to and from school and would also be a great addition to our "Trails" system that is used by bikes/walkers/runners.

Date: 03/22/2024

Level of Support: In Favor

Comment: This stretch of roadway has been extremely dangerous for travel for years.

Date: 03/22/2024

Level of Support: In Favor

Comment: I feel this highway has high traffic and would be safer as a four lane highway.

Date: 03/22/2024

Level of Support: In Favor

Comment: It is good to see that improvements are being considered for this stretch of highway 63. Long term, this should be a candidate for four-lane configuration, so the current scope should include flexibility to be leveraged into four lanes eventually. The lower tiers of counties typically have a lot of woodlands, and deer are a hazard during dusk and dawn hours, and having additional lanes available to steer around on the roadway lessens to risk of veering off the road and causing a worse accident. I wonder if the location of the additional lanes in this study have included investigation of where the deer crossings are. As you improve the intersections, which may include right-hand turn / acceleration lanes, please include yield signs. Recent additions such as at the highway 34 / 63 in Ottumwa include no yield signs for westbound merging traffic. This is an awkward intersection and very heavily traveled, and lacking yield signs is a mistake in my opinion. I agree with the strategy of providing 12 foot traffic and passing lane widths and wider paved shoulders. Is there some reason why at least 10 foot wide paved shoulders are not provided along highways 63 and 34 within Ottumwa city limits? Typically the rocked shoulders are very soft and not suitable for being able to use a jack to change a tire.

Date: 03/25/2024

Level of Support: In Favor

Comment: I think it's a great idea & hope it happens soon.

Date: 03/25/2024

Level of Support: In Favor

Comment: Do it, HURRY UP! Just bypass around Bloomfield

Date: 03/25/2024

Level of Support: In Favor

Comment: I like it

Date: 03/25/2024
Level of Support: In Favor
Comment: Yes please

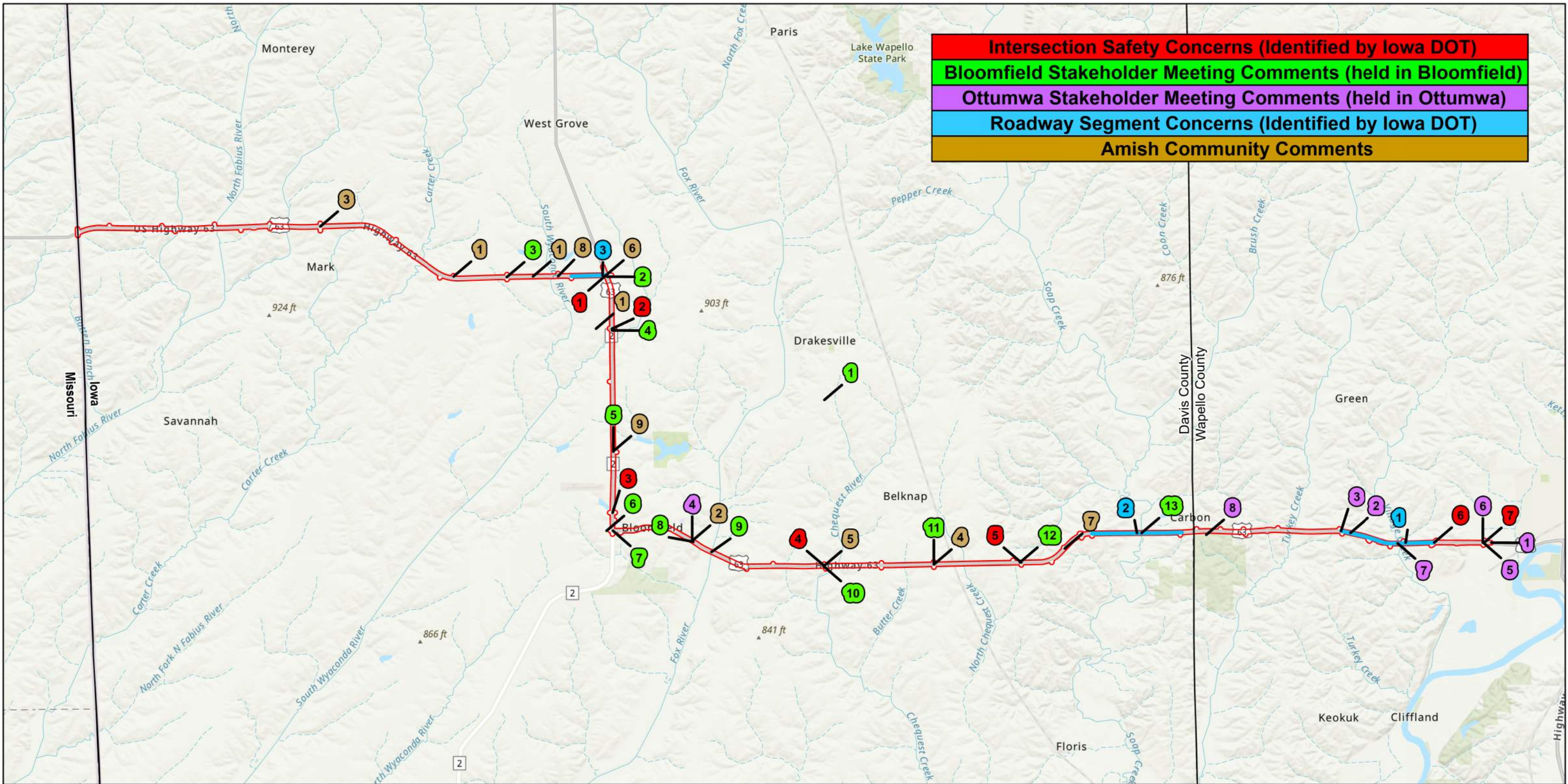
Date: 03/25/2024
Level of Support: In Favor
Comment: I like the proposed improvements. They appear to be a cost-effective means of improving traffic flow through the corridor with a minimal amount of additional land being needed. As someone who can remember traveling this route back in the 1950s, when curbs were the norm, the envisioned improvements are welcomed and appreciated by the motoring public.

Date: 03/26/2024
Level of Support: In Favor
Comment: I travel between Bloomfield and Ottumwa 4 - 5 days a week. A 4 lane would be the safest method of travel, but the most expensive. Anything to improve our safety will be appreciated. Super 2 will be an improvement.



Appendix F:

Stakeholder Feedback Map

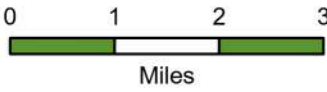
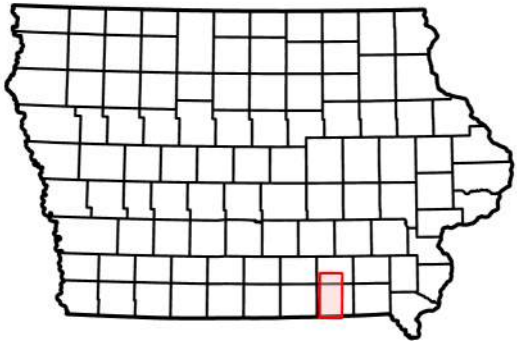


- Intersection Safety Concerns (Identified by Iowa DOT)
- Bloomfield Stakeholder Meeting Comments (held in Bloomfield)
- Ottumwa Stakeholder Meeting Comments (held in Ottumwa)
- Roadway Segment Concerns (Identified by Iowa DOT)
- Amish Community Comments

Legend

 Study Area

Compiled Public Comments
Public Comments from various meetings
US 63 Super-2 Study
Davis and Wapello Counties, IA



Appendix G:

Iowa DOT's Existing Crash History Report

US 63 Super 2 Corridor Study



Iowa / Missouri State Line north to Ottumwa

US 63 SUPER 2 STUDY – EXISTING CRASH HISTORY

LOCATION AND ENVIRONMENT BUREAU | January 2024



EXECUTIVE SUMMARY

As part of the US 63 Super 2 Study, referred to hereafter as the Study, this report summarizes the crash history of the existing US 63 corridor within the Study Area. The Study Area includes approximately 16.4 miles of US 63 in Davis and Wapello Counties between Bloomfield and Ottumwa as well as approximately 10.9 miles of US 63 between IA 2 and the Iowa/Missouri State Line. The Study Area also includes approximately 4.93 miles of US 63 / IA 2 highways west of the Bloomfield city limits to the US 63 / IA 2 intersection.

This report is based on the Iowa Department of Transportation's (IaDOT) most recently completed five years of crash data (2018 – 2022). Within the Study Area there were 245 crashes documented during the study period. The total number of crashes per year was relatively consistent, with the exception of the portion of US 63 between Ottumwa and Bloomfield in 2018. The crash frequency was higher on the portion of the corridor between Bloomfield and Ottumwa, however the AADT for this segment is significantly higher. The 2022 AADT for the segment between Bloomfield and Ottumwa ranged from 4570 – 5800 vehicles per day whereas the 2022 AADT for the segment from Bloomfield to the Iowa / Missouri State Line ranged from 1990 – 3790 vehicles per day.

ACRONYMS AND ABBREVIATIONS

US 63	<i>United States Highway 63</i>
AADT	<i>Average Annual Daily Traffic</i>
IaDOT	<i>Iowa Department of Transportation</i>
FHWA	<i>Federal Highway Administration</i>
HMVMT	<i>Hundred Million Vehicle Miles Traveled</i>
KABCO	<i>KABCO Injury Classification Scale and Definitions</i> <i>K = Fatal Crash</i> <i>A = Suspected Serious / Incapacitating Crash</i> <i>B = Suspected Minor / Non-Incapacitating Crash</i> <i>C = Possible Crash (Complaint of Pain / Injury)</i> <i>O = Uninjured Crash</i> <i>U = Unknown</i>
SUPER 2	<i>Study Analysis Regarding Super 2 Highway Improvements</i> <i>Refer to Section <u>6C-2 of the Highway Design Manual</u></i>
ROW	<i>Right of Way</i>
ICAT	<i>Iowa Crash Analysis Tool</i>
PCR	<i>Potential for Crash Reduction</i>

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Figure A2.3 (Lilac Avenue / US 63 Intersection)

Figure A2.4 (IA 2 / US 63 Intersection)

1) INTRODUCTION

The Iowa Department of Transportation (IaDOT) is preparing a transportation planning study for a portion of the US 63 corridor beginning at the Iowa / Missouri State line north to the southern city limits of Ottumwa in Davis and Wapello counties in southern Iowa. This planning study, hereafter referred to as the Study, is following the IaDOT design manual Section 6C-2 for Super 2 corridor design.

This Study includes approximately 27.3 miles of US 63 and 4.93 miles of US 63 / IA 2 beginning at the Iowa / Missouri State line and terminating at the southern city limits of the City of Ottumwa in Davis and Wapello counties (See Figure 2.1 and Figure 2.2). This corridor passes through the City of Bloomfield and, depending on the location within the Study Area, facilitates 1990 – 5800 vehicles per day.

The objective of the Study is to gain an understanding of the corridor's safety, mobility, and infrastructure, as well as identify Super 2 roadway improvements necessary to meet current and future traffic operations and mobility needs. It's also to encourage and gather public involvement and stakeholder input throughout the process.

For the Study, IaDOT is following the Iowa DOT Super 2 study process, which represents an approach to transportation decision making that considers environmental, community, and economic goals early in the planning stage and carries them through project development, design, and construction. The Super 2 Study process is intended to be an efficient decision-making model that:

- Minimizes duplication of effort
- Promotes efficient and cost-effective solutions and environmental stewardship
- Reduces delays in project implementation and design efforts

This report summarizes existing crash history within the Study Area of the US 63 corridor, and identifies areas where crashes are most common and the characteristics of those crashes. The findings of this report will feed into other phases of the Study, including development and evaluation of improvement recommendations that will address and meet the future transportation needs of the corridor.

2) STUDY AREA

The existing US 63 corridor within the Study Area is a rural two-lane highway. The Study Area begins at the Iowa / Missouri State Line and continues north through the City of Bloomfield to the southern city limits of the City of Ottumwa. This corridor also includes the City of Bloomfield, however corridor sections within city limits were not included in the Study. (See Figure 2.1 and Figure 2.2)

Figure 2.1 (Study Area and Existing ROW US 63)

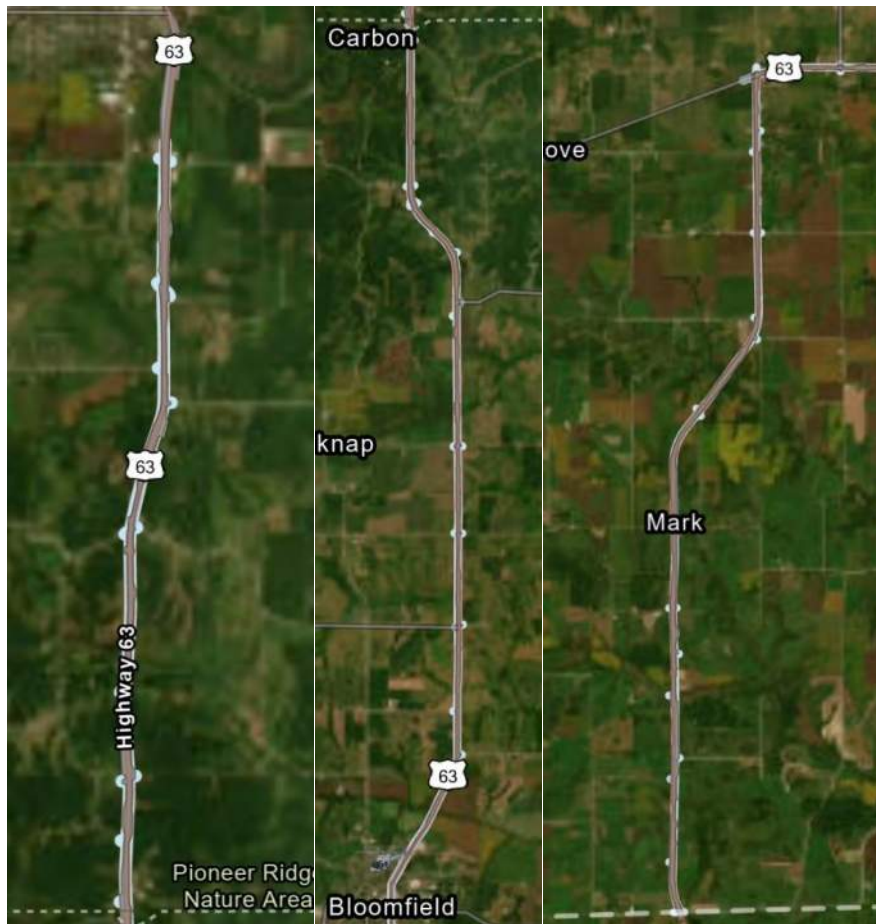


Figure 2.2 (Study Area and Existing ROW US 63 / IA 2)



3) METHODOLOGY

The existing crash history and crash analysis utilized IaDOT's most recent and complete five years of crash data (2018 – 2022). Analyzing crash data statistics yearly generally results in crash numbers varying sporadically from year to year. To gain a more representative understanding of the safety performance of the corridor, it is common to look at five or more years of data to estimate yearly statistics and crash trends.

All crashes that occurred with the Study Area along US 63 were included in this analysis. Intersections and local approaches were also included if they fell within the Study Area. Crash data was evaluated for trends in the type, location, frequency, severity, roadway conditions, time of crashes, and other factors. Evaluating these characteristics and factors provide insight on the crash history within the Study Area and any prevailing trends in the data that could point to crash causation and/or areas of focus to improve travel safety.

Given the size of the corridor and its varying traffic patterns, the Study Area was divided into smaller segments for analysis. To minimize bias in establishing roadway segments, the corridor was divided and analyzed using three methodologies (urban areas were not included in the Study Area):

Figure 3.1 (Crash Summary – Ottumwa to Bloomfield)

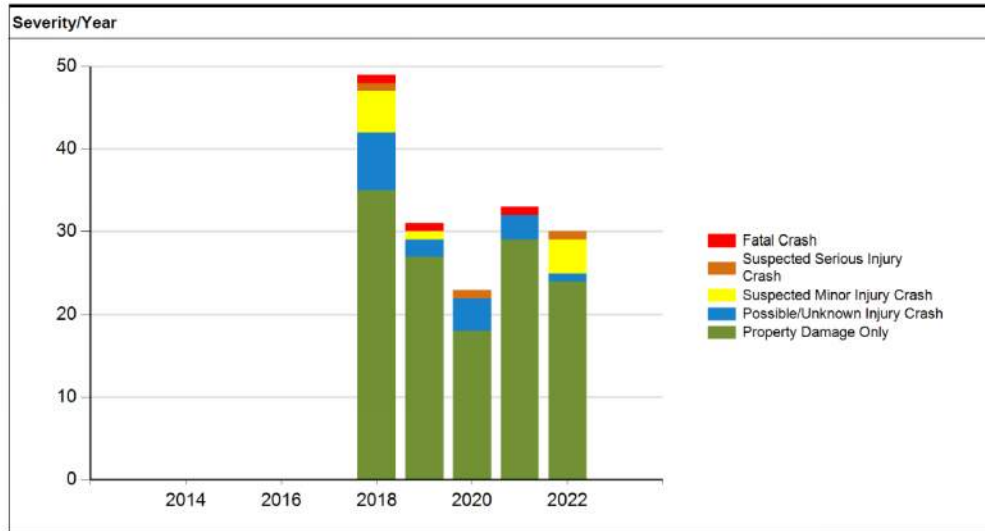
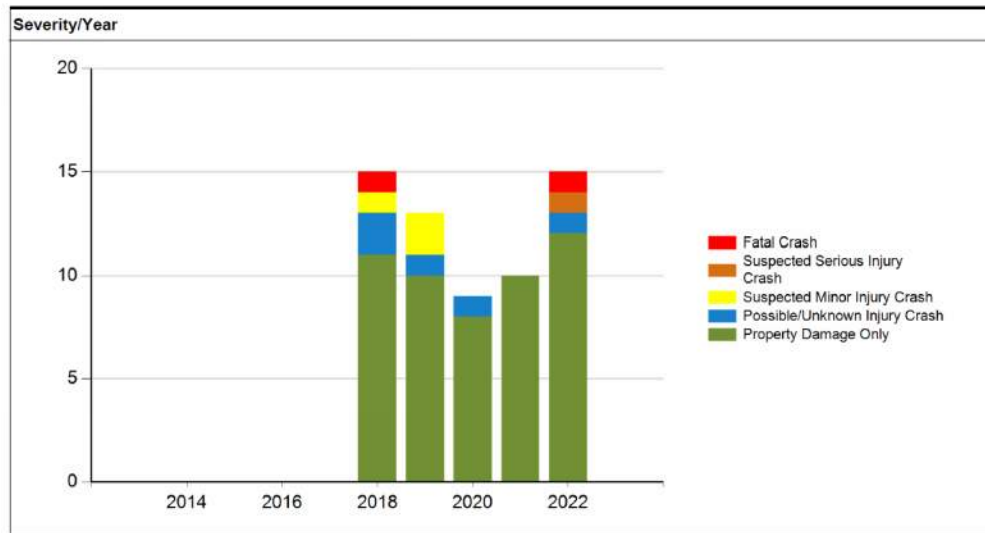


Figure 3.2 (Crash Summary – Bloomfield to Iowa / Missouri State Line)



Intersections within the Study Area were identified with ICAT and PCR software. Intersections and road segments identified within the Study Area were analyzed in approximately one-mile segments.

4) RESULTS

Between 2018 and 2022, a total of 245 crashes were reported within the Study Area between the city of Ottumwa and the Iowa / Missouri State Line, excluding urban areas. The majority of reported crashes were either non-collisions or animal related.

Figure 4.1 (US 63 Study Area Crash Summary)

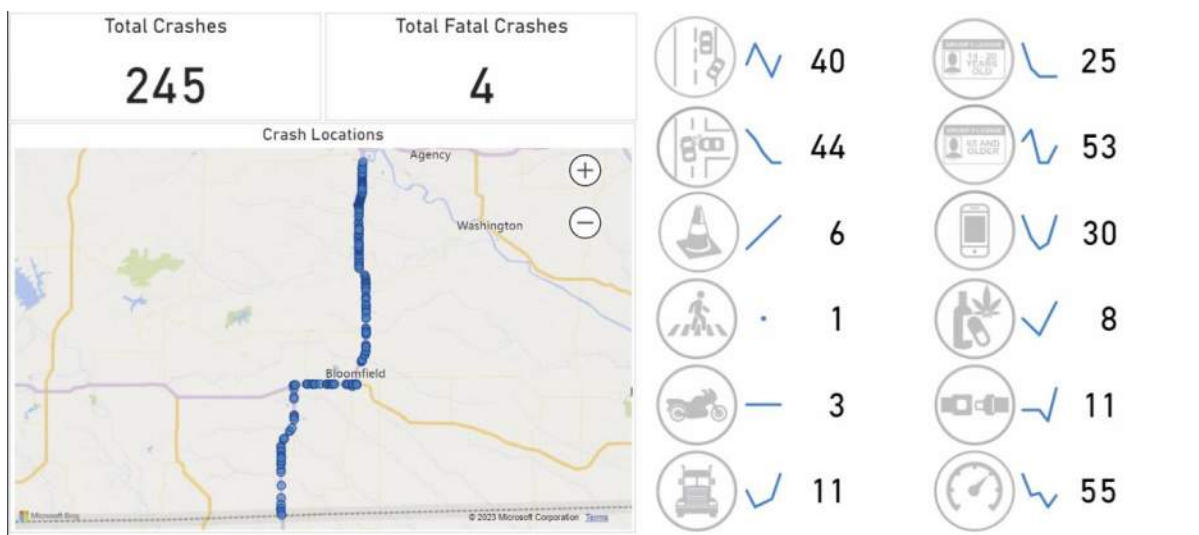


Figure 4.2 (US 63 ICAT Crash Data Stacked Report)

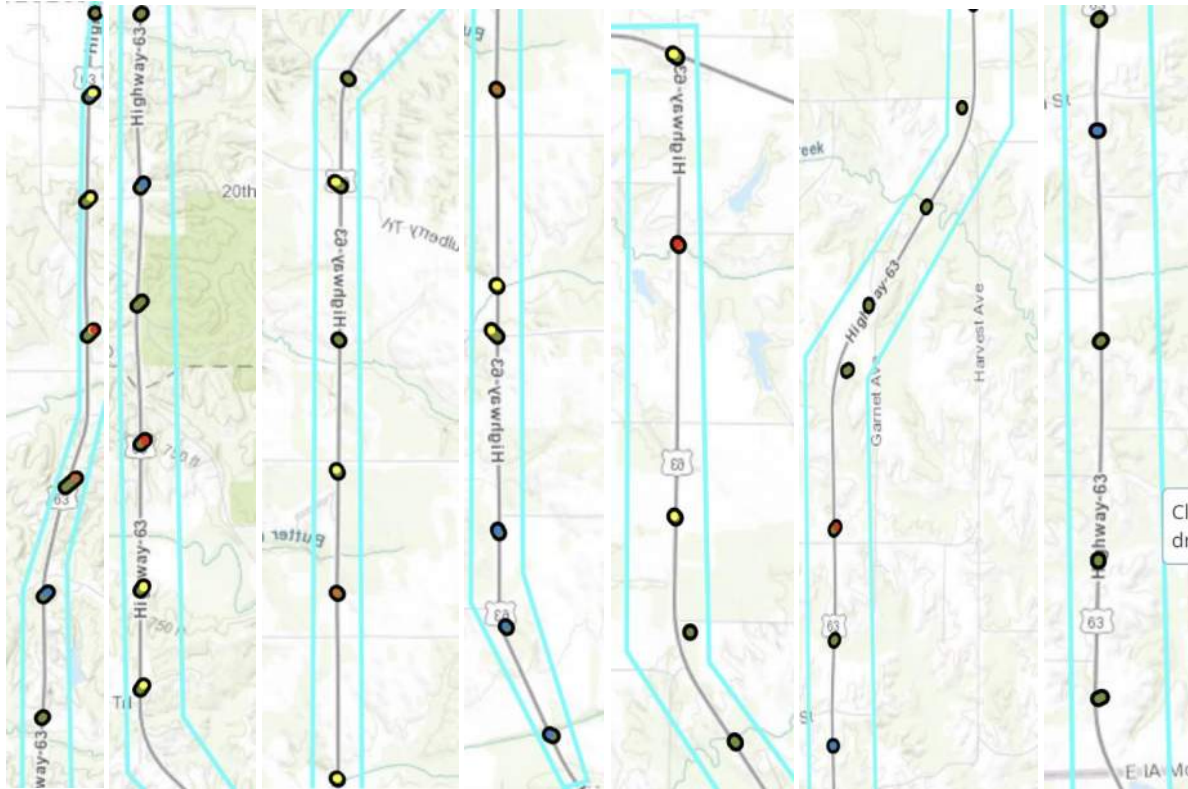
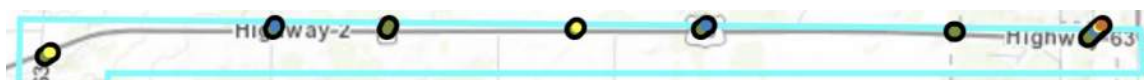
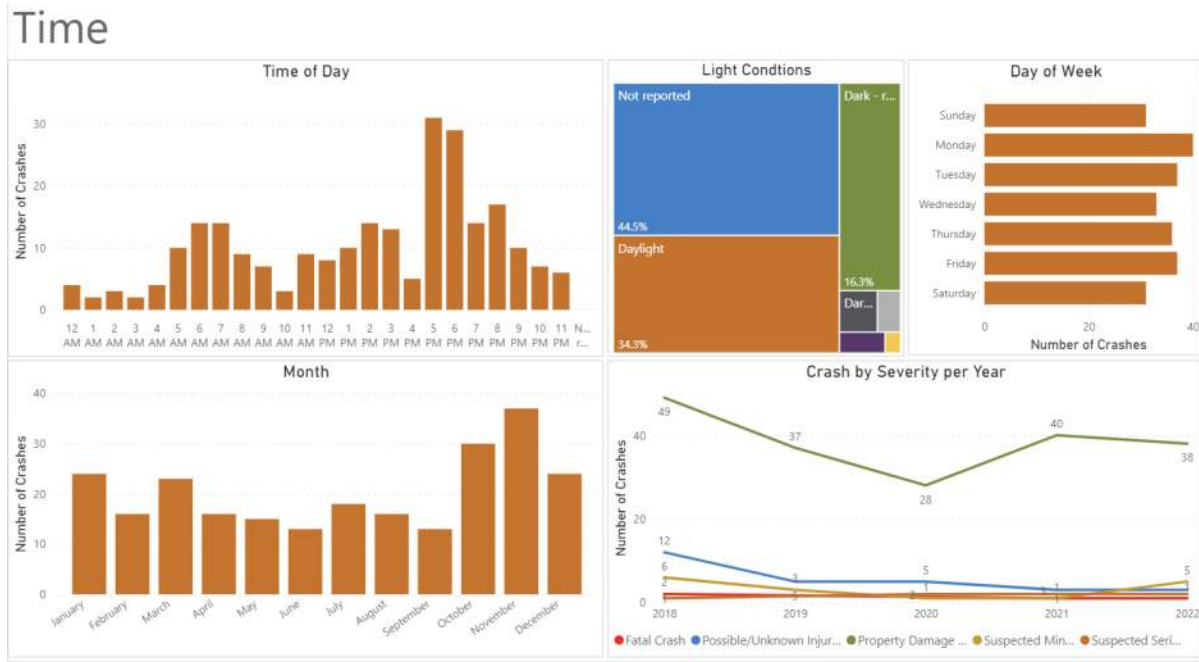


Figure 4.3 (US 63 / IA 2 ICAT Crash Data Stacked Report)



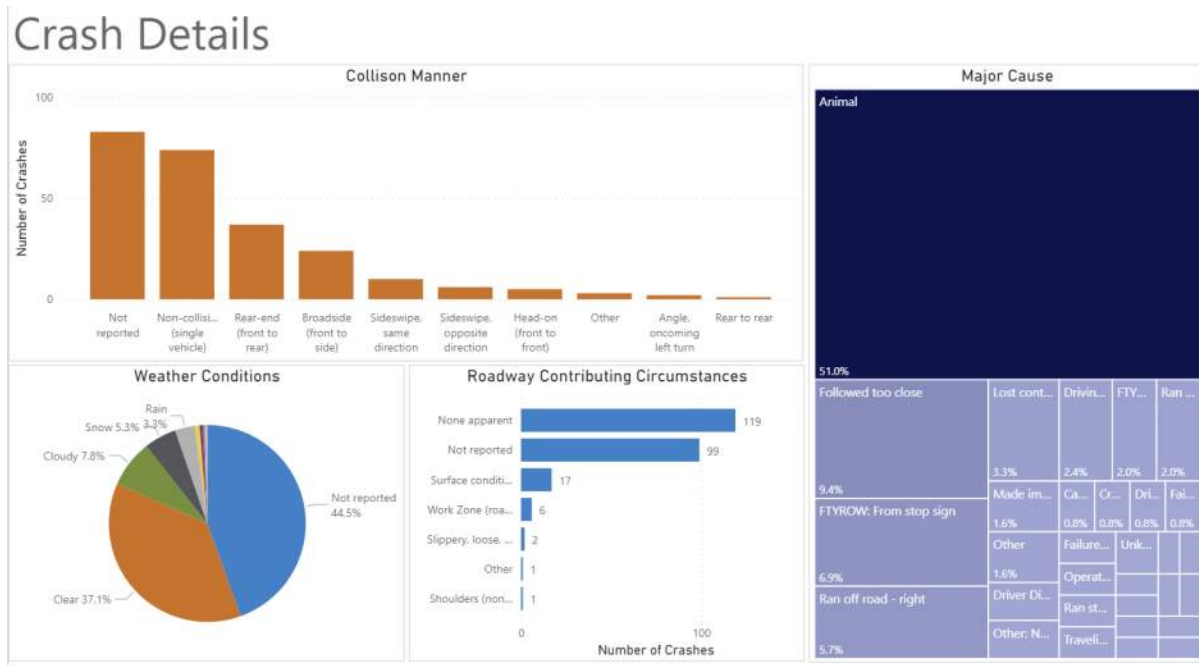
Crashes reported occurred consistently throughout the day with the most frequent reported crashes occurring during the evening commute and evening hours. Crash occurrences were also consistent throughout the year however crash frequency increased slightly during the holidays. Light conditions and day of the week crashes were not considered to be an influencing factor.

Figure 4.4 (US 63 Crash Frequency Summary)



Animal related crashes resulted in the majority of reported incidents, weather and roadway conditions do not appear to be a significant influencing factor.

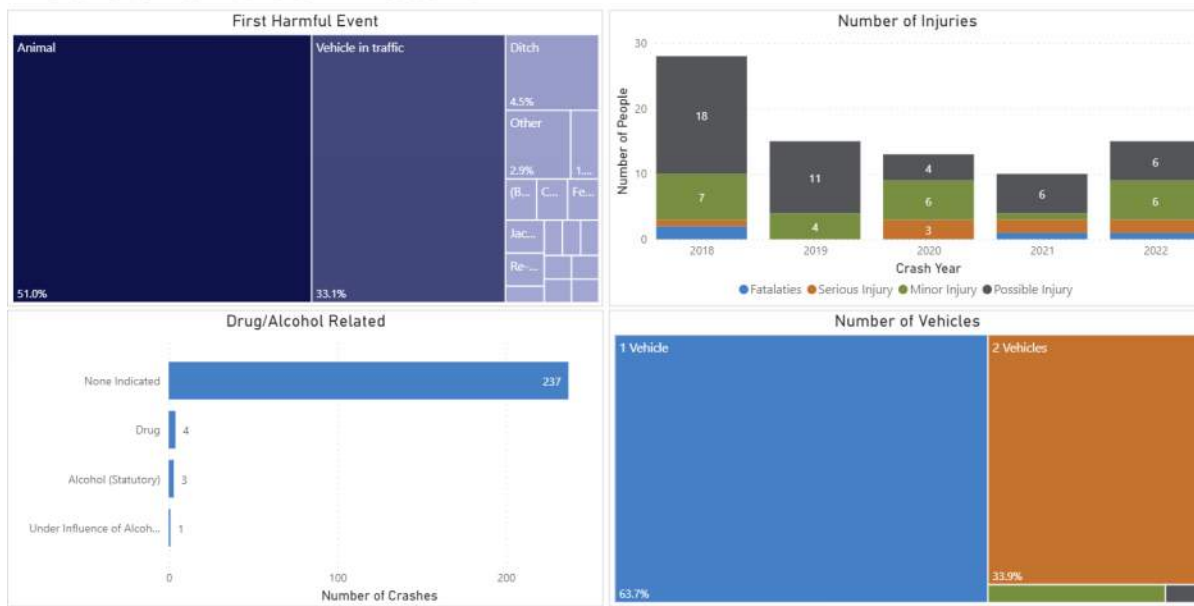
Figure 4.5 (Crash Details Summary)



Drug and alcohol related factors do not appear to be a major influencing factor in reported crashes with the majority of reported crashes consisting of one-vehicle incidents, property damage only accidents.

Figure 4.6 (Additional Crash Details)

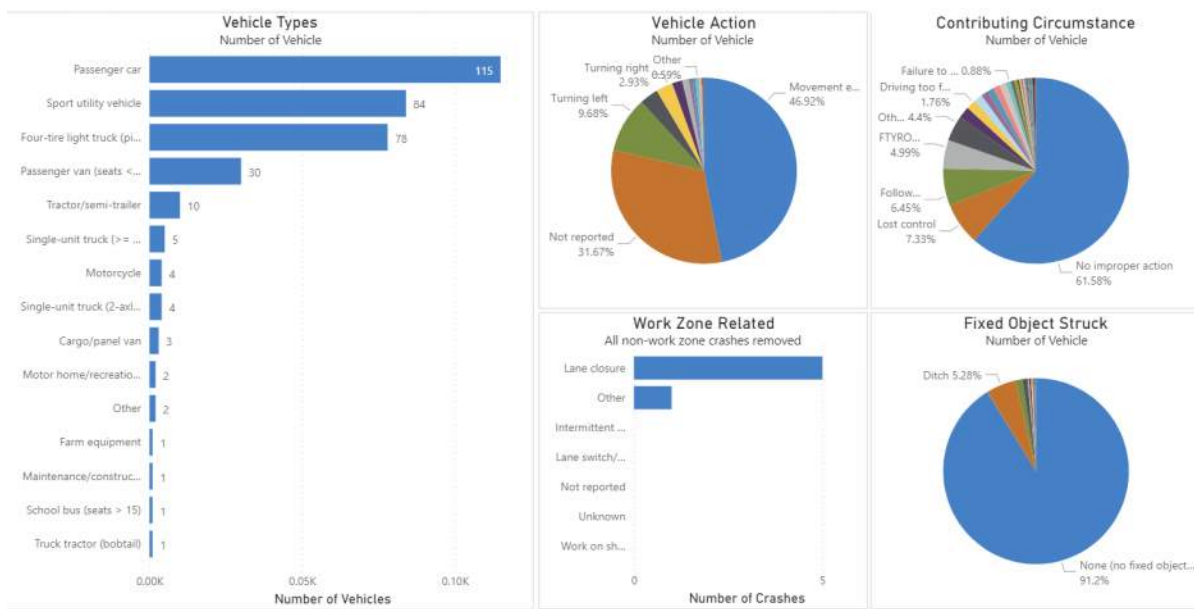
Additional Crash Details



The majority of the crashes reported were passenger vehicles.

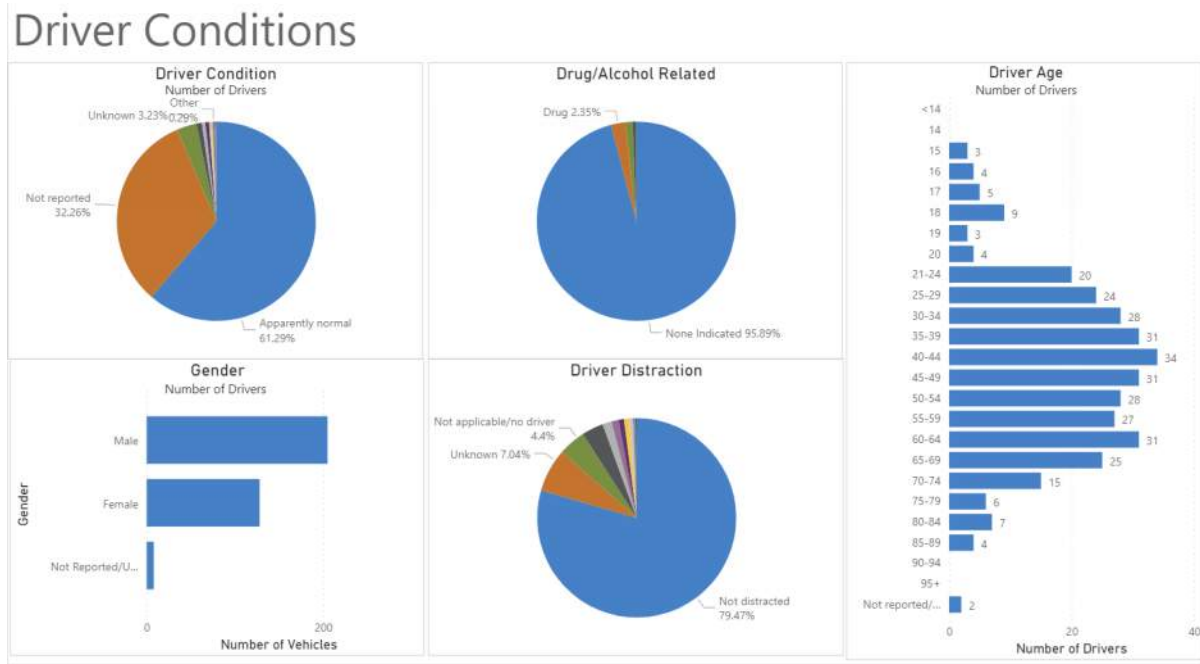
Figure 4.7 (Vehicle Characteristics Summary)

Vehicle Details



The majority of crashes reported consisted of non-distracted drivers between the ages of 21 and 70.

Figure 4.8 (Driver Characteristics Summary)

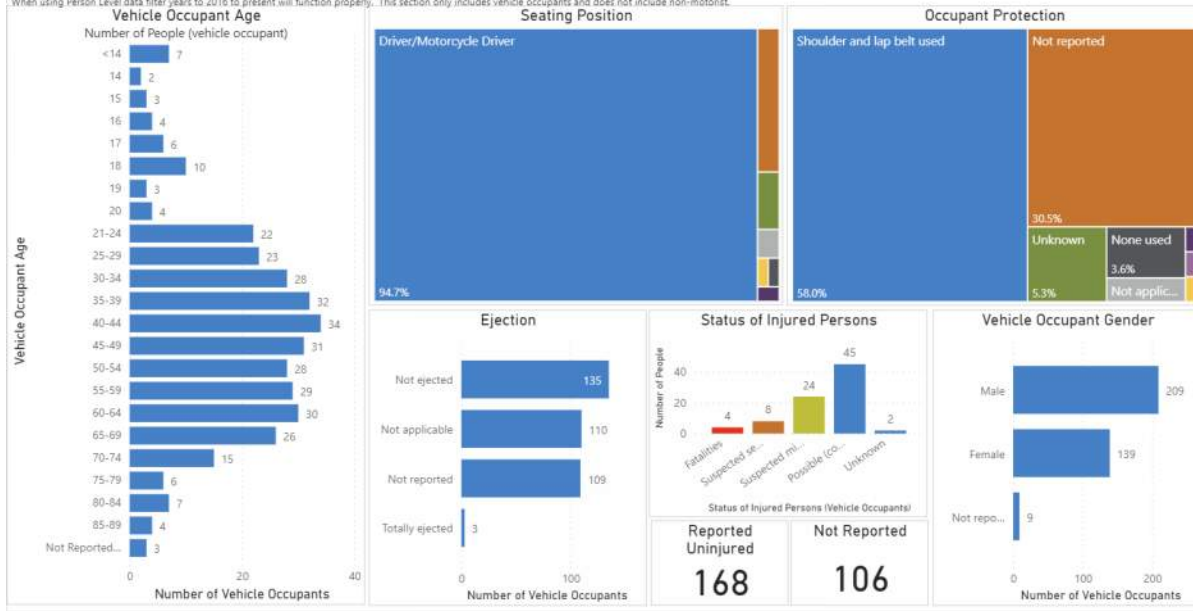


The majority of crashes involved motorists between the ages of 21 and 70 that were reported as wearing seatbelts.

Figure 4.9 (Vehicle Occupancy Summary)

Person Level - Vehicle Occupant

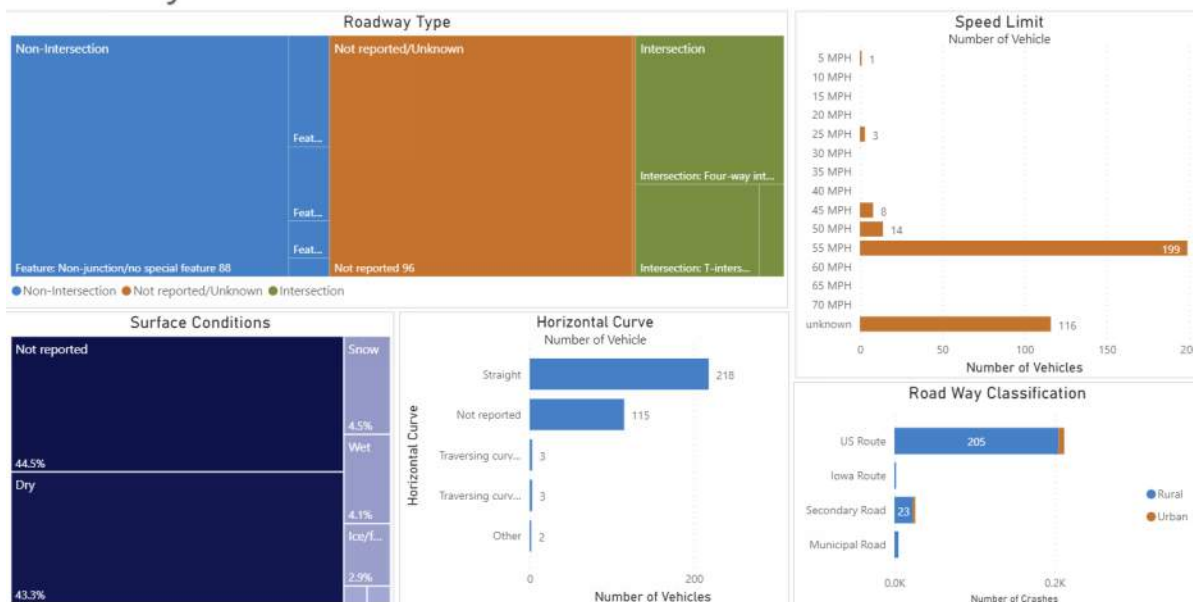
When using Person Level data filter years to 2016 to present will function properly. This section only includes vehicle occupants and does not include non-motorist.



Surface conditions and road geometry do not appear to be contributing factors. Excessive speed was also not determined to be a major cause of reported crashes.

Figure 4.10 (Existing Roadway Conditions Summary)

Roadway



5) CONCLUSIONS AND NEXT STEPS

Between 2018 and 2022, a total of 245 crashes occurred along the US 63 Study Area between the southern city limits of the City of Ottumwa and the Iowa / Missouri State Line, excluding crashes occurring within the city limits of the cities of Bloomfield and Ottumwa. Of these crashes 4 were documented K severity, 4 were documented A severity, 13 were documented B severity, and 224 were documented either C, O, or U severity.

Surface and light conditions, road geometry, speed, impairment, and distracted driving were not documented as major contributing factors. Animal collisions and single vehicle property damage only were the most frequent type of crashes. Young and elderly motorists were also not considered to be major contributing factors.

Crash data showed incidents that were relatively uniform throughout time of day and year, however there were slight increases in occurrences during late afternoon/evening hours and holidays.

Calculated crash rate analysis by segments were compared to ICAT and PCR recorded incidents. No Tier 1 locations (PCR value greater than 1.0) were identified in the Study Area. However, 5 Tier 2 locations (PCR value ranging from 0.2 – 1.0) were identified as well as 36 Tier 3 (PCR value less than 0.2) locations. Refer to Figures 3.9 and 3.10. Tier 2 intersection locations include River Road (J12), 180th Street, Lilac Avenue, IA 2, and 276th Street.

Road segments reviewed include:

Segment 1: US 63 from River Road (J12) south to Little Soap Road. This segment had a reported 54 crashes. Of these incidents, there were 3 Suspected Minor Injury Crashes, 1 Suspected Serious Injury Crashes, and 1 Crash Involving Fatalities.

Segment 2: Mink Boulevard south to Lime Trail. This segment had a reported 25 crashes. Of these incidents, there were 2 Suspected Minor Injury Crashes, 1 Suspected Serious Injury Crashes, and 1 Crash Involving Fatalities.

Segment 3: Lilac Avenue. This intersection had 22 reported crashes. Of these 3 were categorized as Suspected Minor Injury and 1 Suspected Serious Injury.

Segment 4: IA Highway 2 / US Highway 63 intersection west of Bloomfield. There were 11 reported crashes, one being a Suspected Minor Injury Crash.

Segment 5: Garnet Avenue south to 285th Street. This segment had 13 reported crashes, 1 of which resulted in a Crash Involving Fatalities.

All road segments throughout the corridor were shown to have a negligible potential crash reduction factor.

Analyzed intersections include:

Intersection 1: IA 2 and US 63 (West of Bloomfield) has a medium PCR level of 0.78.

Intersection 2: IA 2 / US 63 and Ice Avenue to Drakesville has a negligible PCR level of below 0 however ICE Avenue has been identified as a “by-pass” around Bloomfield through Drakesville, resulting in higher truck traffic volumes and therefore should be considered.

Intersection 3: IA 2 / US 63 and CO RD V20 / Lilac Ave has a medium PCR level of 0.68.

Intersection 4: US 63 and 180th Street to Drakesville has a medium PCR level of 0.72 and also serves as a “by-pass” around Bloomfield through Drakesville, resulting in higher truck traffic volumes.

Intersection 5: US 63 and J15 / Floris Road has a has a negligible PCR level of below 0 however it does have higher traffic and therefore turning movement volumes so it should be considered.

Intersection 6: US 63 and HWY 958 / 55th St has a negligible PCR level of below 0 but the geometry of the intersection warrants investigation.

Intersection 7: US 63 and River Road has a medium PCR value of 0.67.

Other factors may also influence crash rates, and direct comparisons of crash rates are only a part of the evaluation criteria.

The results of this study will be used as one of the data inputs into the development and evaluation of potential improvement alternatives for this Study.

APPENDIX 1: POTENTIAL FOR CRASH REDUCTION

Figure A1.1 (PCR Locations for US 63)

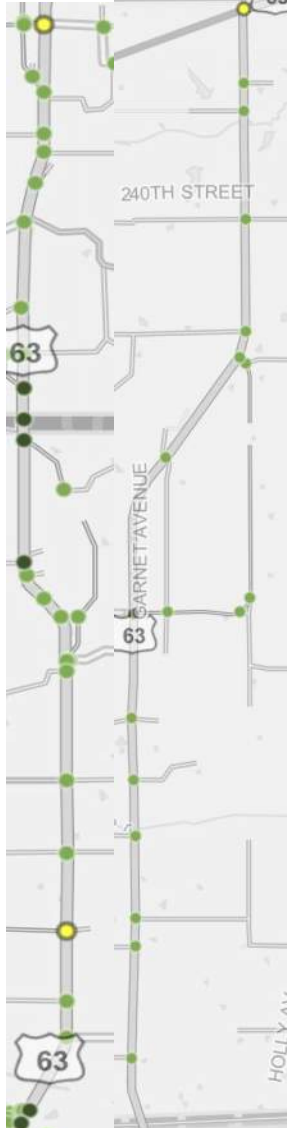


Figure A1.2 (PCR Locations for US 63 / IA 2)



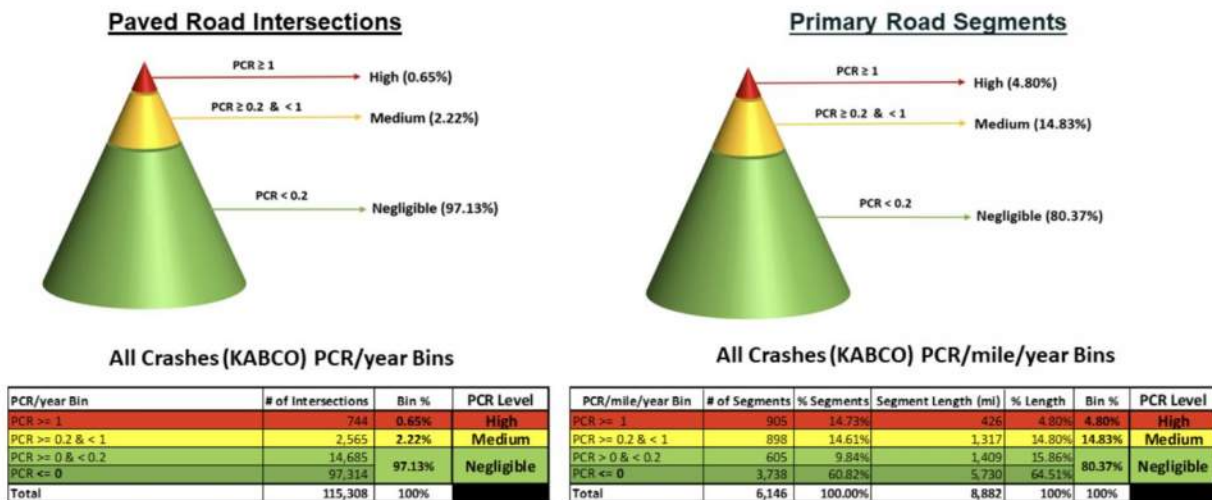
High PCR Level Intersections or segments will now replace the “above the statewide average” classification. Projects at these intersections and segments will likely qualify for safety funds and will require a consultation with Traffic and Safety Bureau to determine potential safety improvements.

Medium PCR Level Intersections or segments have room for improvement and may qualify for safety funds.

Negligible PCR Level Intersections or segments are performing better than expected.

Figure A1.3 (PCR Levels for All Crashes (KABCO))

PCR Levels for All Crashes (KABCO) (2016-2020)

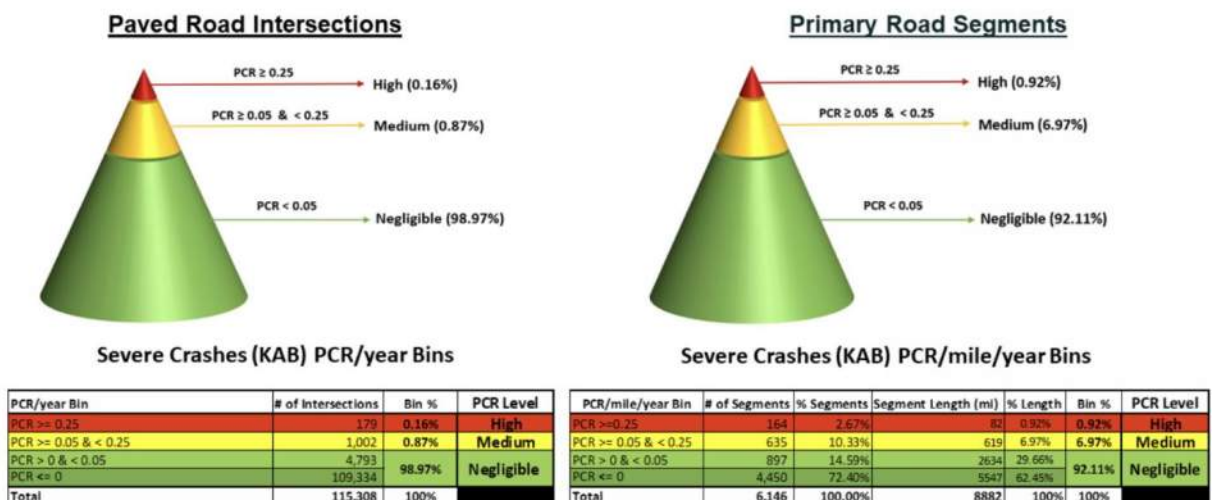


*PCR : Potential for Crash Reduction

Figure A1.4 (PCR Levels for Severe Crashes (KAB))

Due to the very small number of intersections with a PCR greater than or equal to 1, we determined the High Level threshold for Severe crashes would be at or above 0.25.

PCR Levels for Severe Crashes (KAB) (2016-2020)



*PCR : Potential for Crash Reduction

APPENDIX 2 : COLLISION REPORTS

FIGURE A2.1: RIVER ROAD / US 63 INTERSECTION

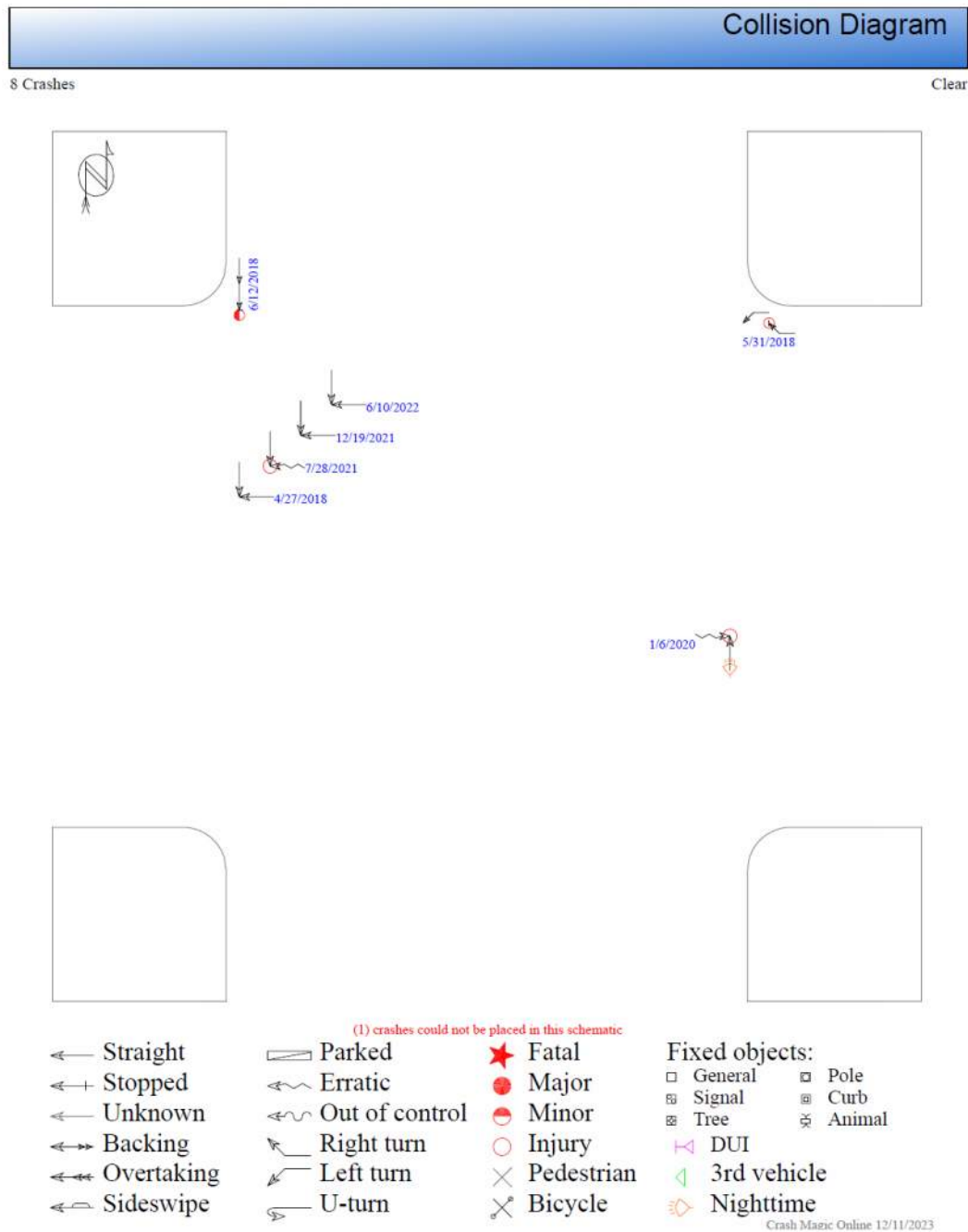


FIGURE A2.2: 180TH STREET / US 63 INTERSECTION

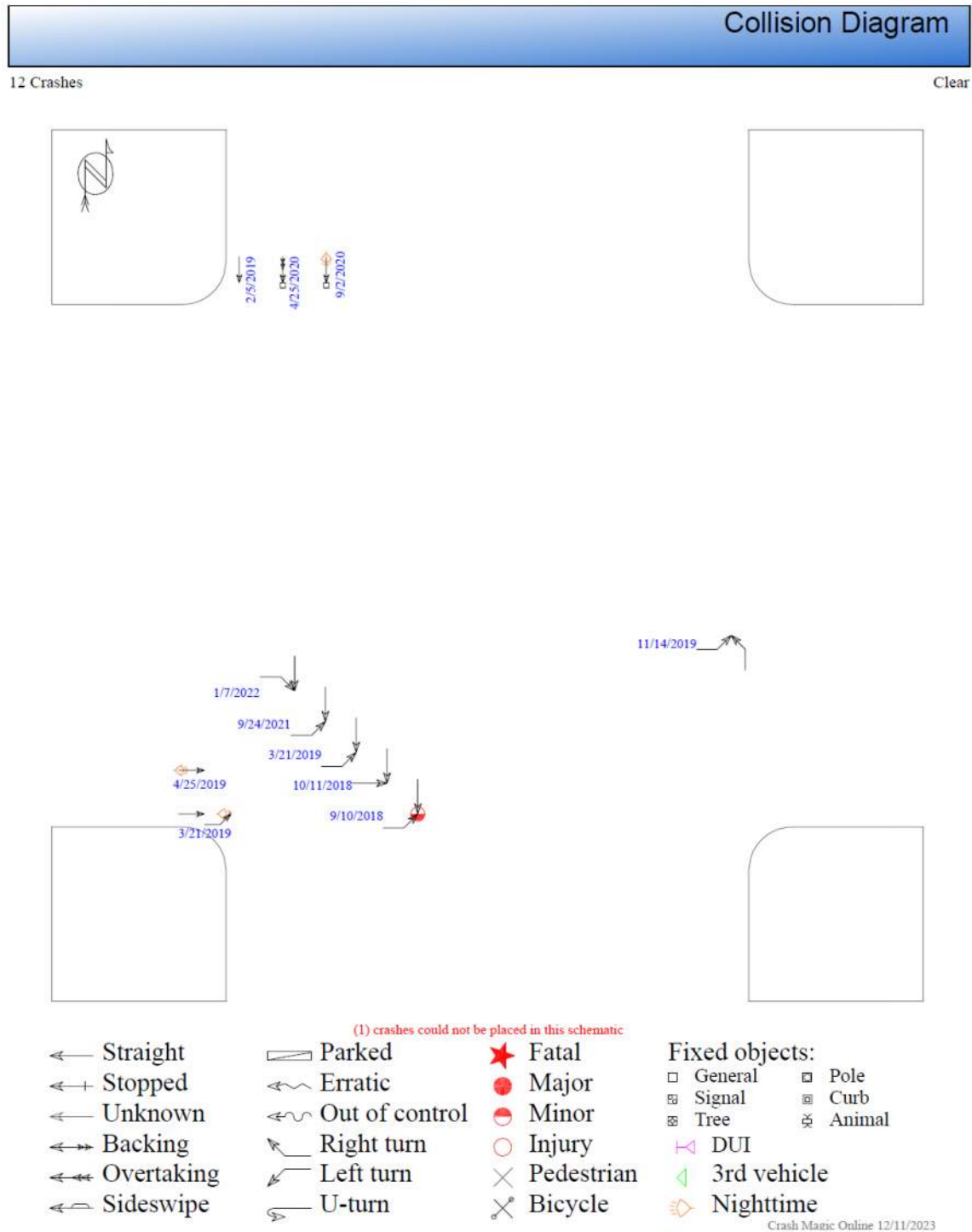


FIGURE A2.3: LILAC AVENUE / US 63 INTERSECTION

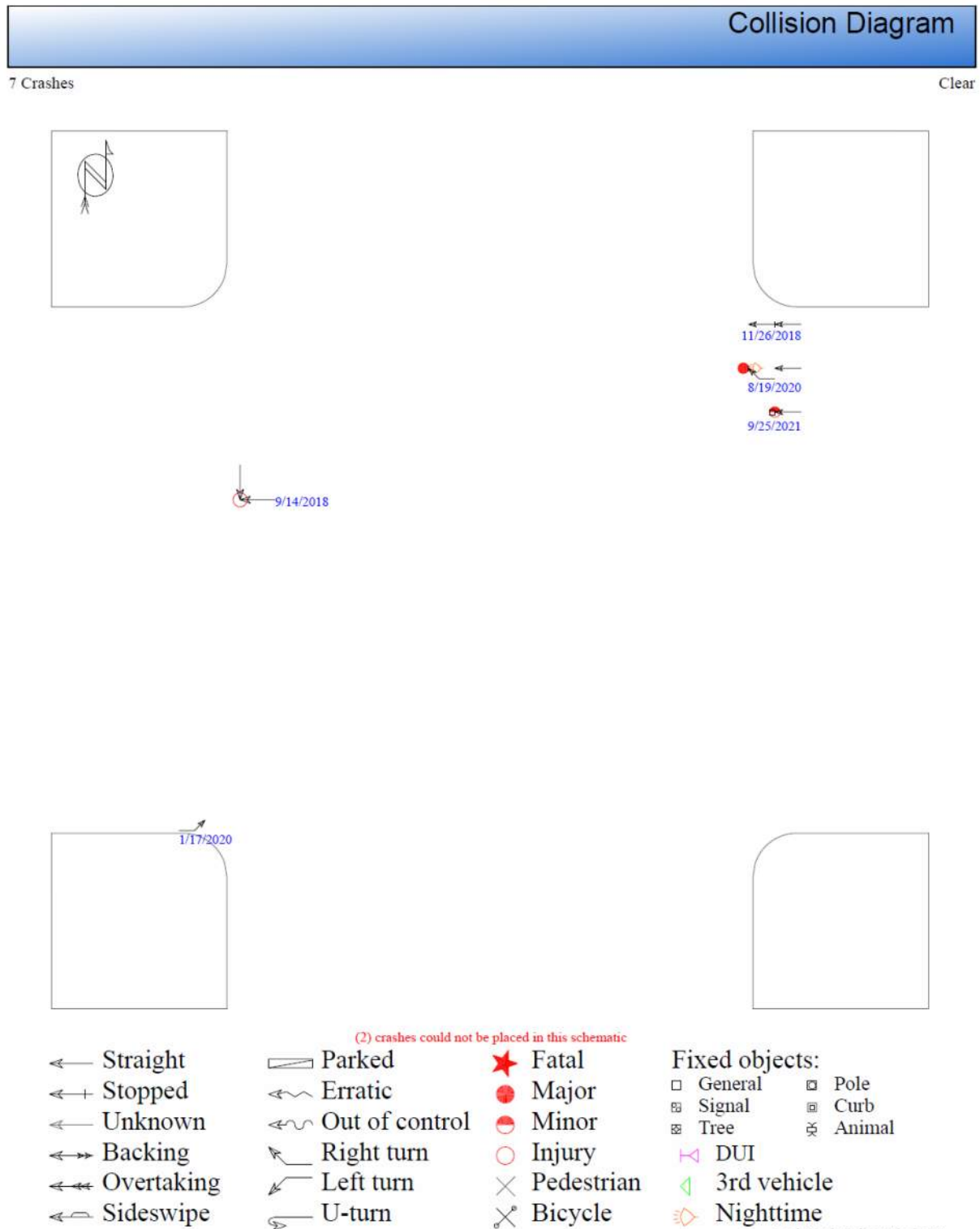
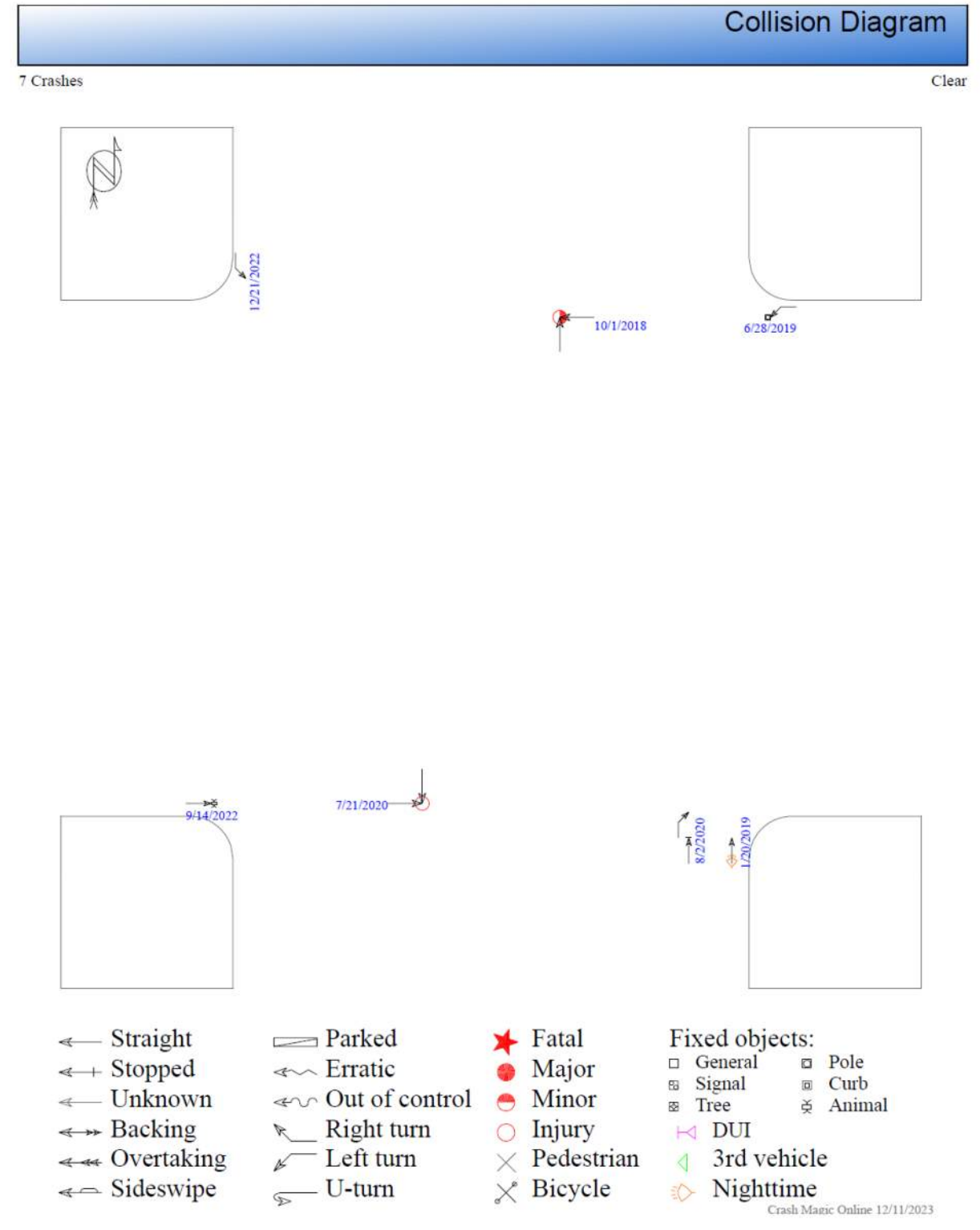


FIGURE A2.4: IA 2 / US 63 INTERSECTION



Appendix H:

Iowa DOT Environmental Review Report

IOWA DEPARTMENT OF TRANSPORTATION

To Bureau: Location and Environment

Date: February 6, 2023

Attention: Trevor Wolf

Ref: Davis-Wapello Counties
NHSX-063-1(102)—3H-26 (PE)

From: Brad Azeltine

Bureau: Location and Environment

Subject: Preliminary Regulated Materials Review (F1):
US 63 From Missouri State Line to Ottumwa (Super 2 PEL Study)

A preliminary review for the potential or known presence of regulated materials has been completed for the above referenced project. This review was intended to identify those properties with potential or known Recognized Environmental Conditions (REC's).

These properties have been identified as having **potential** REC's.

- 1) DC Diesel, 21442 Hwy 63, Bloomfield (PIN 18111661) appears to operate as a vehicle and equipment service and repair facility. Additionally, aboveground storage tanks are noted as being present. (Moderate Risk)
- 2) Lynch Property, 17726 Hwy 2, Bloomfield (PIN 02014410) has a bulk aboveground storage tank present. (Low Risk)
- 3) J&L Land Co, 17881 Hwy 2, Bloomfield (PIN 18111770) has several aboveground storage tanks present. (Low Risk)
- 4) Iowa Department of Transportation, 20836 Hwy 2, Bloomfield (PIN 02019821) has a US EPA Hazardous Waste Generator ID number (IAD981500432). (Low Risk)
- 5) RT Auto, 505 S. Washington St, Bloomfield (PIN 01006204) is a vehicle service and repair facility. (Low Risk)
- 6) Bloomfield Auto Sales, 501 S. Washington St, Bloomfield (PIN 01001610) is a vehicle sales and service facility. (Low Risk)
- 7) Former Videoland, 102 S. Washington St, Bloomfield (PIN 01000560) has a US EPA Hazardous Waste Generator ID number (IAD087132635). (Low Risk)
- 8) Bogle Realty/Former Gas Station, 102 N. Washington St, Bloomfield (PIN 01001080) is a former service station however, no records have been found within DNR's online database on this site. (Moderate Risk)
- 9) Iowa Bank & Trust/Iowa Liberty Bank, 105-111 N. Washington St, Bloomfield (PIN 01001050) has a US EPA Hazardous Waste Generator ID number (IAD981728124). (Low Risk)
- 10) Former Steves Service, 202 N. Washington St, Bloomfield (PIN 01001740) has two registered underground storage tanks (DNR UST #198811090) installed in 1977 and 1987 and removed in 1990. This property is not identified as a leaking underground storage tank site. (Moderate Risk)

- 11) Route 63 Quik Stop, 206 N. Washington St, Bloomfield (PIN 01000370) has four registered active underground storage tanks (DNR UST #198601036) installed in 1984. This property is not identified as a leaking underground storage tank site. (Moderate Risk)
- 12) J's One Stop, 202 Weaver Rd, Bloomfield (PIN 01001420) has eleven registered underground storage tanks (DNR UST #198601481) including five active tanks and six dating back to 1950 and removed by 1990. This property is not identified as a leaking underground storage tank site. (Moderate Risk)
- 13) Mikels Automotive, 207 Weaver Rd, Bloomfield (PIN 01001330) is a vehicle sales and service facility. (Moderate Risk)
- 14) R&K Custom Muffler, 219 Weaver Rd, Bloomfield (PIN 01001750) has a US EPA Hazardous Waste Generator ID number (IAD981508849) and is a vehicle service and repair facility. (Moderate Risk)
- 15) Troy Elevator, 506 Weaver Rd, Bloomfield (PIN 02021510) has a bulk aboveground storage tank present. (Moderate Risk)
- 16) Lawson Auto, 16241 Hwy 63, Bloomfield (PIN 11067850) is a vehicle sales and service facility. (Low Risk)
- 17) C&A Repair, 22470 160th St, Bloomfield (PIN 09057600) is a small equipment service and repair facility. (Low Risk)
- 18) Midwest Auto/Former D&D Auto Brokers, 6229 Hwy 63, Ottumwa (PIN 007190640880000) has a US EPA Hazardous Waste Generator ID number (IAD981503253) and formerly operated as a vehicle salvage yard. (Moderate Risk)
- 19) Southern Iowa Diesel, 12644 River Rd, Ottumwa (PIN 007190650880010) has two registered underground storage tanks (DNR UST #198607219) installed in 1975 and removed in 1990. This property is not identified as a leaking underground storage tank site. This facility has a US EPA Hazardous Waste Generator ID number (IAD103942447). (Moderate Risk)
- 20) Gullett Fence, 12775 River Rd, Ottumwa (PIN 007190610793000) has several aboveground storage tanks present. (Moderate Risk)

These properties have been identified as having **known** REC's.

- 1) Casey's General Store 2481, 206 S. Washington St, Bloomfield (PIN 01000320) has six registered underground storage tanks (DNR UST #198601813) including 2 active tanks and four dating back to 1978 and removed by 2004. This property is identified as a leaking underground storage tank site (DNR LUST #7LTP58) which was assigned a "No Action Required" designation by the DNR in 2001. This facility has a US EPA Hazardous Waste Generator ID number (IAD164025785). (Moderate Risk)
- 2) Former Coastal Mart 1063, 201 N. Washington St, Bloomfield (PIN 01001530) has four registered underground storage tanks (DNR UST #198602861) installed in 1970 and removed in 1997. This property is identified as a leaking underground storage tank site (DNR LUST #8LTH52) with a history of free product. The DNR assigned a "No Action Required" designation to this site in 2007. (Moderate Risk)
- 3) South 63 Bp, 4108 Hwy 63 South, Ottumwa (PIN 002191840500000) has nine registered underground storage tanks (DNR UST #198606980) including four active tanks and five dating back to 1967 and removed by 2017. This property is identified as a leaking underground storage tank site (DNR LUST #7LTM76) with an extensive history of free

product recovery extending from 1999 to 2017. The DNR assigned a “No Action Required” designation to this site in 2018. (High Risk)

This preliminary review for regulated materials was completed on February 1, 2023, and was based on review of Iowa DNR, US EPA, and County Assessor on-line databases, historic aerial photos, company websites and geographic imagery. Should the project limits be expanded as design progresses, other sites may need to be taken into consideration.

Cc: Deeann Newell, Location and Environment
Pedro Leanos, Location and Environment
Ken Brink, Location and Environment
Jeremey Vortherms, Project Management
Mark Swenson, Project Management



Appendix I:

Environmental Constraints Maps

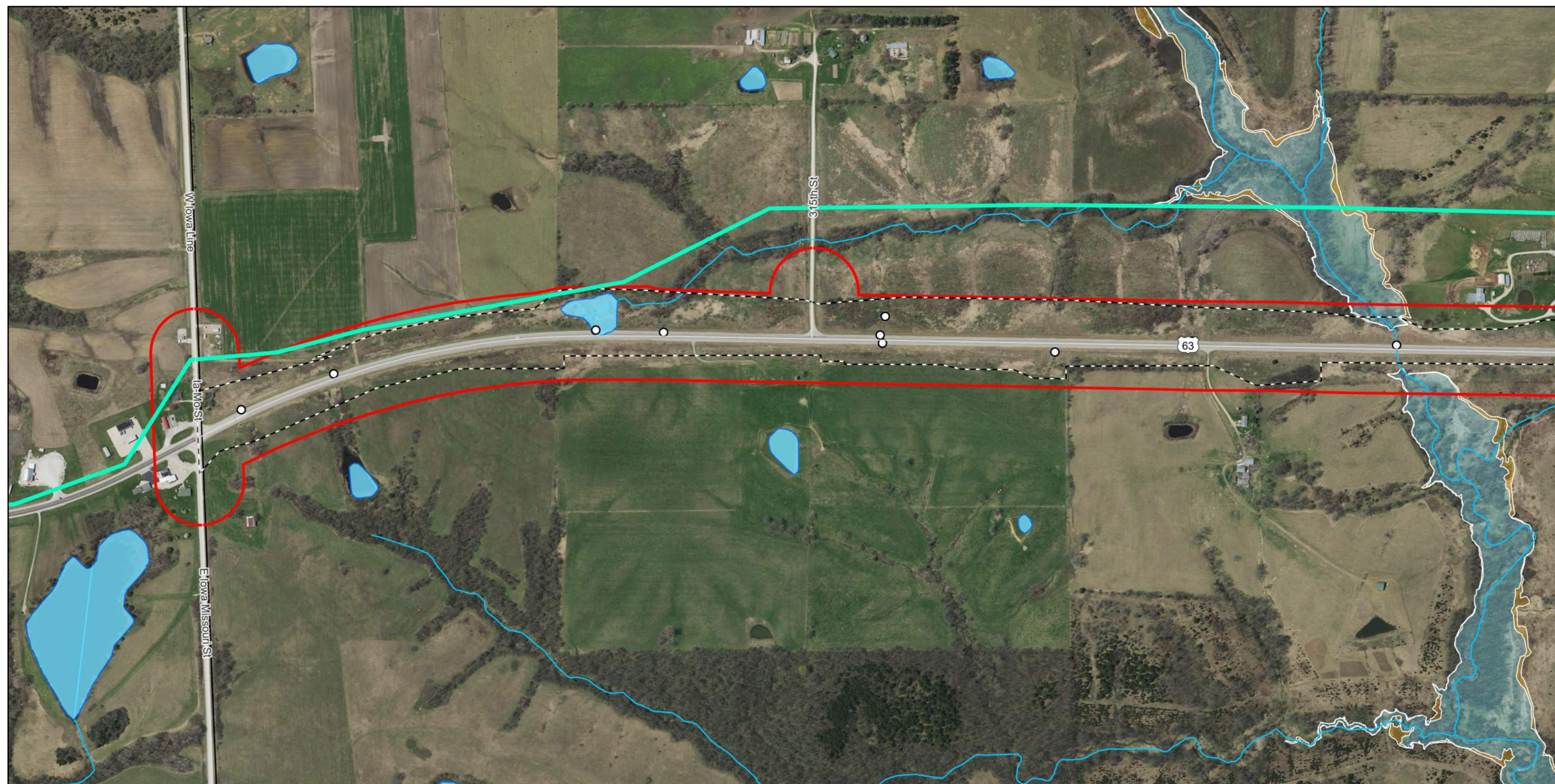


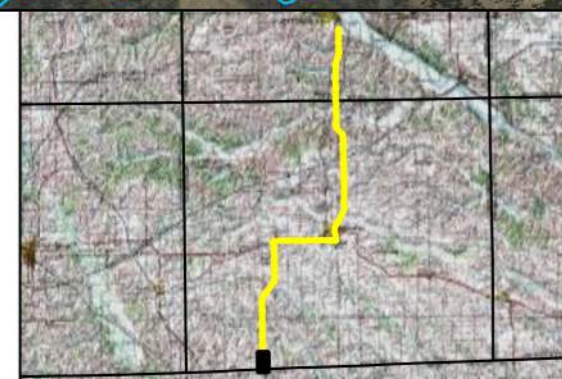
Figure 1-1

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|--|--|--|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | ○ Culvert Locations | |
| — Streams and Rivers | | |



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Feet



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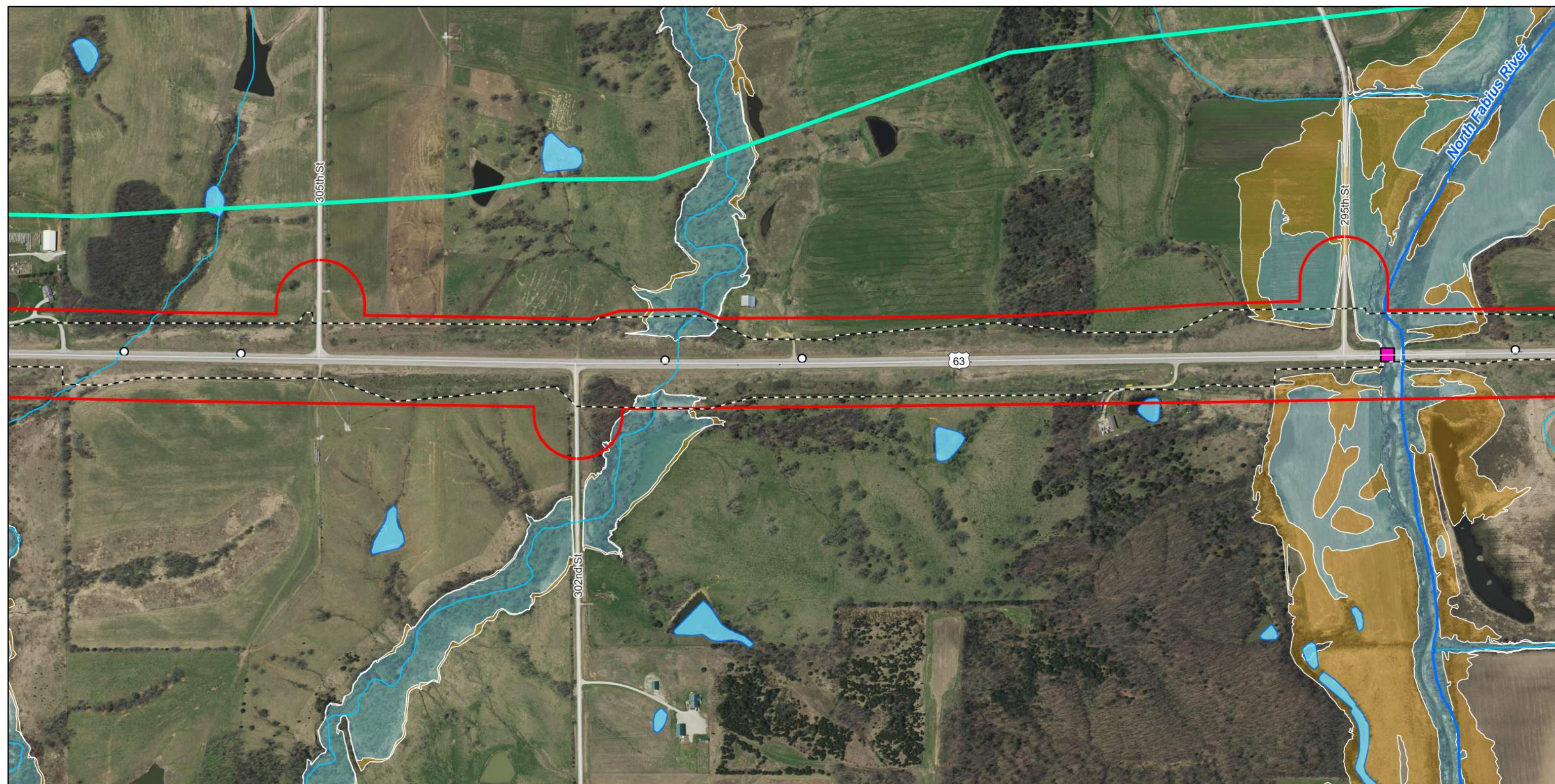


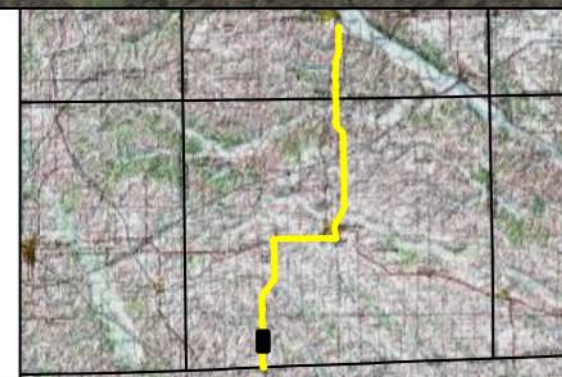
Figure 1-2

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|--|---|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | — Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | ○ Culvert Locations | |
| — Streams and Rivers | | |



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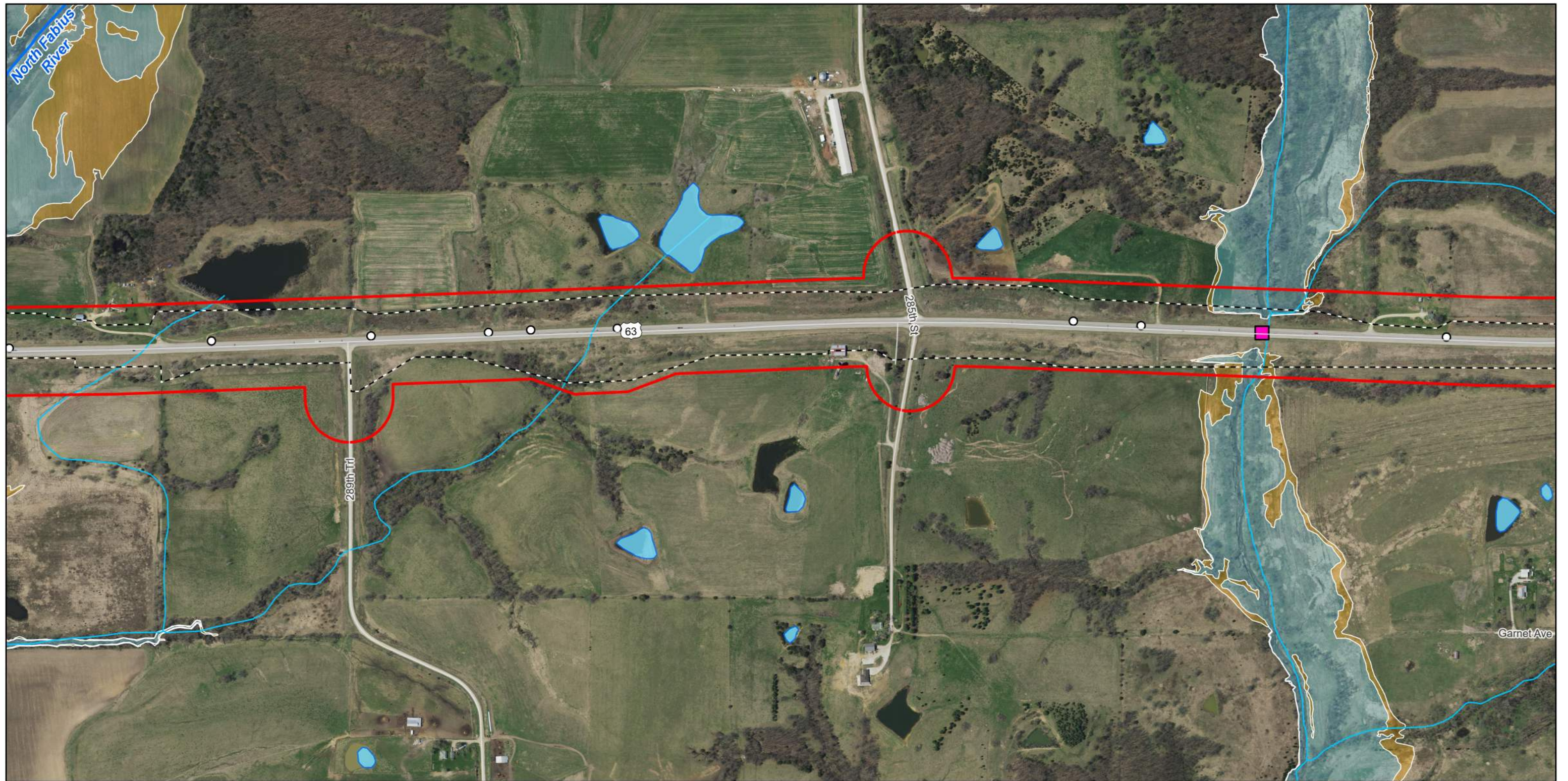


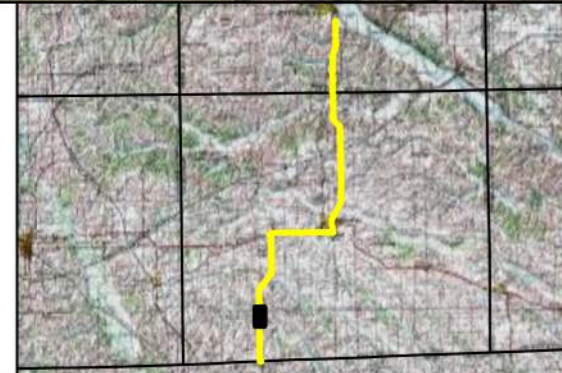
Figure 1-3

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

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|---|---|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| — Streams and Rivers | | |



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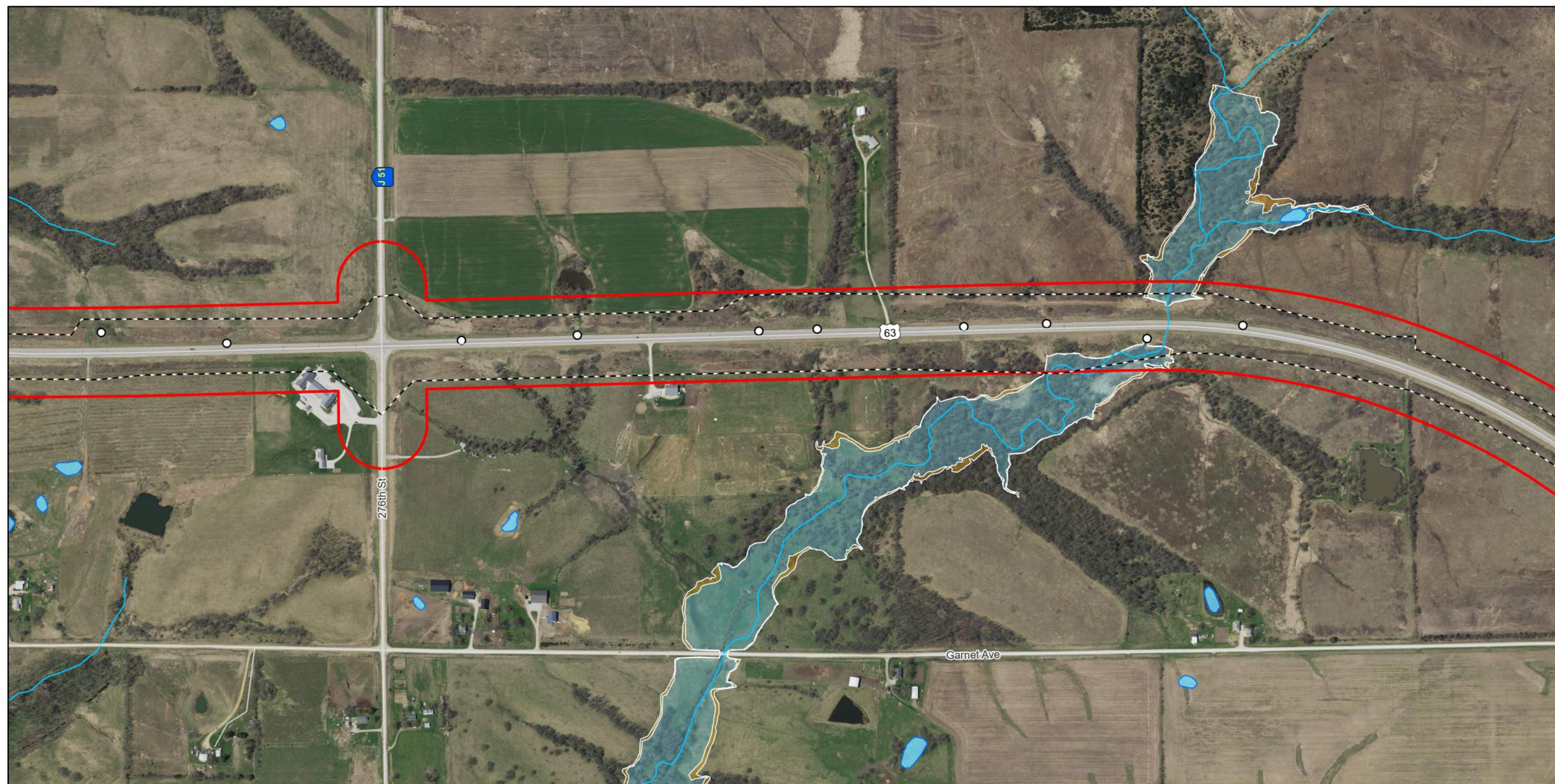


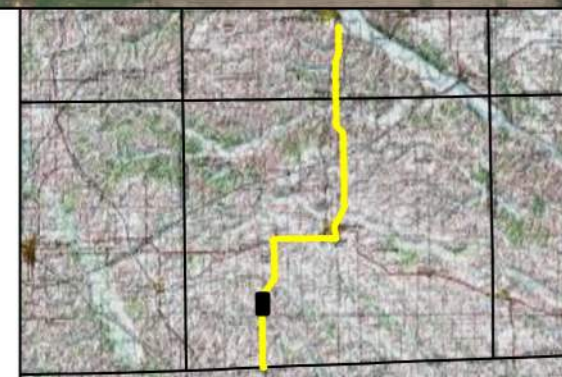
Figure 1-4

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

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|---|---|--|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | ○ Culvert Locations | |
| — Streams and Rivers | | |



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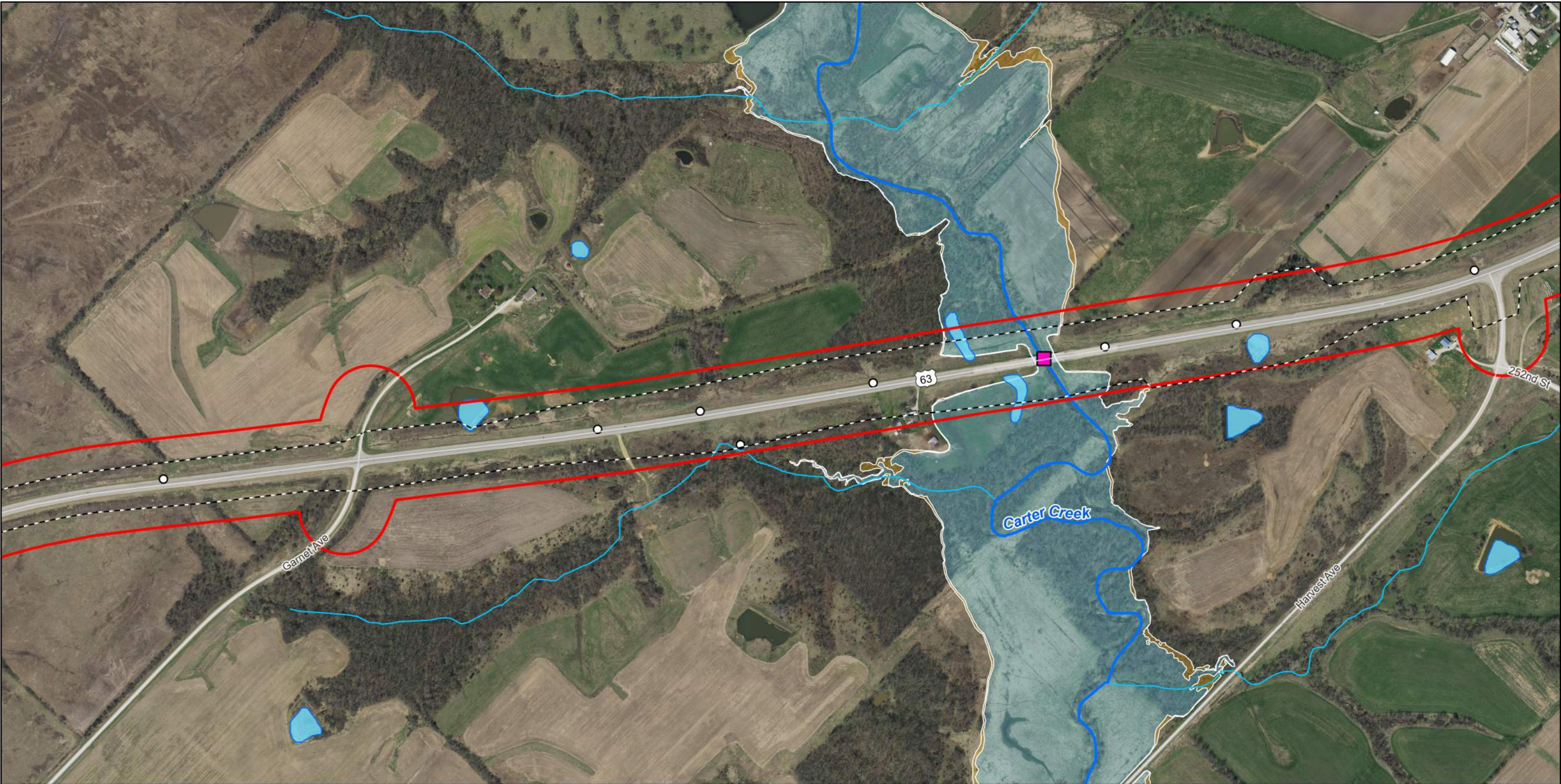


Figure 1-5

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

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|---------------------|-----------------------------------|---------------------------------------|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| Known RECs | Conservation and Recreation Areas | Floodway |
| Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| Streams and Rivers | | |

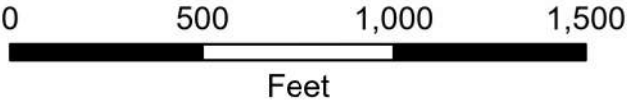
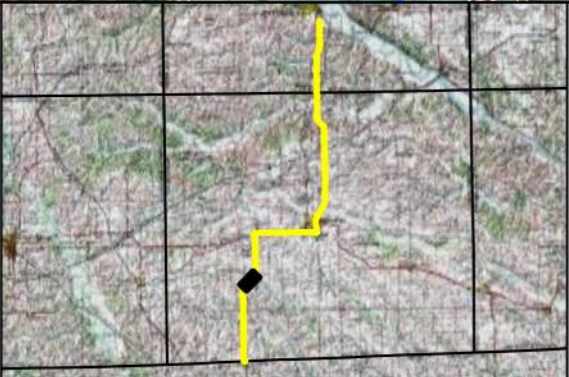




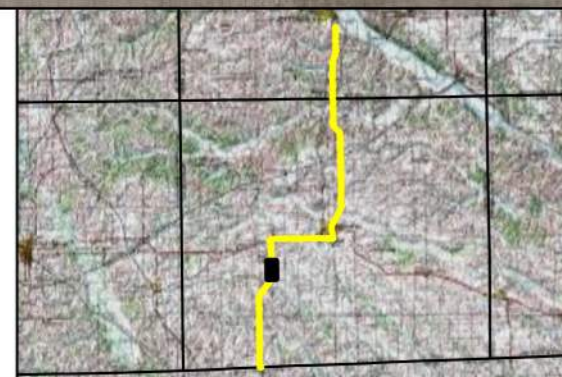
Figure 1-6

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

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|---------------------|-----------------------------------|---------------------------------------|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| Known RECs | Conservation and Recreation Areas | Floodway |
| Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| Streams and Rivers | | |



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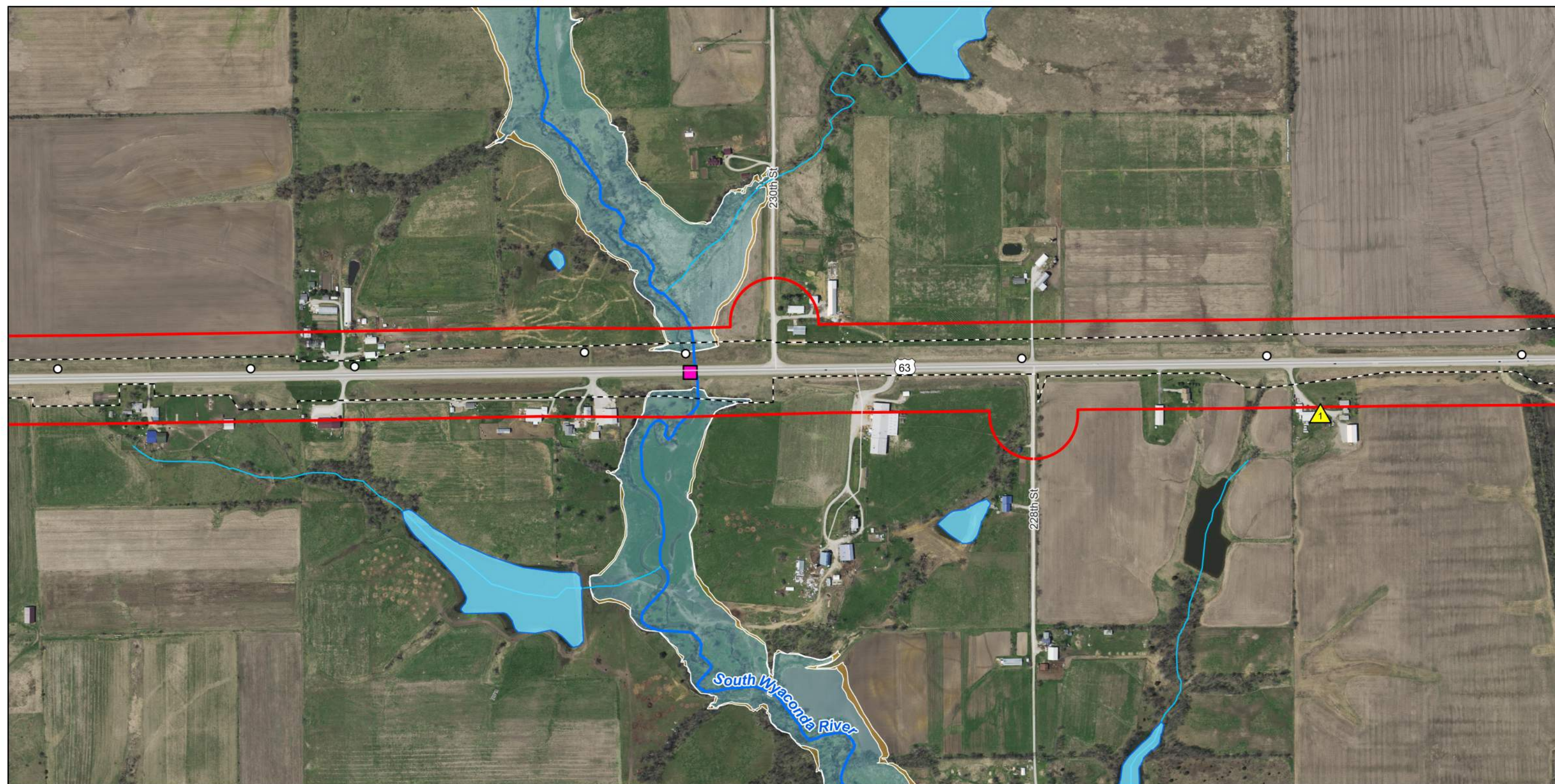


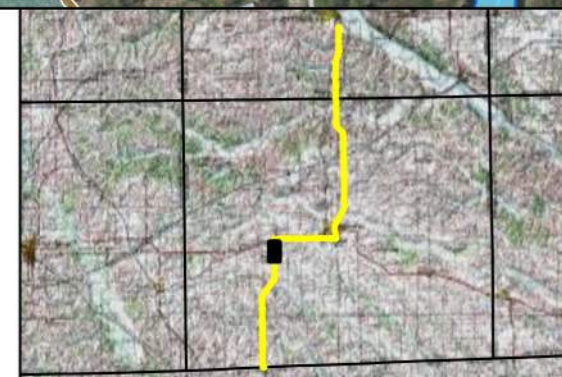
Figure 1-7

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

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|---------------------|-----------------------------------|---------------------------------------|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| Known RECs | Conservation and Recreation Areas | Floodway |
| Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| Streams and Rivers | | |



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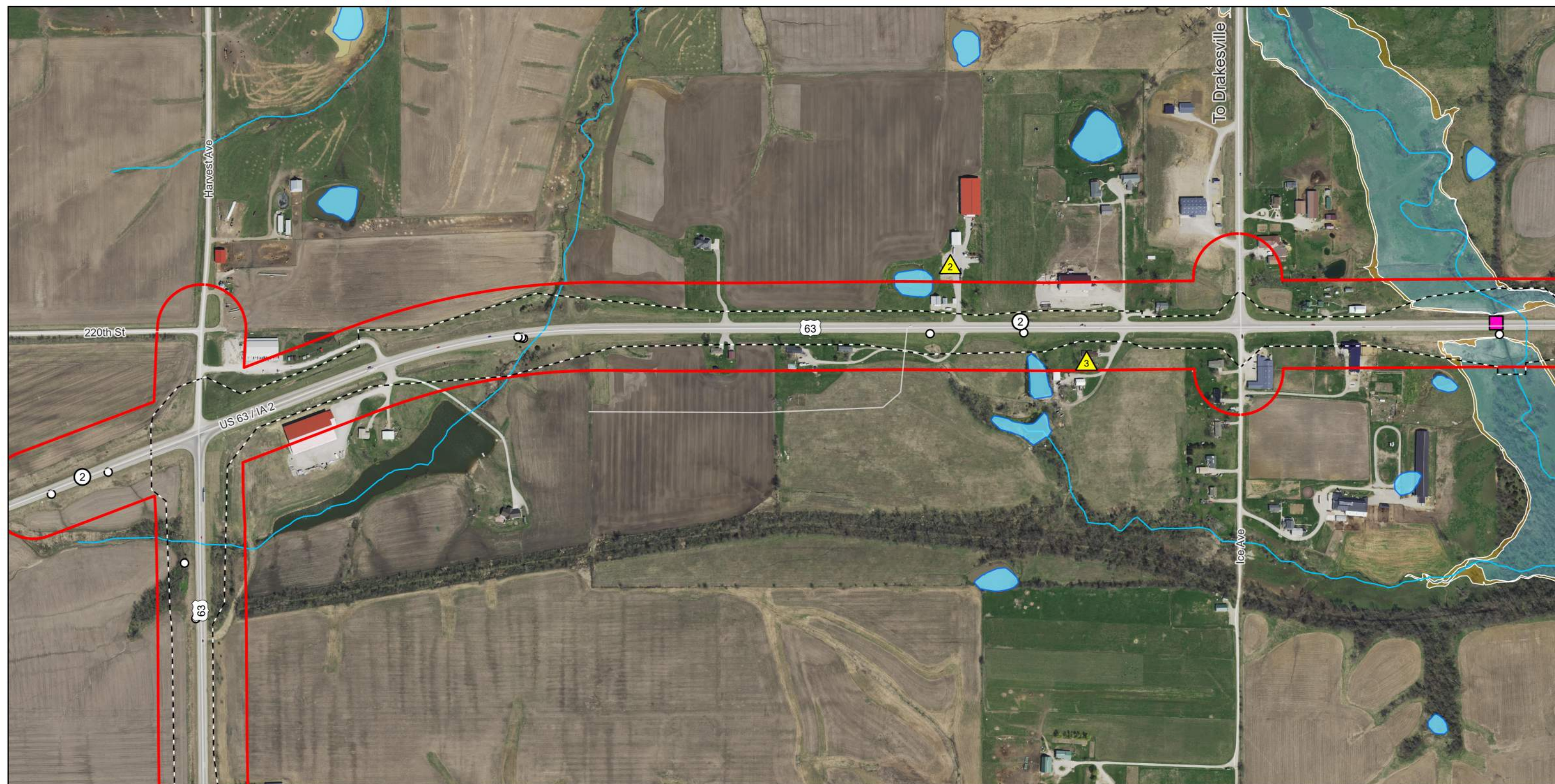


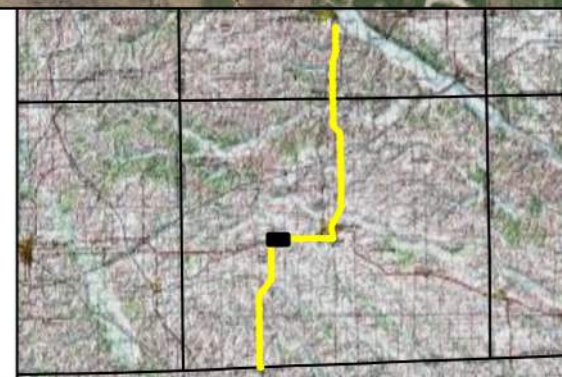
Figure 1-8

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|--|---|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | ○ Culvert Locations | |
| — Streams and Rivers | | |



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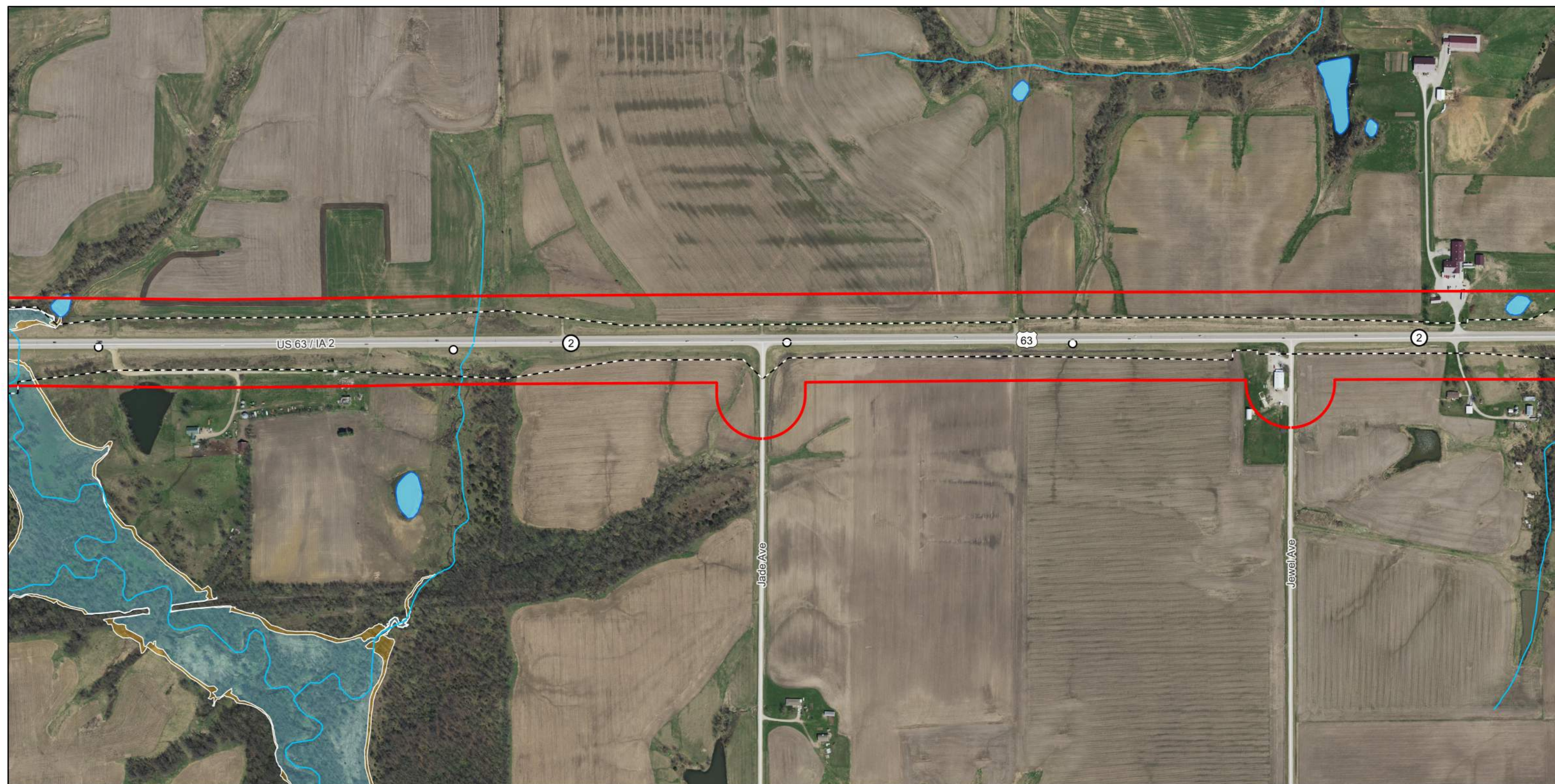


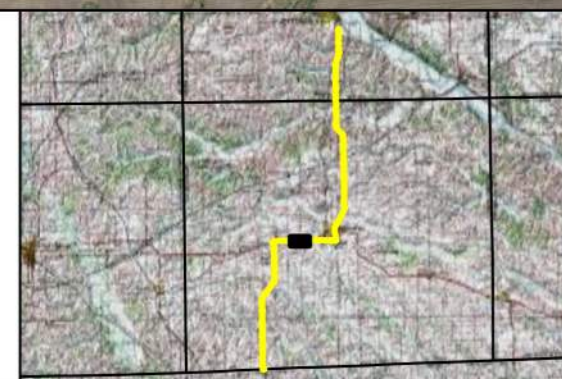
Figure 1-9

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|---------------------|-----------------------------------|---------------------------------------|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| Known RECs | Conservation and Recreation Areas | Floodway |
| Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| Streams and Rivers | | |



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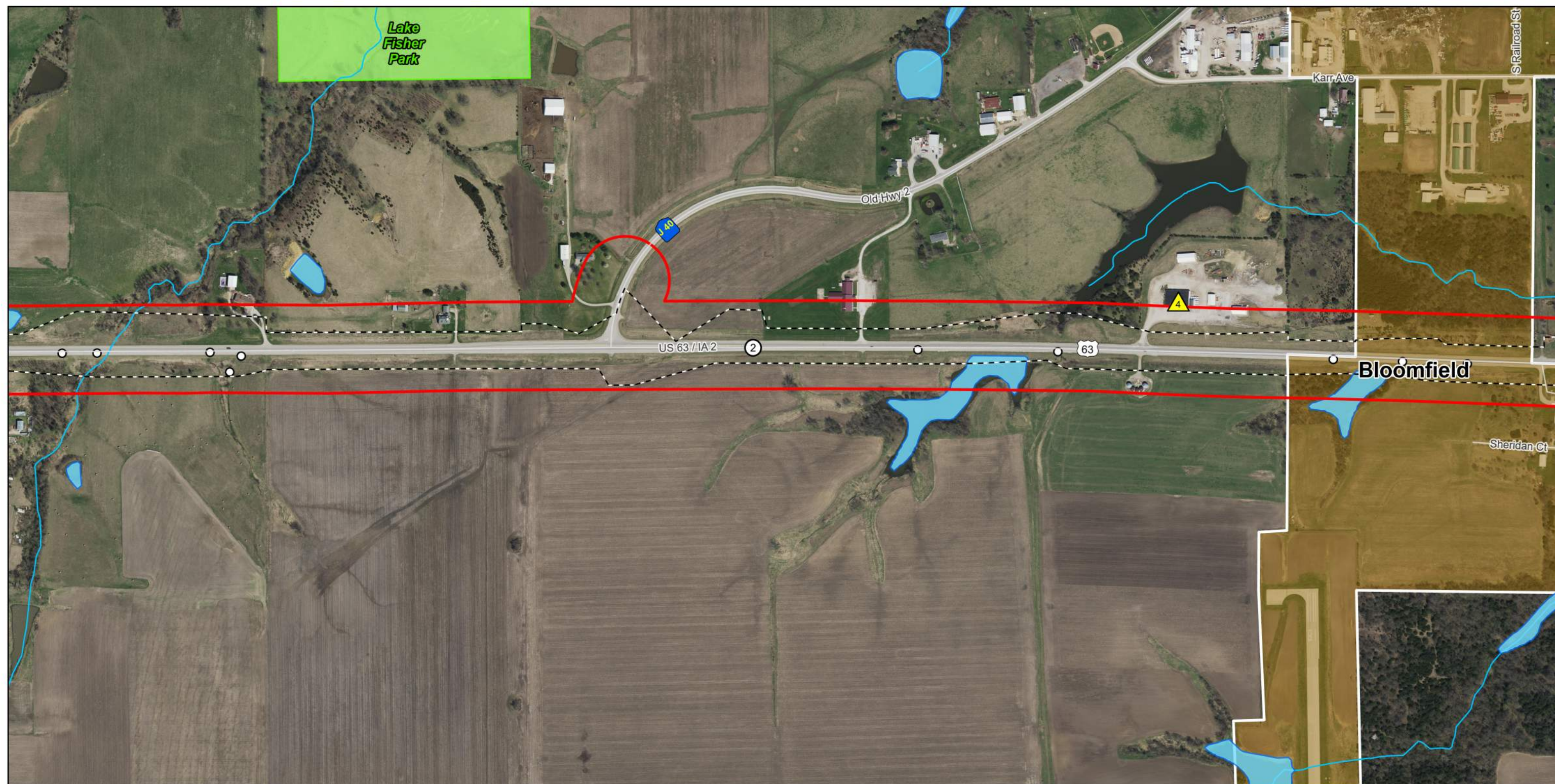


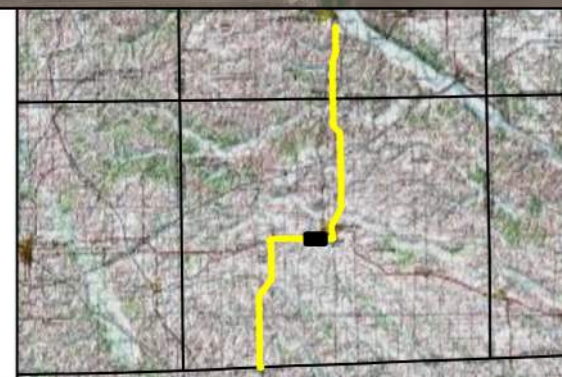
Figure 1-10

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

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|---|---|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| — Streams and Rivers | | |



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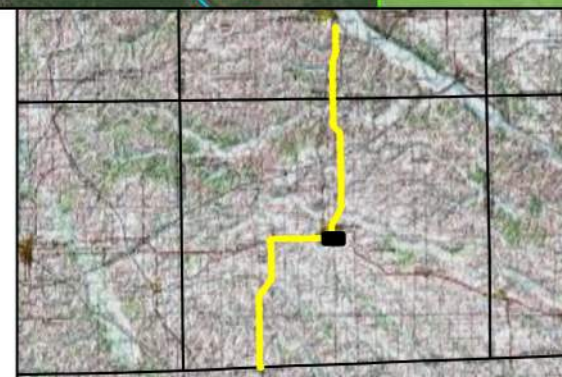
Figure 1-11

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|--|--|--|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | ○ Culvert Locations | |
| — Streams and Rivers | | |



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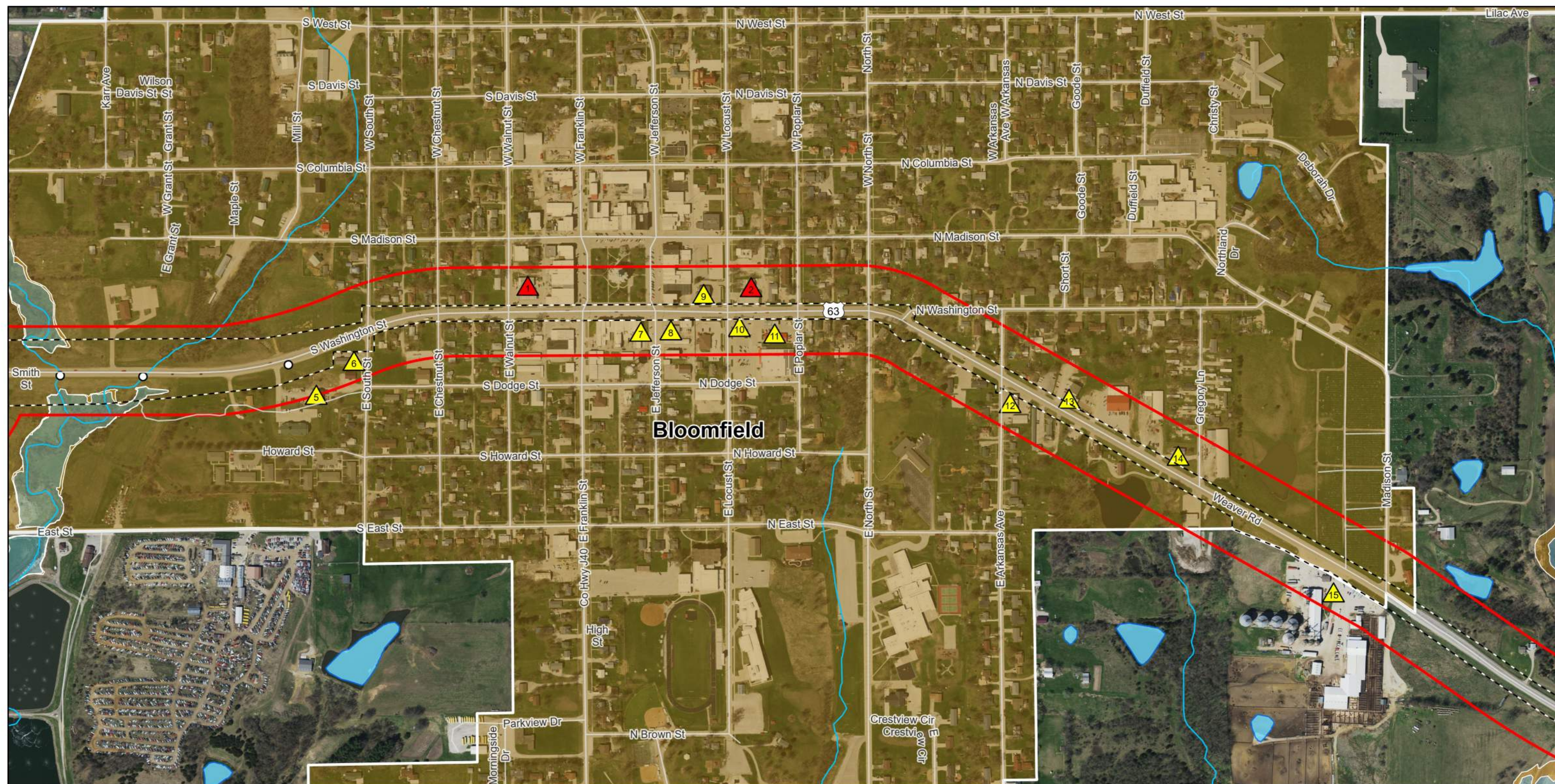


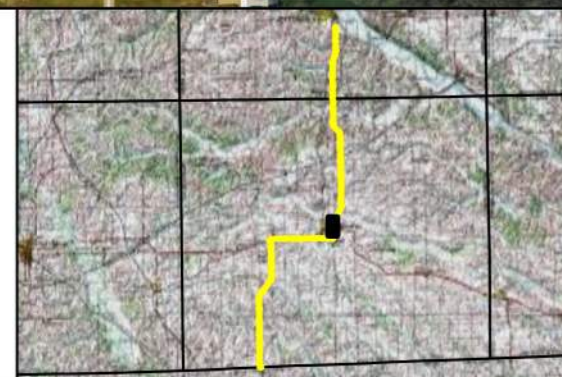
Figure 1-12

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|---------------------|-----------------------------------|---------------------------------------|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| Known RECs | Conservation and Recreation Areas | Floodway |
| Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| Streams and Rivers | | |



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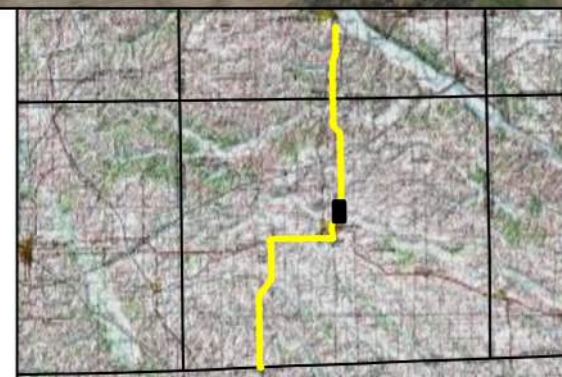
Figure 1-13

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|---|--|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | ○ Culvert Locations | |
| — Streams and Rivers | | |



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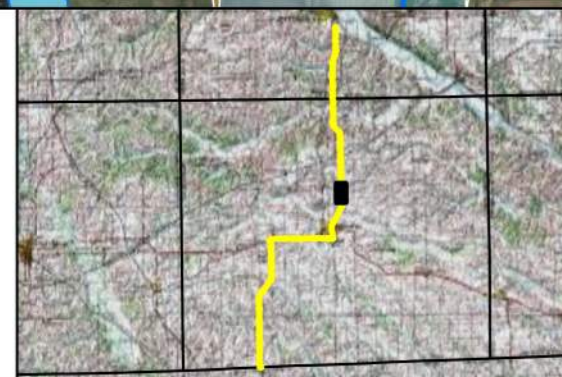
Figure 1-14

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|--|--|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| — Streams and Rivers | | |



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Feet





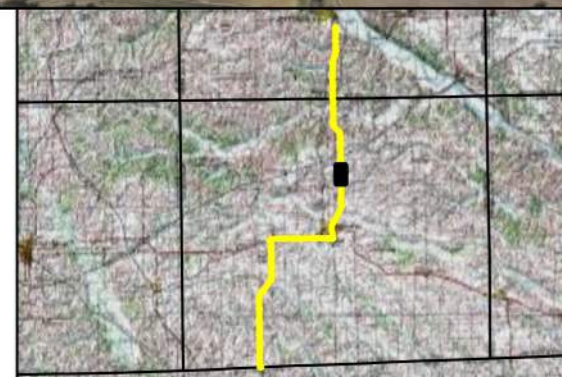
Figure 1-15

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|---------------------|-----------------------------------|---------------------------------------|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| Known RECs | Conservation and Recreation Areas | Floodway |
| Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| Streams and Rivers | | |



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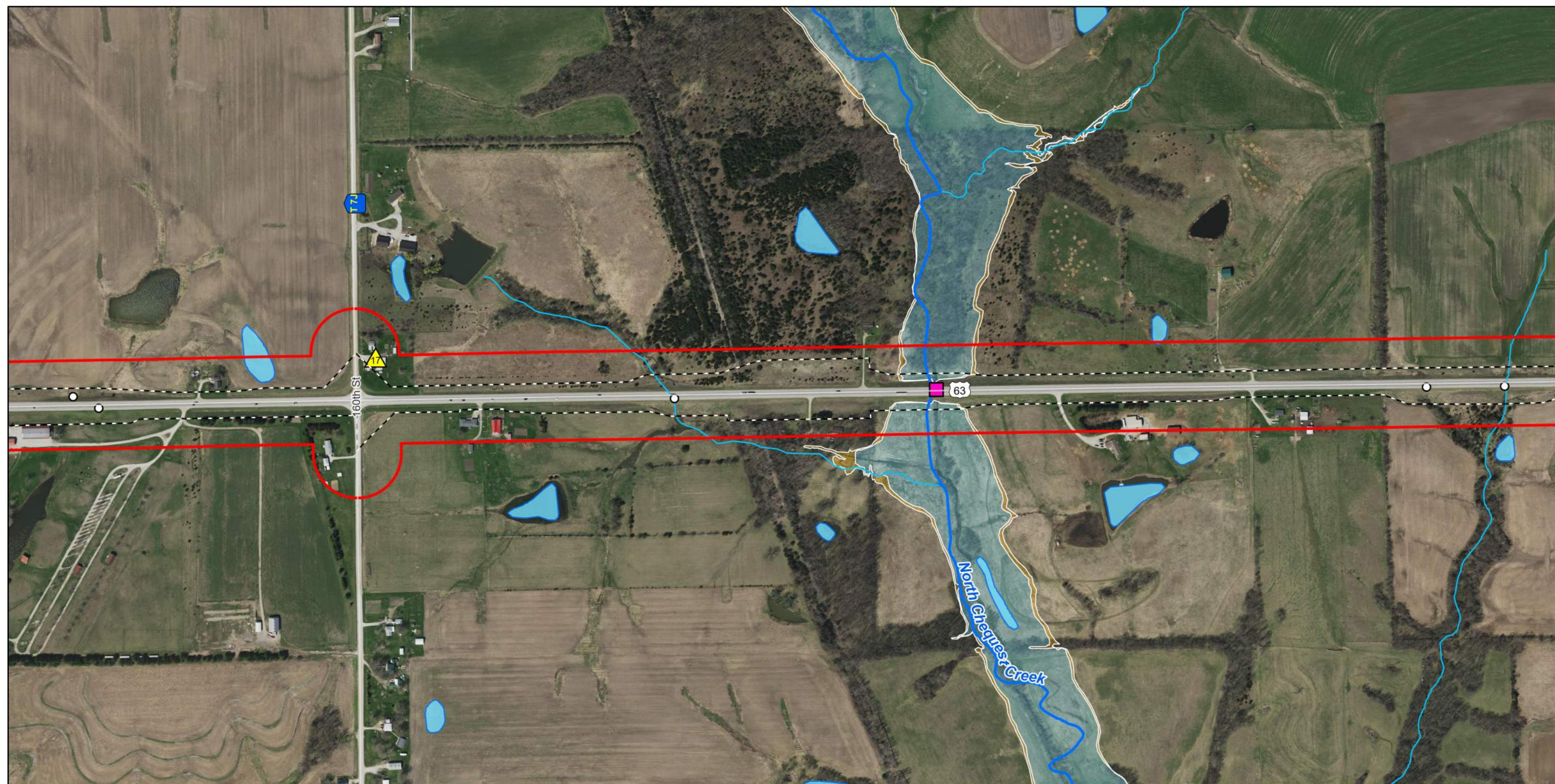


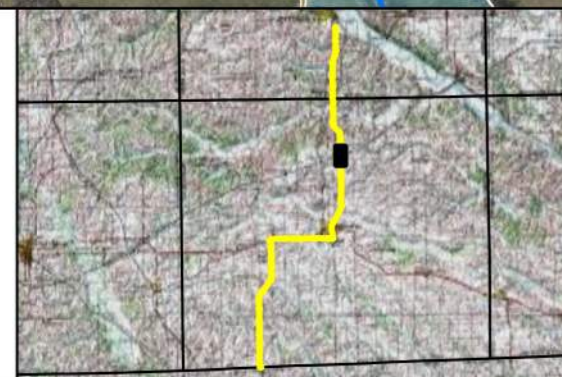
Figure 1-16

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|---|--|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| — Streams and Rivers | | |



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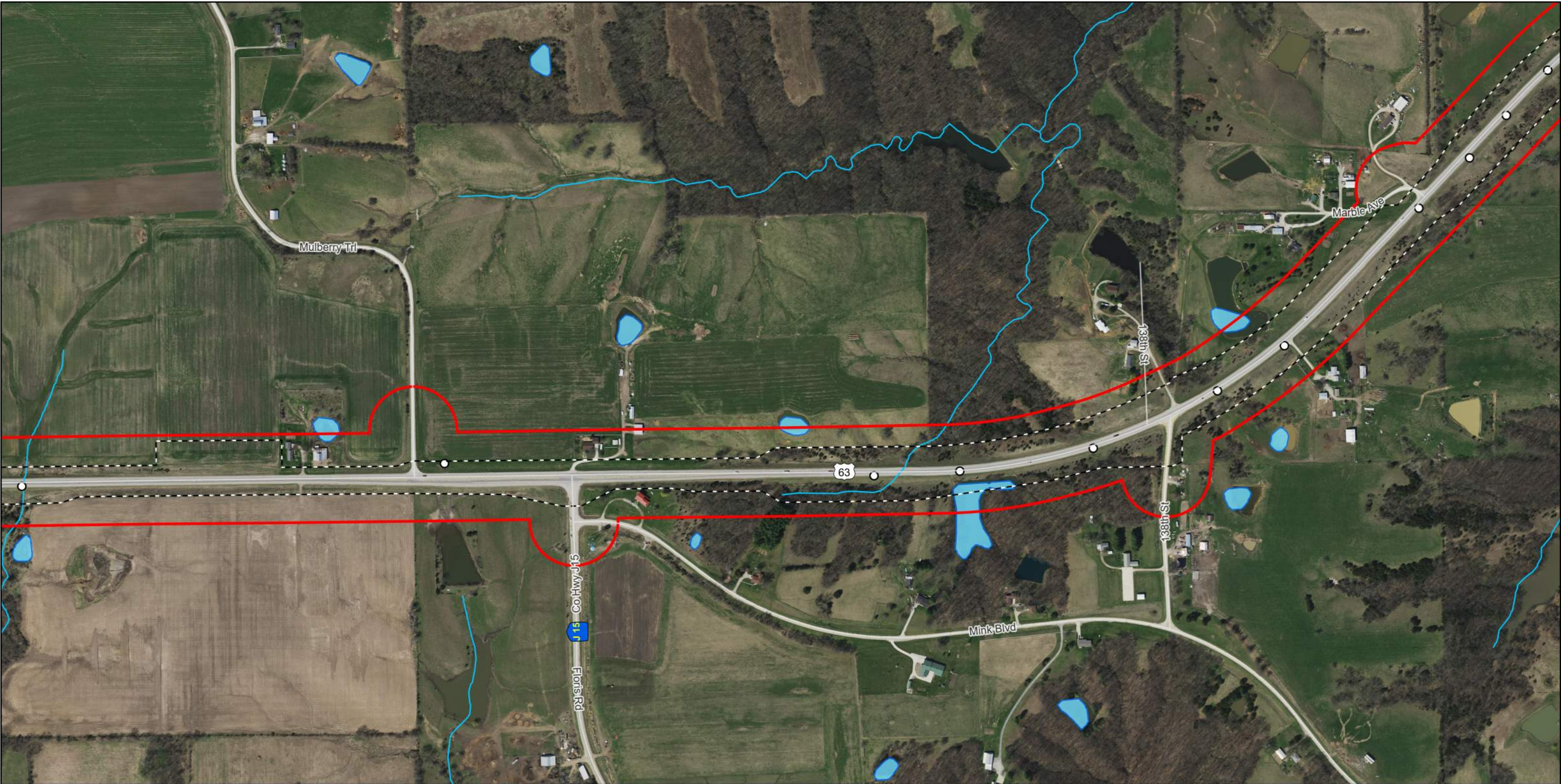


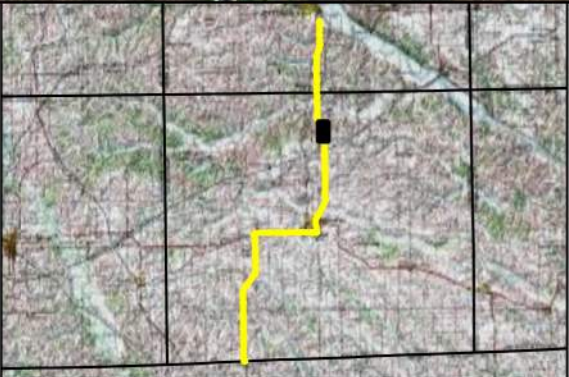
Figure 1-17

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|---|---|---|
|  Study Area |  National Wetland Inventory |  0.2% Annual Chance Flood Hazard |
|  Existing Hwy 63 ROW |  Municipalities |  1.0% Annual Chance Flood Hazard |
|  Known RECs |  Conservation and Recreation Areas |  Floodway |
|  Potential RECs |  Bridge Locations |  Approximate ANR Gas Pipeline Location |
|  Lakes and Ponds |  Culvert Locations | |
|  Streams and Rivers | | |



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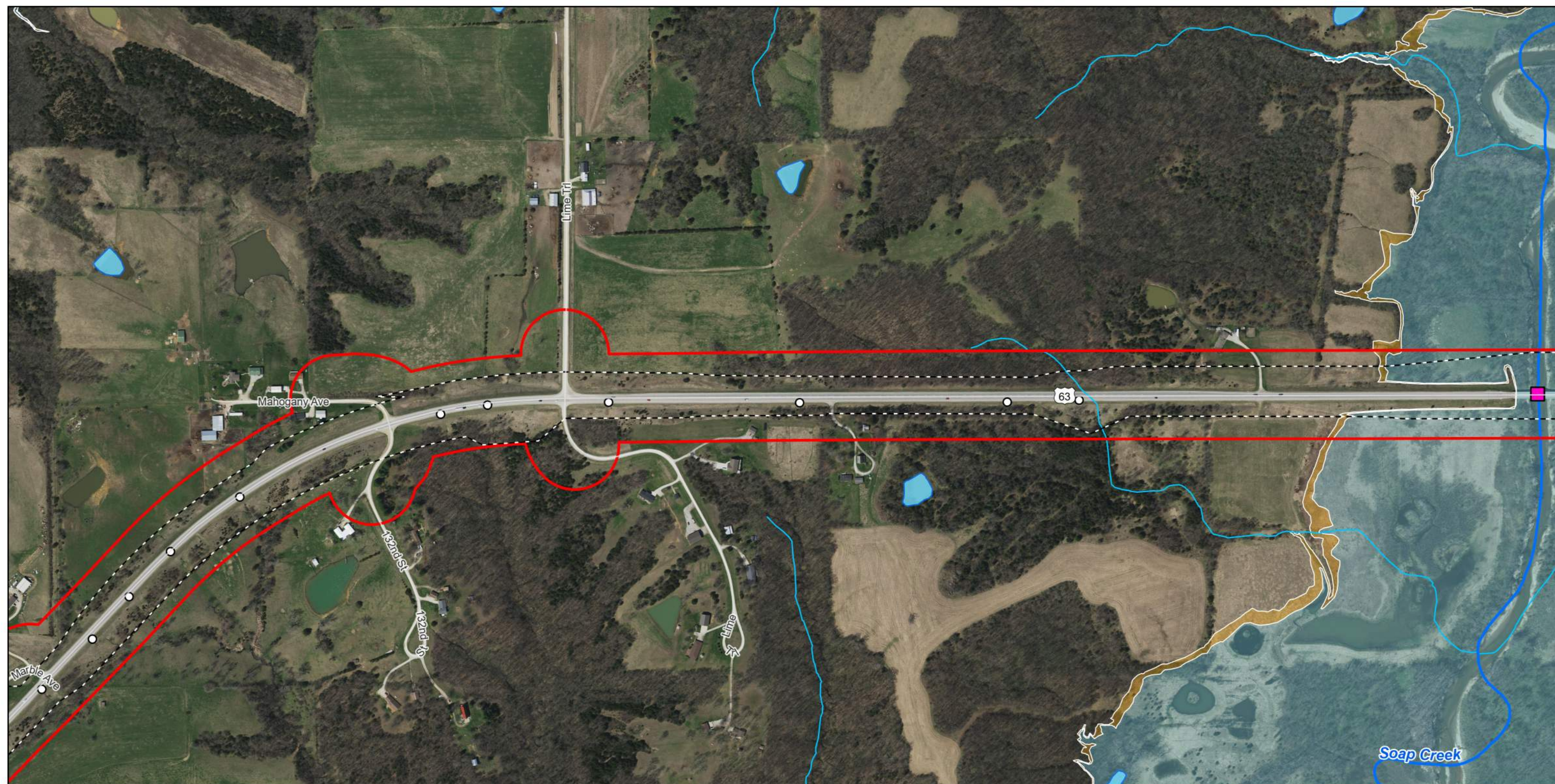


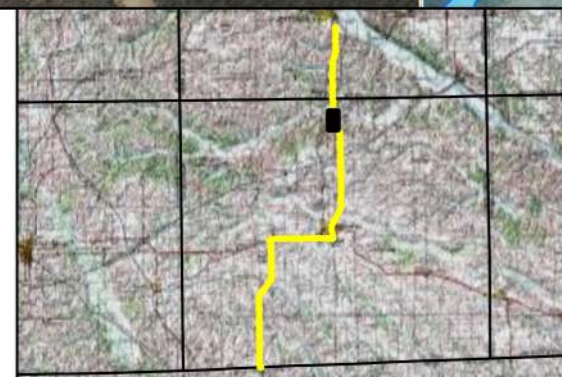
Figure 1-18

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|---|---|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| — Streams and Rivers | | |



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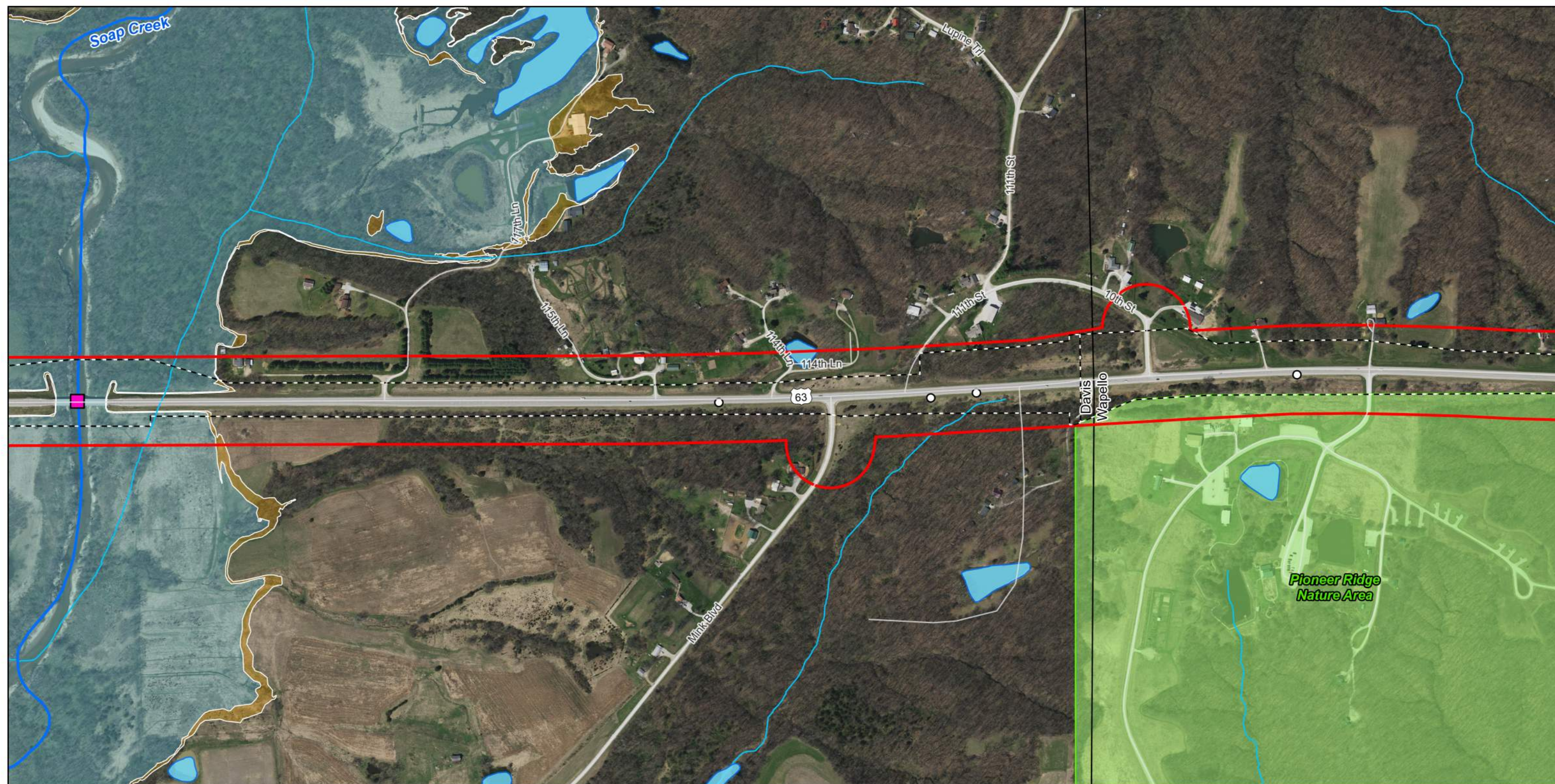


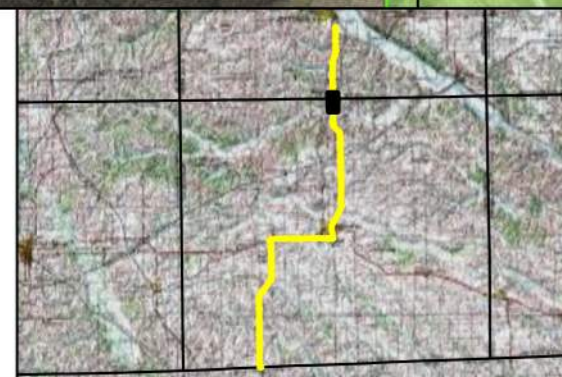
Figure 1-19

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

- | | | |
|---|---|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | ○ Culvert Locations | |
| — Streams and Rivers | | |



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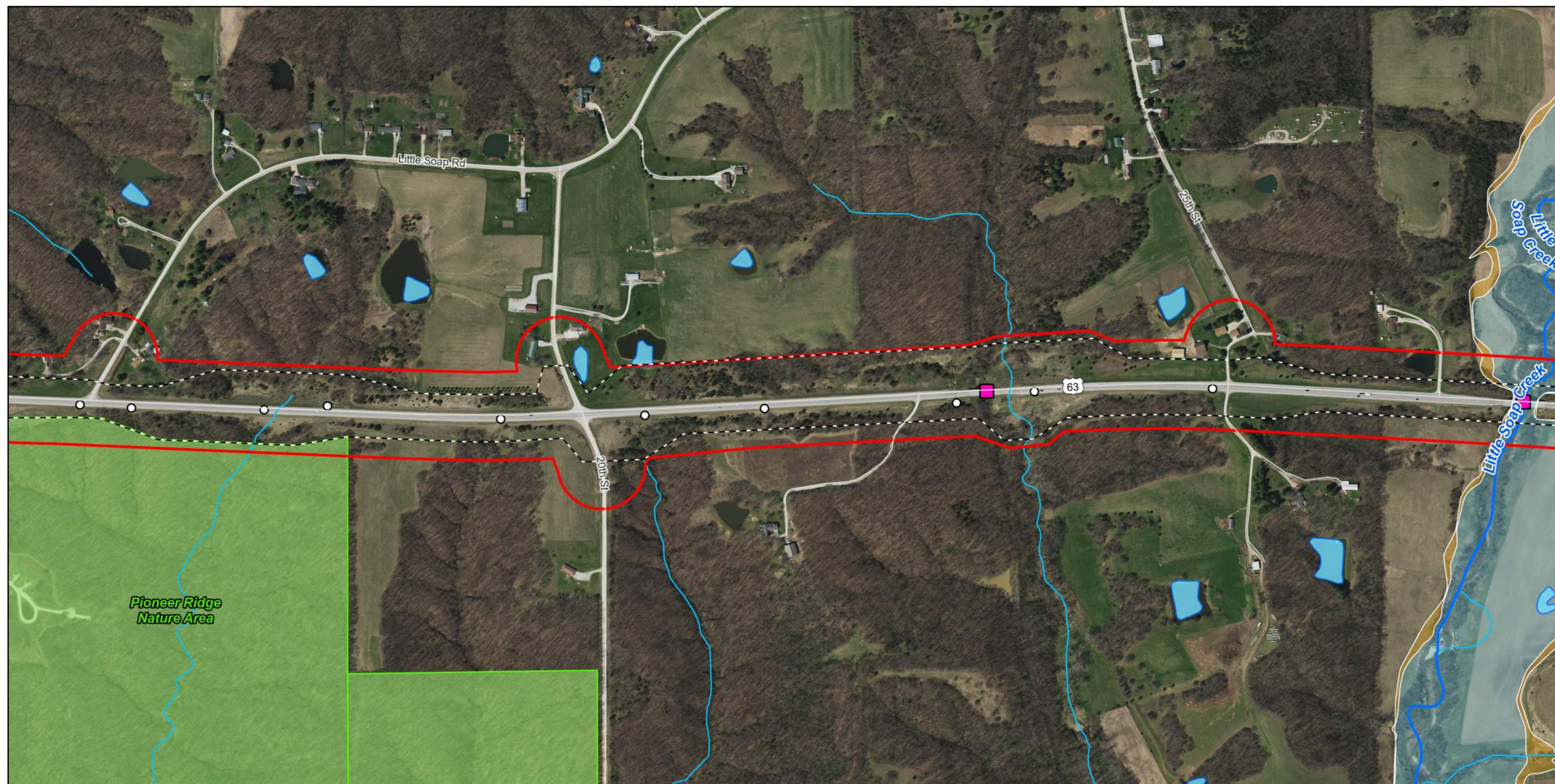


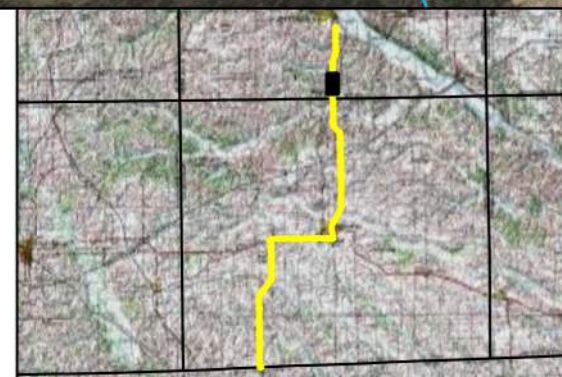
Figure 1-20

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

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|--|---|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| — Streams and Rivers | | |



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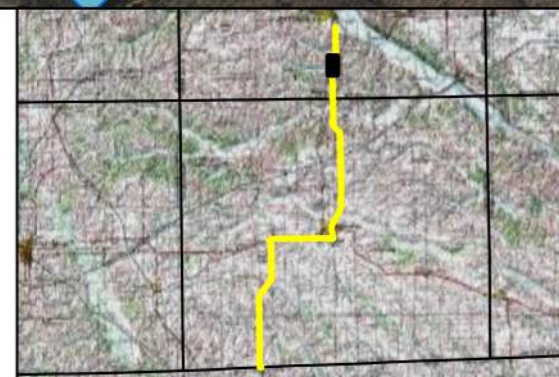
Figure 1-21

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

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|---|---|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| — Streams and Rivers | | |



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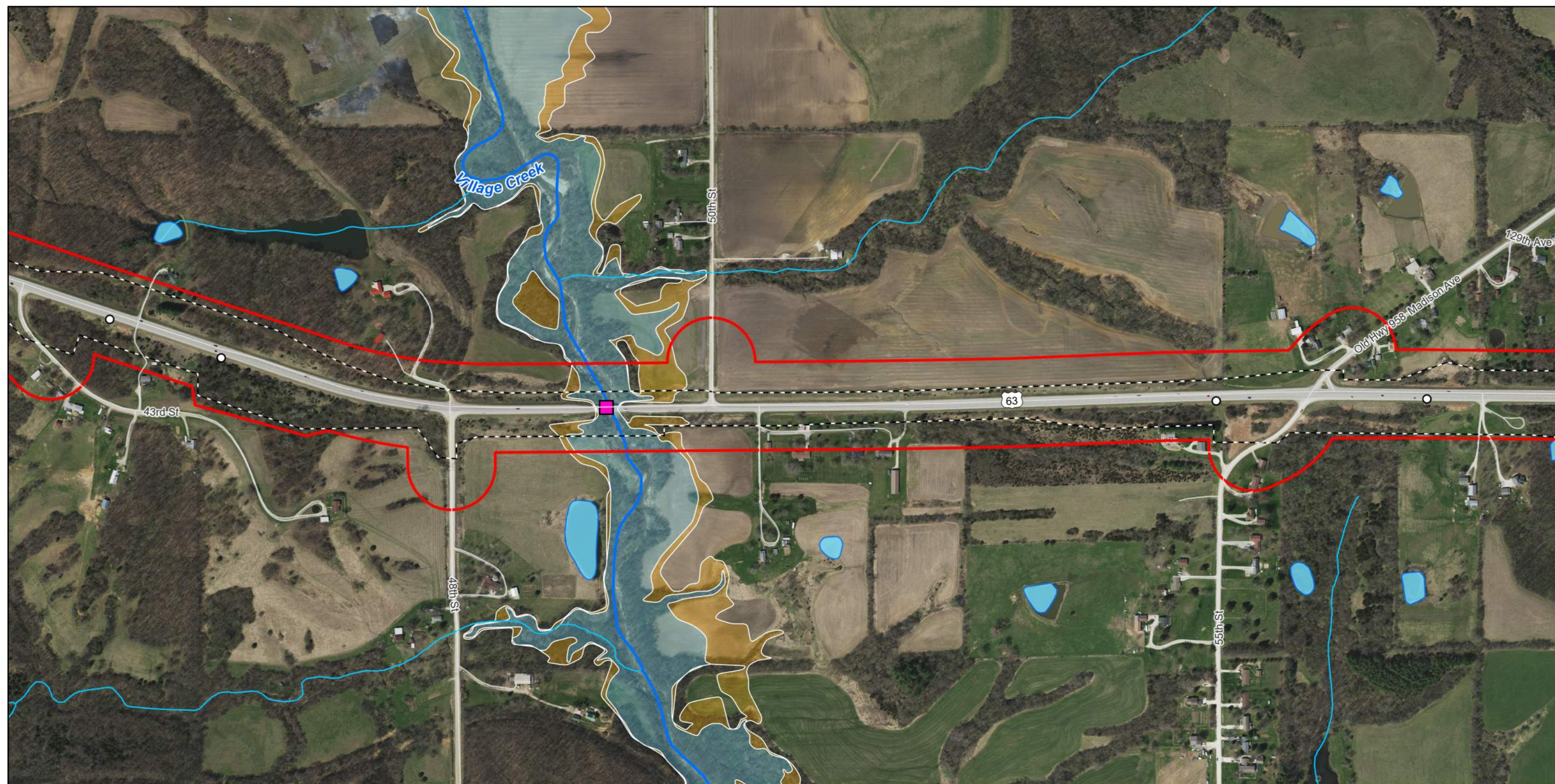


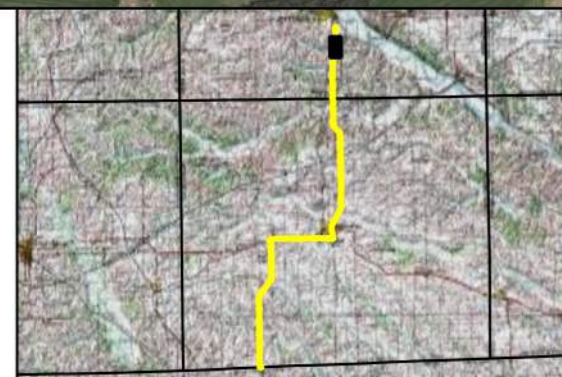
Figure 1-22

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

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|---|--|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| — Streams and Rivers | | |



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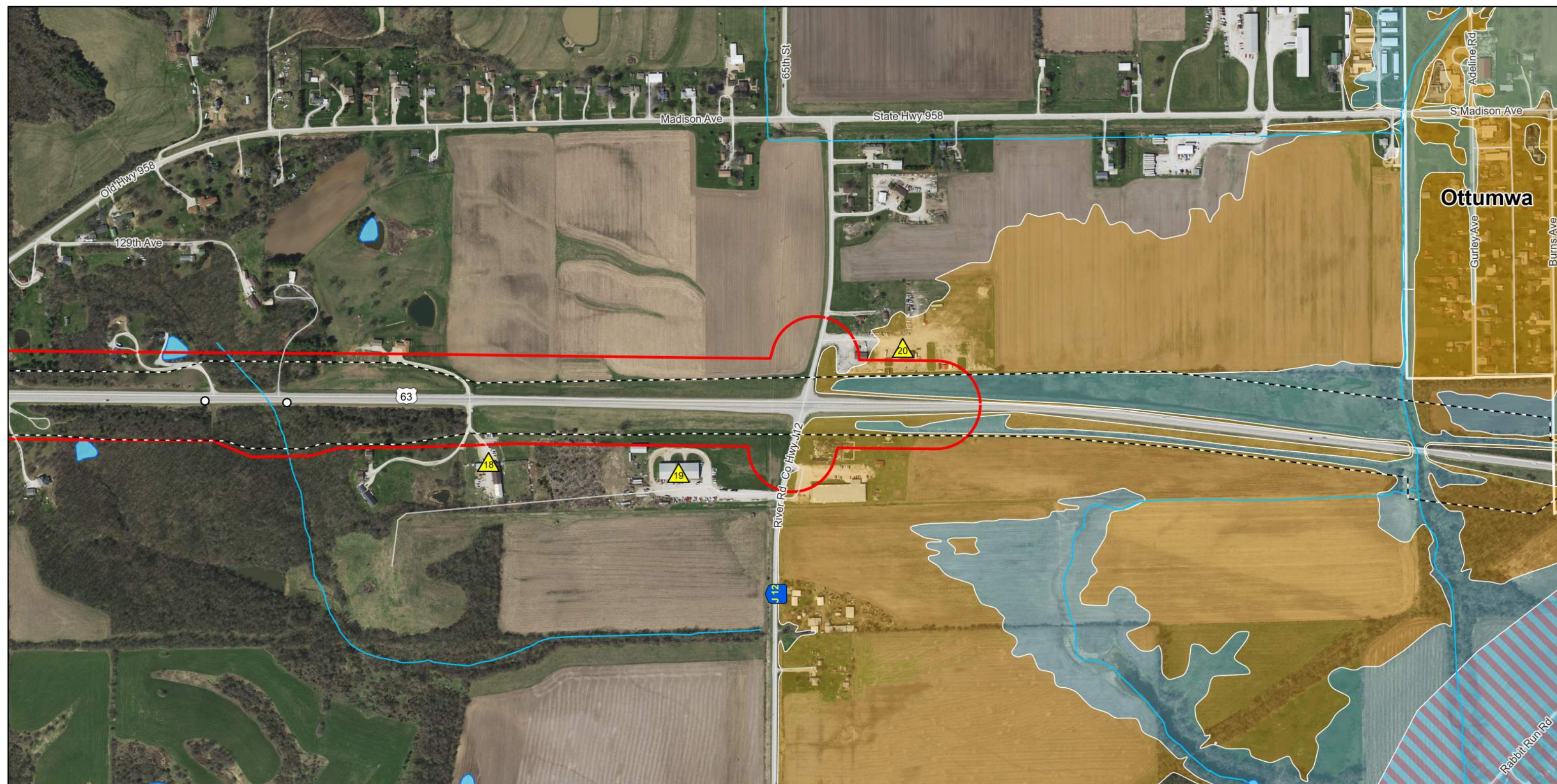


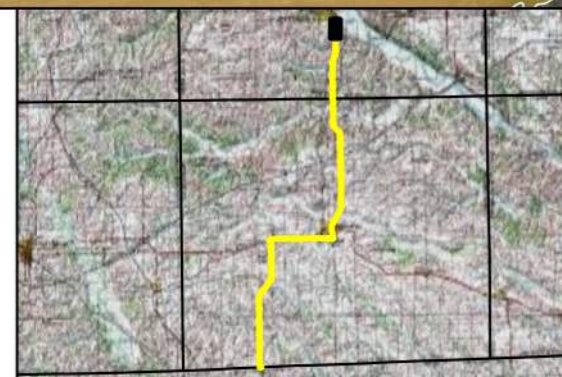
Figure 1-23

Constraints Map

US 63 Super-2 Study

Davis and Wapello County
Iowa

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|---|--|---|
| Study Area | National Wetland Inventory | 0.2% Annual Chance Flood Hazard |
| Existing Hwy 63 ROW | Municipalities | 1.0% Annual Chance Flood Hazard |
| ▲ Known RECs | Conservation and Recreation Areas | Floodway |
| ▲ Potential RECs | Bridge Locations | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds | Culvert Locations | |
| — Streams and Rivers | | |



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Appendix J:

Iowa DOT Super 2 Guidance

Super-2 Highways

Design Manual
Chapter 6
Geometric Design

Originally Issued: 04-29-19

Revised: 10-31-23

Background

The Mobility and Safety (Super-2) section of [Chapter 5](#) in the State Transportation Plan (STP) states:

“As part of the 2017 plan, analysis was conducted to provide a data-driven recommendation for mobility and safety improvements to Primary Highway System corridors. The aim was for these improvements to enhance the operation of the network in particular corridors where capacity expansion needs were not identified, but improvements would help the corridors compliment the state’s multilane highway network.

The mobility and safety improvements are realized through the Super-2 concept. As part of the 1997 State Transportation Plan, the Iowa DOT introduced Super-2 style roadways with the basic goals of maximizing the benefits of two-lane roadways through improved roadway safety, capacity, and mobility, while reinforcing the growing importance of lowering right-of-way needs and construction and maintenance costs. Super-2 improvements serve as alternatives to four-lane capacity expansion projects and can aid in uninterrupted flow of traffic and the accommodation for slower traffic when necessary. A defining feature of Super-2 improvements is the addition of passing lanes, which improve roadway operation by providing opportunities to pass slower-moving vehicles. Other examples of Super-2 design elements include wider paved shoulders, left and right turn lanes, acceleration lanes, limited access, and geometric improvements.”

Chapter 5 of the STP also lists routes targeted for Super-2 enhancements, see Table 1 and Figure 1 below. Super-2 enhancements may be applied to other two lane corridors not identified in the STP.

Table 1: Targeted Super-2 corridors.

route	from	to
US 18	South Dakota border	I-35
	US 218	IA 76
US 30	Nebraska border	US 169
	5.2 miles east of IA 1	US 61
US 34	0.8 miles west of US 275	west corporate line of Ottumwa
US 63	Missouri border	US 34
	IA 92	US 20
	US 18	Minnesota border
US 71	Missouri border	US 18
	IA 86	Minnesota border

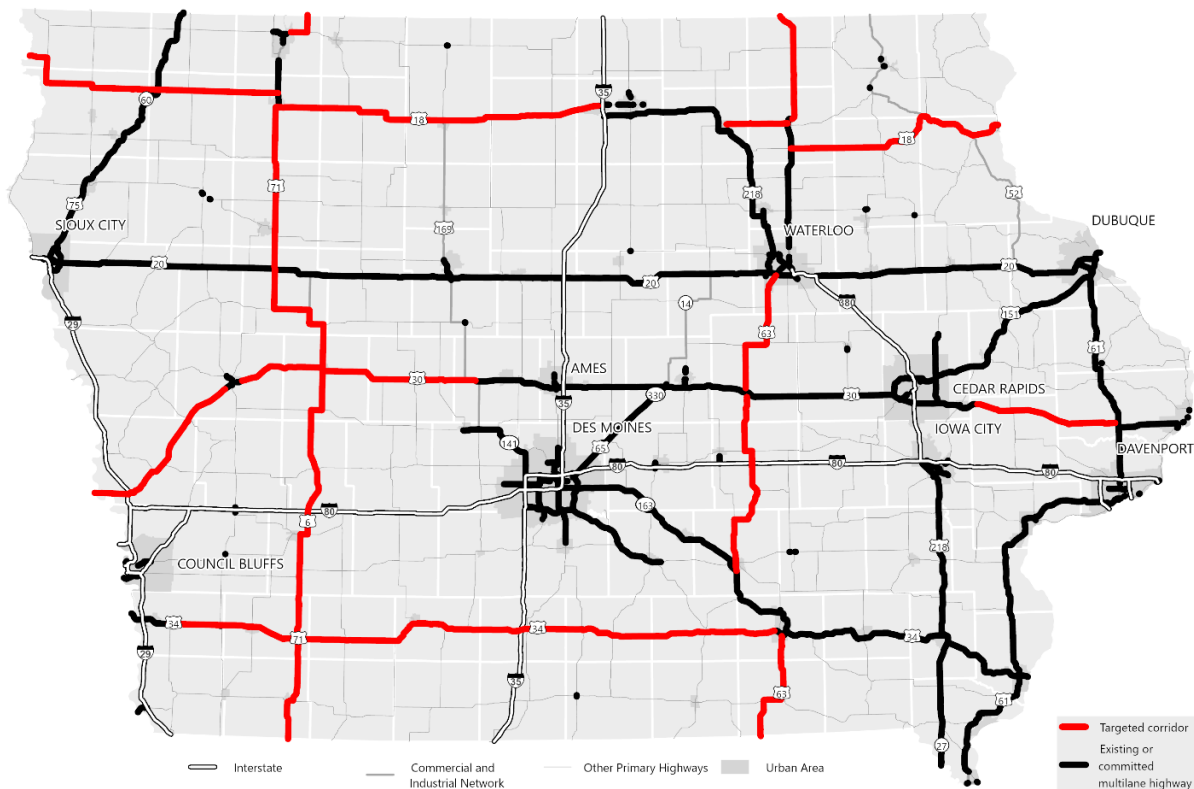


Figure 1: Targeted Super-2 corridors.

This section provides design guidance related to passing lanes, turning lanes, access management, shoulder design, signs and pavement markings, and rumble strips for Super-2 Highways.

Passing Lanes

Super-2 highways provide improved safety and mobility on two lane roadways by providing passing opportunities for faster moving vehicles, thus reducing the potential for a head on crash with oncoming traffic. Passing opportunities are created by providing passing lanes at regular intervals. The length of passing lanes is adjusted depending on traffic volumes on the route. Since traffic volumes can vary within a corridor, passing lane spacings and lengths must be applied to individual segments of the corridor, rather than the whole corridor, to ensure proper operation of a Super-2 facility.

Passing Lane Location

When reviewing a corridor for passing lane locations, avoid the following locations if possible:

- Areas of reduced speed adjacent to incorporated areas of municipalities.
- Areas with six or more accesses per mile in one direction of travel.
- Bridges or multiple barrel reinforced concrete box culverts to avoid the added expense of widening or lengthening existing structures.
- At-grade railroad crossings.
- Areas where the right-of-way (ROW) line is shared with a railroad, unless there is sufficient room within the existing ROW to accommodate the passing lane and not impact drainage.
- Four legged intersections with paved approaches on all four legs. Placing passing lanes through intersections with unpaved sideroads is acceptable, and in some instances will be necessary due to the passing lane length. If placing a passing lane through a paved intersection is unavoidable, contact the [Geometrics Engineer](#).
- Horizontal curves with advisory speeds less than the posted speed limit of the roadway.
- Curves with limited horizontal sight distance.
- Environmentally sensitive areas.
- Within one mile of the ramps at interchanges.

When determining passing lane locations, consideration needs to be given to passing lane locations for the opposing direction of traffic. Figure 2 shows different passing lane location configurations for opposing traffic lanes.

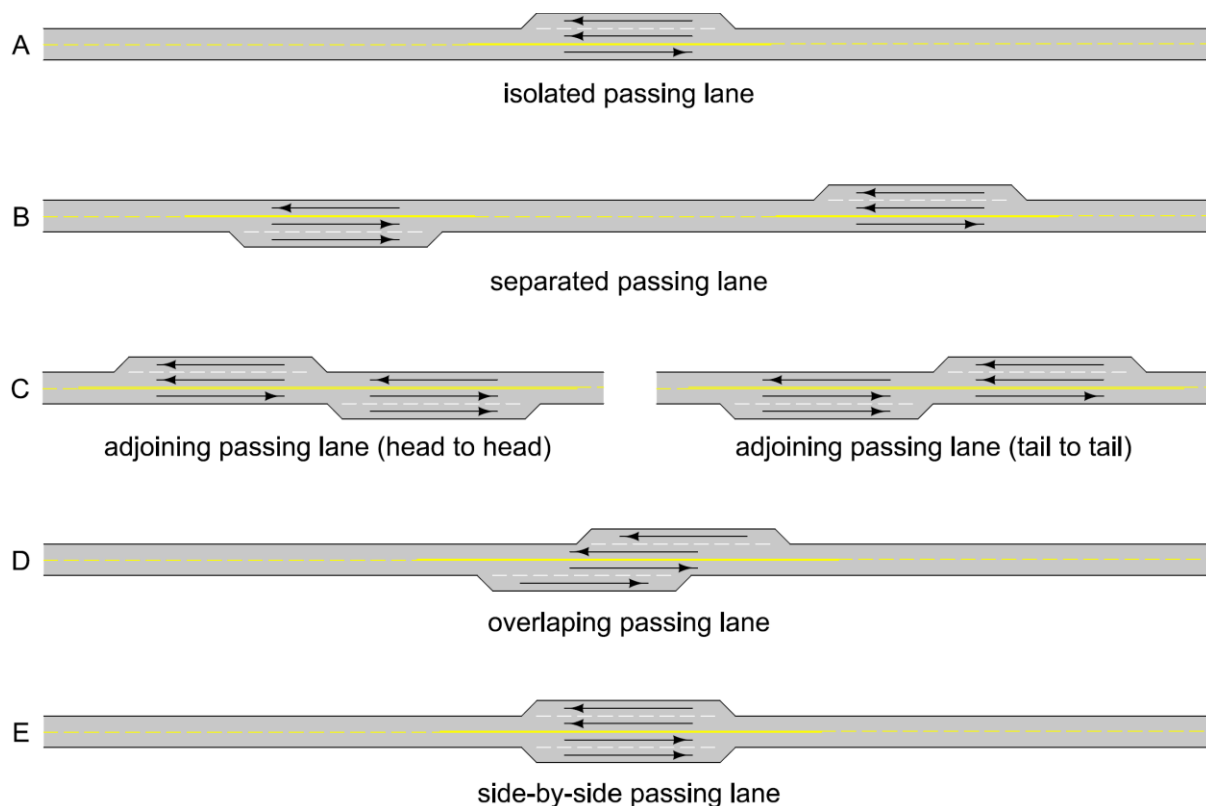


Figure 2: Passing lane location configurations for opposing traffic lanes.

Configuration A is intended to be used where a passing opportunity is only needed in one location. Configuration B is the preferred pattern for the locations of the passing lanes. If adjustments for the passing lane locations are necessary, configuration C (either head to head or tail to tail) may be used. Of the two, tail to tail is preferred. Configuration D is typically the result of the passing lanes functioning as a combination passing/climbing lane or in areas where other constraints prevent offsetting the passing lanes. The use of Configuration E gives the appearance that the roadway in the area of the passing lane is a four lane undivided section, so it should only be used when constraints on the project prevent offsetting the passing lanes as shown on the other configurations.

In areas where hilly terrain exists, passing lanes should be placed on ascending grades to allow the passing lane to function as a combination passing lane/climbing lane.

Passing Lane Design

Typical Passing Lane Section

Twelve foot wide lanes are preferred. Eleven foot wide lanes are acceptable.

Passing Lane Spacing

Preferred spacing between passing lanes is 4 to 5 miles. This spacing is based on the desire to provide passing opportunities with uniform spacing between each passing opportunity in one direction. The length between passing lanes may adjusted up to 0.50 miles to avoid items in the list of features to avoid, or to avoid impacts to other features in the corridor (utilities, accesses, etc.). The absolute minimum distance between passing lanes is 3.5 miles.

Passing Lane Lengths

As Figure 3 shows, passing lanes are introduced using a diverge taper and are dropped using a merge taper. Figure 3 also shows reference locations for the distance between passing lanes.

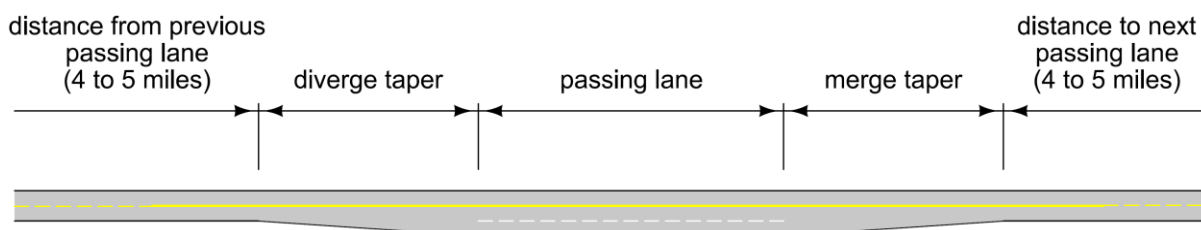


Figure 3: Passing lane components.

The diverge taper should be developed using a 15:1 taper rate. The length of the merge taper depends on the design speed of the roadway and should be based on the length of taper and taper rates for dropping lanes found in Section [6C-1](#).

The length of the passing lane is based on the current Average Annual Daily Traffic (AADT) or the current Vehicles Per Hour (VPH) volumes for the roadway and are shown in Table 2.

Table 2: Passing lane lengths*.

AADT	VPH	length min. (miles)	length max. (miles)
1000	100	0.50	0.50
2000	200	0.50	0.60
3000	300	0.60	0.80
4000	400	0.80	1.50
5000	500	1.00	1.75

* The lengths in this table do not include the length of the diverge taper or the merge taper.

When a passing lane will also function as a climbing lane, the lengths shown in Table 2 should be extended to aid trucks in climbing the grade.

Turning Lanes

Left turn Lanes

Warrants for left turn lanes will be based on safety and volume. If either warrant is met, include left turn lanes.

Safety Warrants for Left Turn Lanes

The [Potential for Crash Reduction](#) (PCR) dashboard can be used to search for patterns of correctable crashes at intersections, e.g. rear-end, angle oncoming left turn, or sight distance related, that could be addressed with left turn lanes. Use the KAB filter to review High/Medium intersections.

Volume Warrants for Left Turn Lanes

Figure 4 (based on NCHRP Report 745 Figure 2) is used to determine left turn warrants. Warrants are based on design year volumes.

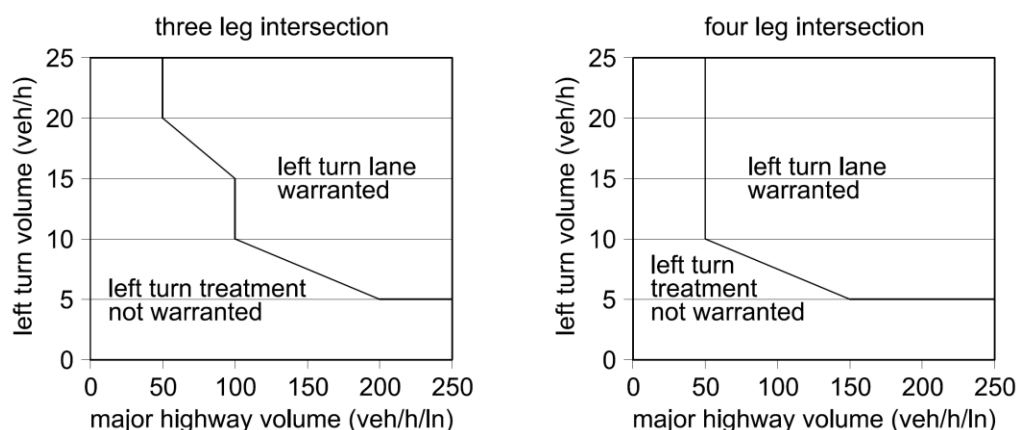


Figure 4: Left turn lane treatments.

Right Turn Lanes

Right turn lanes should be placed at all paved intersections and should be considered at unpaved intersections. Offset right turn lanes are preferred. Section [6C-5](#) provides guidance for offset right turn lanes. If a 20 foot offset is not possible due to ROW constraints, the maximum amount of offset should be provided given sight distance and available ROW. Refer to Section [6D-1](#) for information related to intersection sight distance.

Access Management

Chapter 2 of the [Access Management Manual](#) provides information regarding classification of accesses and roadways (types and categories, respectively), which are used to determine required spacing. Chapter 3 of the Access Management Manual provides information regarding location and design of accesses.

Contained within Chapter 3 of the Access Management Manual is a discussion of functional area for an intersection. The functional area of an intersection is where movements such as slowing, stopping, turning, queuing, and complex traffic maneuvers may result in the potential for conflicts and crashes.

Passing lanes also have a functional area (though not defined in the Access Management Manual). It is the length of the passing lane plus the diverge and merge tapers (see Figure 2 above for passing lane components).

New accesses should not be located within the functional area of an intersection or passing lane. Existing accesses may remain if approved by the District Engineer. Relocation is preferred if it can be done at a reasonable cost. Frontage roads are not desired, but may be considered for extreme cases.

Outside of functional areas, accesses should be located at ¼ mile spacing.

Shoulder Design

Shoulders at passing lanes shall be paved. Refer to Table 3 for shoulder widths. These widths apply throughout the Super-2 corridor.

Table 3: Shoulder widths*.

existing shoulder widths	paved width
10 feet or more	10 feet
8 to 10 feet	pave full existing width
less than 8 feet	widen to 10 feet and pave full width

*At parallel right turn lanes, shoulders may be reduced to 2 feet and safety edge is not required.

Designers are encouraged to use design flexibility to minimize the impact on right-of-way and construction when evaluating widening shoulders. Refer to Section [1C-8](#) for documenting design decisions.

Signs and Pavement Markings

Standard Road Plan [PM-222](#) shows layouts for the necessary signing and pavement markings for passing lanes and intersections with passing lanes.

Rumble Strips

Shoulder and centerline rumble strips should be carried through passing lanes. Refer to Section [3C-5](#) and [PV-12](#) and [PV-13](#) for more information regarding rumble strips.

Chronology of Changes to Design Manual Section:

006C-002 Super Two Highways

10/31/2023	Revised Clarified left turn lanes are included if either volume warrants or safety warrants are met. Changed volume warrants from current year to design year. Added information into Table 3 regarding shoulder widths at right turn lanes.
6/26/2023	Revised Rewrote to reflect current guidance.
7/27/2021	Revised Included more considerations when adding improvements to portions of the corridor.
4/29/2019	NEW New.