

US 34 Corridor Study



Albia East to Ottumwa

US 34 CORRIDOR STUDY – VISION DOCUMENT

LOCATION AND ENVIRONMENT BUREAU | JULY 2024



EXECUTIVE SUMMARY

The Iowa Department of Transportation (DOT) performed a transportation planning study for a portion of the US Highway 34 (US 34) corridor in Monroe and Wapello Counties in Southeastern Iowa following the IDOT Design Manual Section 6C-2 Super 2 Highways guidance. The Study focuses on the goal of recommending roadway improvements including: (1) identifying locations for passing lane locations, (2) evaluating existing or partially paved intersections for turn lane improvement recommendations, (3) identifying spot roadway locations to address operations and safety concerns, (4) shoulder improvements, (5) improved access management recommendations. The Study Area includes approximately 18.8 miles of US 34 in Monroe and Wapello Counties between Albia and Ottumwa.

RECOMMENDATION – TURN LANE IMPROVEMENTS AT FULLY PAVED OR PARTIALLY PAVED INTERSECTIONS

The findings of the US 34 Corridor Study recommends adding turn lanes or improving the existing turn lanes at Monroe/Wapello Road, 163rd Avenue, and Albia Road intersections.

RECOMMENDATION – PROPOSED PASSING LANE LOCATIONS

The findings of the Study recommend adding a total of two passing lanes within the corridor, one in the eastbound direction and one in the westbound direction.

Basis for Super 2 Recommendations

- US 34 is a targeted corridor in the [Iowa in Motion 2050 State Transportation Plan](#) to improve mobility and safety on a two-lane highway (Refer to page 176)
- Public supports improving the corridor
- Future projected traffic can be served with a two-lane highway
- Previous IDOT study (US 30 PEL) 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
- Widen paved shoulder widths to 10' where applicable and feasible and to a distance of 2' from existing barrier rail where present throughout the corridor study area
- Offset right turn lanes are desirable where practical and feasible

ACRONYMS AND ABBREVIATIONS

US 34	<i>United States Highway 34</i>
AADT	<i>Average Annual Daily Traffic</i>
IDOT	<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>
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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1) INTRODUCTION

The Iowa Department of Transportation (DOT) conducted a transportation planning study for a portion of the US 34 corridor beginning at the Albia City Limits east to the Ottumwa City Limits in Monroe and Wapello counties in southern Iowa. This planning study, hereafter referred to as the Study, is following the IDOT Design Manual Section 6C-2 for Super 2 Corridor Design.

This Study includes approximately 18.8 miles of US 34 beginning at the east city limits of the City of Albia and terminating at the west city limits of the City of Ottumwa in Monroe and Wapello counties (See Figure 2.1).

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, IDOT 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 the Study's findings and recommendations. The Study will not result directly in a programmed "funded" project but rather provide corridor improvement recommendations that can be addressed and implemented over time and incorporated into future smaller scale projects as they are programmed and constructed. For example, combining these recommendations with a resurfacing project on a several mile long portion of the corridor. Future projects will further evaluate conditions and help design the improvements accordingly.

2) STUDY AREA

The existing US 34 corridor within the Study Area is a rural two-lane highway. The Study Area begins at the City of Albia and continues east to the City of Ottumwa. (See Figure 2.1)

The Iowa DOT 2022 Annual Average Daily Traffic (AADT) maps for the segment between Albia and Ottumwa reports an AADT ranging from 3900 – 4270 vehicles per day.

Figure 2.1: Study Area and Existing ROW US 34



3) CONCLUSIONS AND NEXT STEPS

3.1.1)

Road segments considered for improvement within the corridor of this study include:

Segment 1: US 34 and 735th Avenue (Monroe County) east to US 34 and 240th Avenue (Wapello County). This segment was 2.0 miles in length and had a reported 31 crashes. Of these incidents there were Suspected Minor Injury Crashes, 2 Suspected Serious Injury Crashes, and 1 Crash Involving Fatalities.

Segment 2: US 34 and 170th Avenue east to Wildwood Drive (Wapello County). This segment was 2.1 miles in length and had a reported 41 crashes. Of these incidents there were Suspected Minor Injury Crashes, 0 Suspected Serious Injury Crashes, and 1 Crash Involving Fatalities.

Analyzed corridor Intersections include:

Intersection 1: US 34 and Monroe Wapello Road. This intersection has a medium PCR value of 0.65. The intersection currently has existing right turn lanes. This road segment has a KABCO Level of Medium (Refer to Appendix 2: Crash History). Destination lighting is also recommended at this intersection as Monroe Wapello Road (County Road T61) provides paved routes to the communities of Eddyville and Blakesburg.

Intersection 2: US 34 and 163rd Avenue has a negligible PCR value but has been identified by the District as an intersection of concern. This intersection does not currently have any existing turn lanes. This road segment has a KABCO Level of Medium (Refer to Appendix 2: Crash History).

Intersection 3: US 34 and Albia Road has a negligible PCR value but has been identified by the District as an intersection of concern. This intersection currently has one existing right turn lane for eastbound traffic (Refer to Appendix 2: Crash History).

Existing shoulders are recommended to be widened to 10' full width paved shoulders where applicable and feasible. In areas with existing barrier rail it is recommended that the shoulder be paved to a width that is a distance of two feet away from the barrier.

3.1) PASSING LANES

The proposed location for passing lanes for both east and westbound traffic begins to the west of the Canadian Pacific Laredo Subdivision Railroad bridge and continues west for a length of 0.9 miles. An alternate proposal is to keep the same location for the westbound traffic passing lane and add a passing lane east of the bridge for eastbound traffic. Refer to Appendix 1: Existing Conditions for location descriptions.

The following Figures show the recommended passing locations for both east and west-bound traffic. This location for both passing lanes was determined to be the most feasible and constructable location in the corridor while adhering to the Iowa DOT Manual Section 6C-2 guidelines. Please also refer to Figure 3.1.3 Diagram E.

Figure 3.1.1: Recommended Passing Lane Location

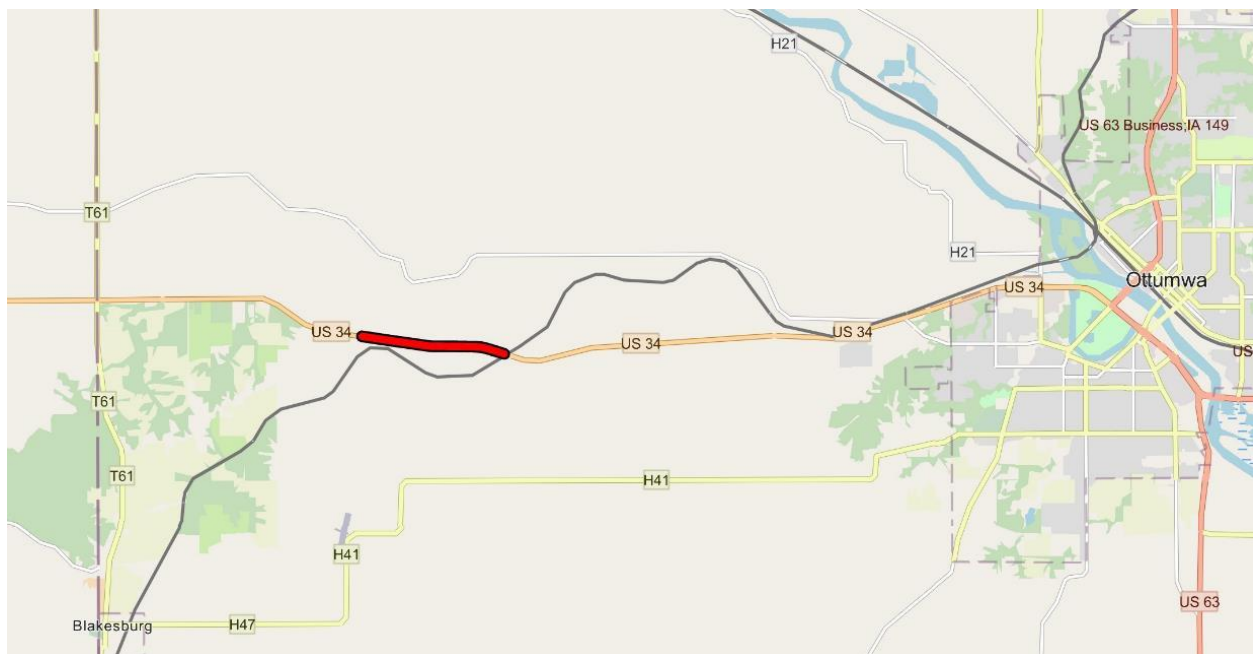


Figure 3.1.2: Recommended Passing Lane Location



Figure 3.1.3: Super 2 Passing Lane Configuration Recommendations

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.

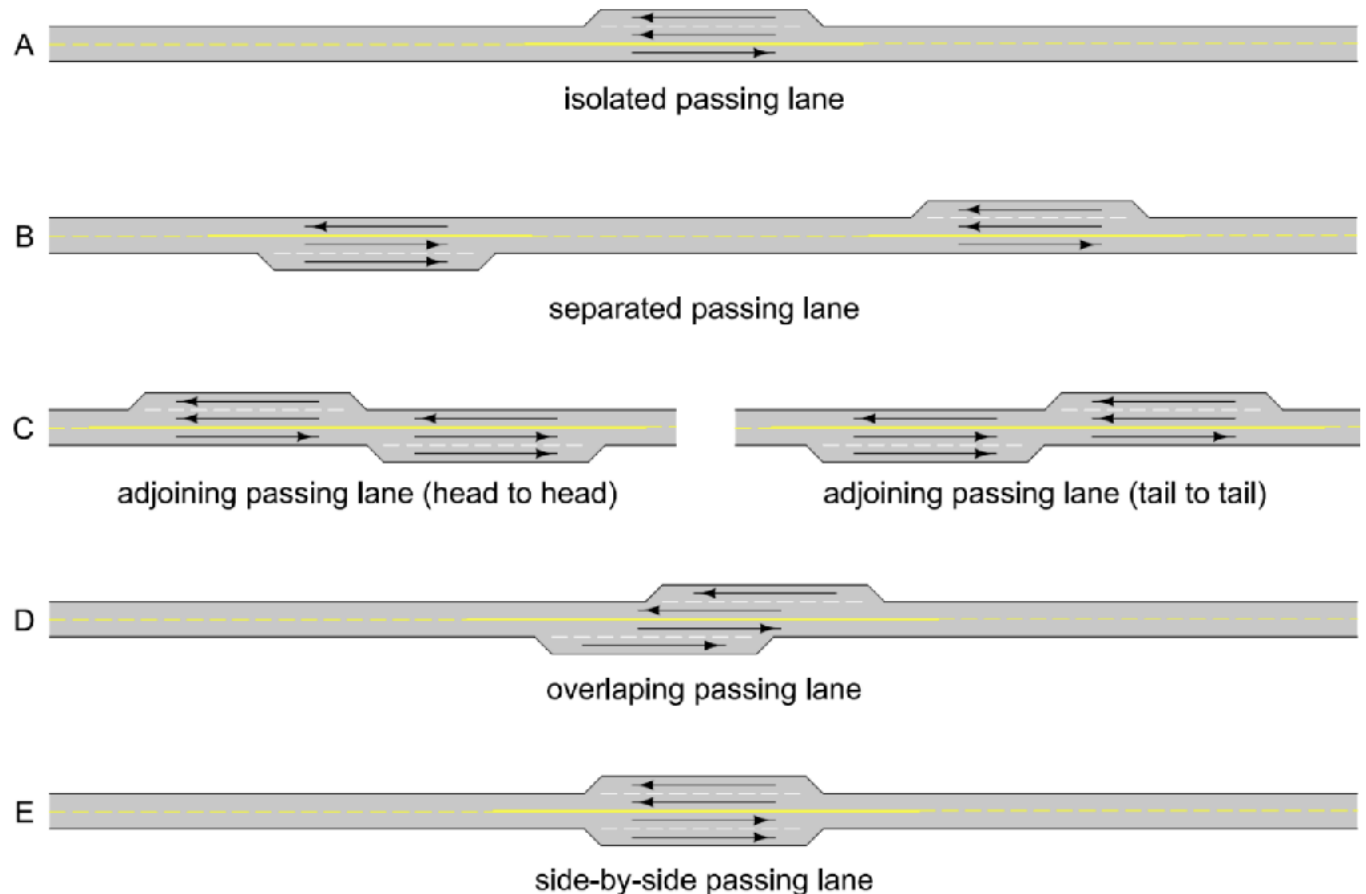


Figure 2: Passing lane location configurations for opposing traffic lanes.

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.

Two passing lane alternatives were developed as part of the Study. The preferred location for passing lanes for both east and westbound traffic (Alternative 1) is west of the Iowa, Chicago and Eastern Railroad (Laredo Subdivision) bridge located at mile post (MP) 181.52. This alternative will also incorporate an existing 0.20 mile climbing lane into the proposed passing lane. This alternative would result in adding two additional lanes on the north side (or westbound lane) of the existing roadway and would not include any additional widening to the south side (or eastbound lane) of the roadway. An alternate proposal is to keep the same location for the westbound traffic passing lane (Alternate 2 West) as Alternate 1 and add a passing lane for eastbound traffic (Alternate 2 East) east of the railroad bridge. Refer to Appendix 1: Existing Conditions for existing corridor images.

Table 3.1.1: Passing Lane Alternatives

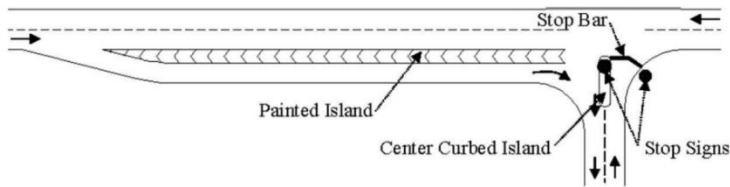
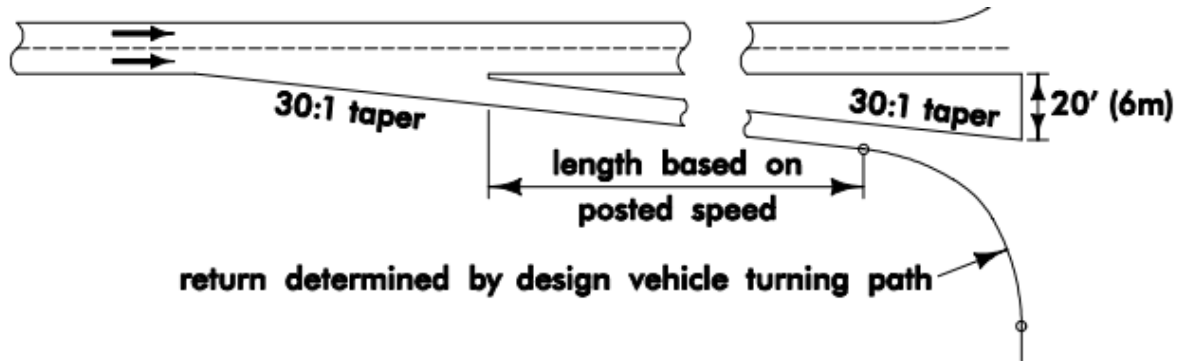
Alternative	Location	Suggested Passing Lane Length (mile)	Roadway Grade
Alternative 1	MP 180.30–MP 181.20	0.90	Uphill
Alternative 2 West	MP 180.30–MP 181.20	0.90	Uphill
Alternative 2 East	MP 181.62–MP 182.57	0.95	Rolling

3.2) SAFETY IMPROVEMENTS

Three intersection locations have been identified for safety improvements. These improvements include offset right and left turn lanes as well as brush clearing and destination lighting. Road segment improvements proposed for the corridor include 10' paved shoulders however 8' paved shoulders are acceptable at locations with cable barrier rail. No large structures requiring alterations were identified in the proposed improvement areas.

All right turns are preferred to have a 20-foot offset. However, if a 20-foot offset is not practical or feasible due to ROW and/or environmental constraints, the maximum amount of offset should be provided given sight distance and available ROW.

Figure 3.2.1: Recommended Offset Right Turn Lane Diagram



(a) Parallel-type offset right-turn lanes

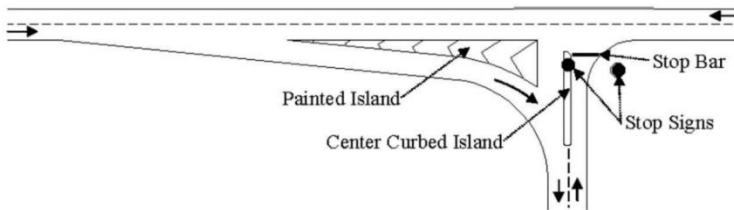


Figure 3.2.2: Recommended Left Turn Lane Diagram

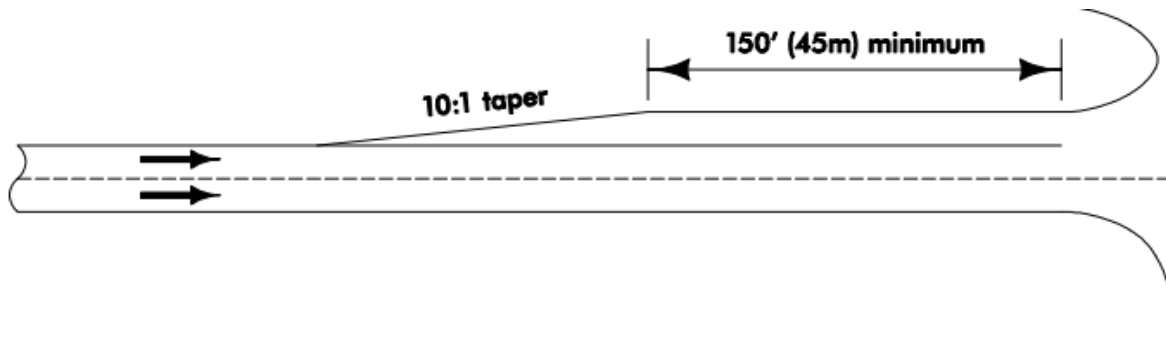


Table 3.2.1: Intersection Safety Improvement Recommendations

Location	Proposed	Alternate	Notes
Monroe Wapello Road	Offset Right and Left Turn Lanes	May be eligible for other intersection and/or safety improvements	Destination Lighting
163 rd Avenue	Offset Right and Left Turn Lanes	May be eligible for other intersection and/or safety improvements	
Albia Road	Offset Right and Left Turn Lanes	May be eligible for other intersection and/or safety improvements	

Some locations may not be feasible to justify offset right and left turn lanes due to environmental and constructability constraints, however these recommendations are preferred where applicable.

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Albia east to Ottumwa

US 34 SUPER 2 STUDY – APPENDIX 1: EXISTING CONDITIONS

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Figure A1.1: Proposed Passing Lane Location Start

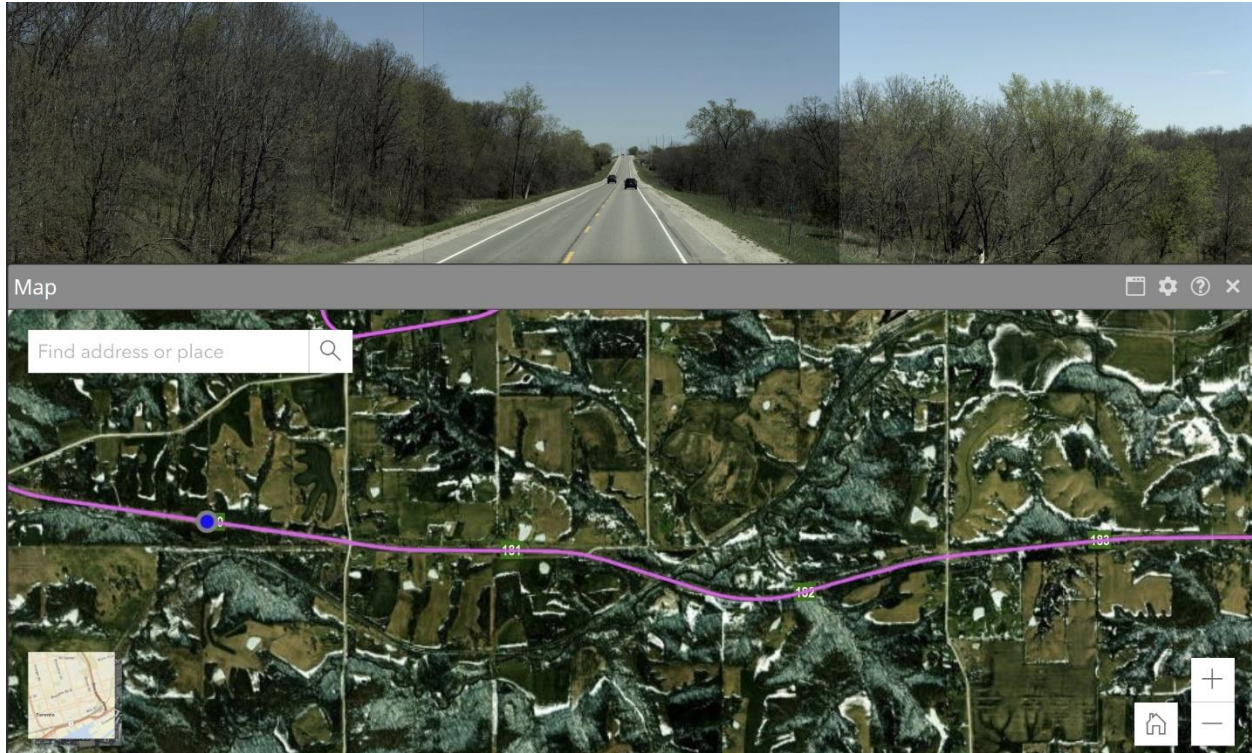


Figure A1.2: West Cable Barrier in Proposed Passing Lane Location



Figure A1.3: East Cable Barrier in Proposed Passing Lane Location

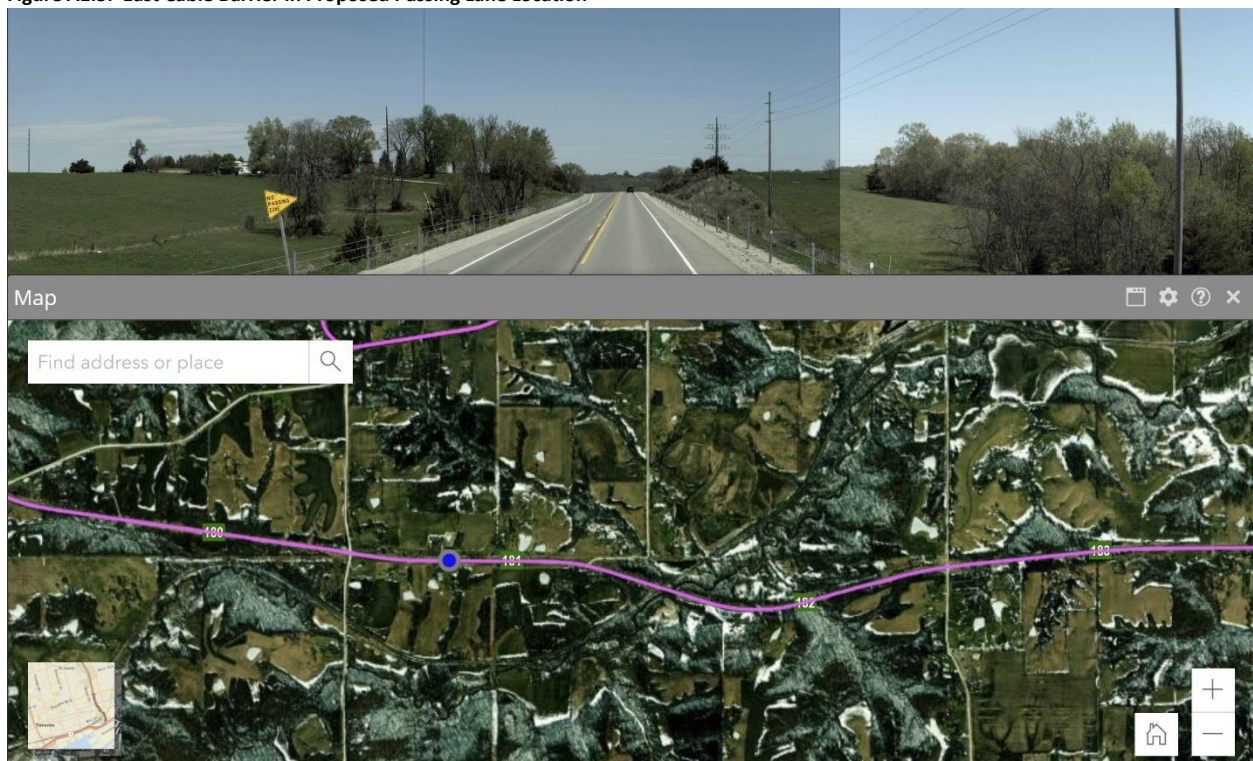


Figure A1.4: Proposed Passing Lane Location End

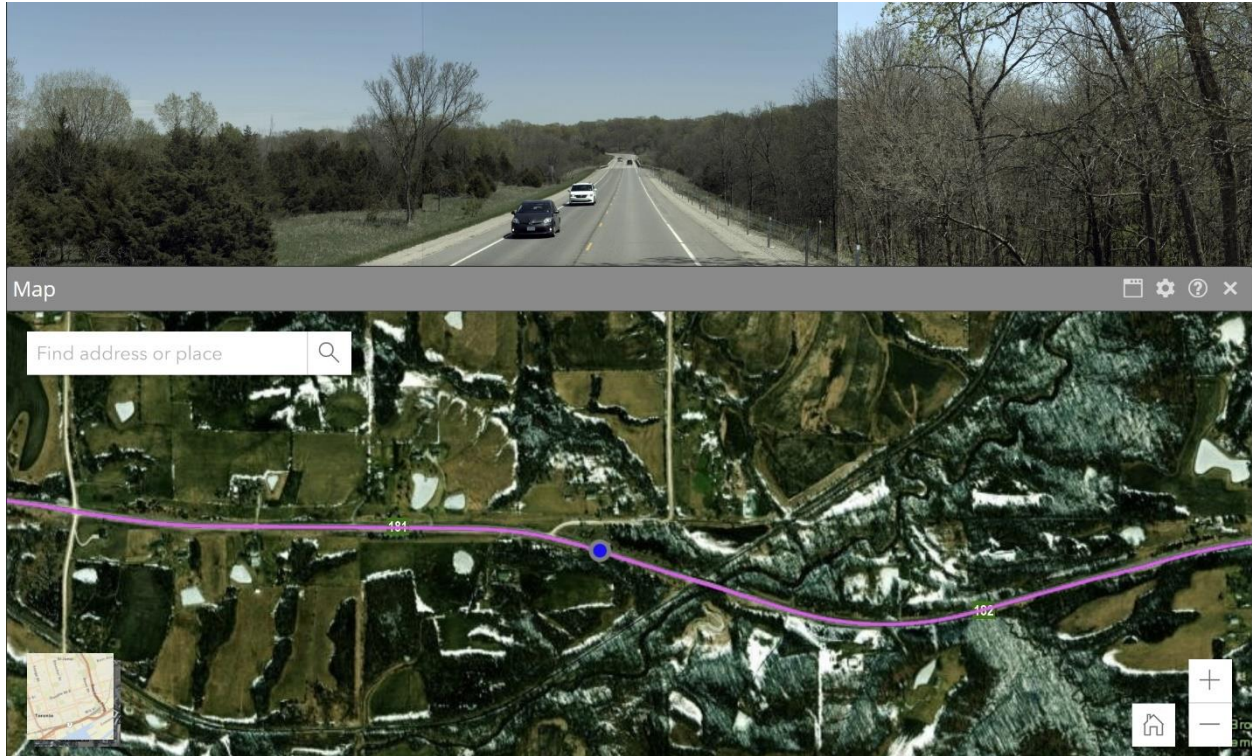


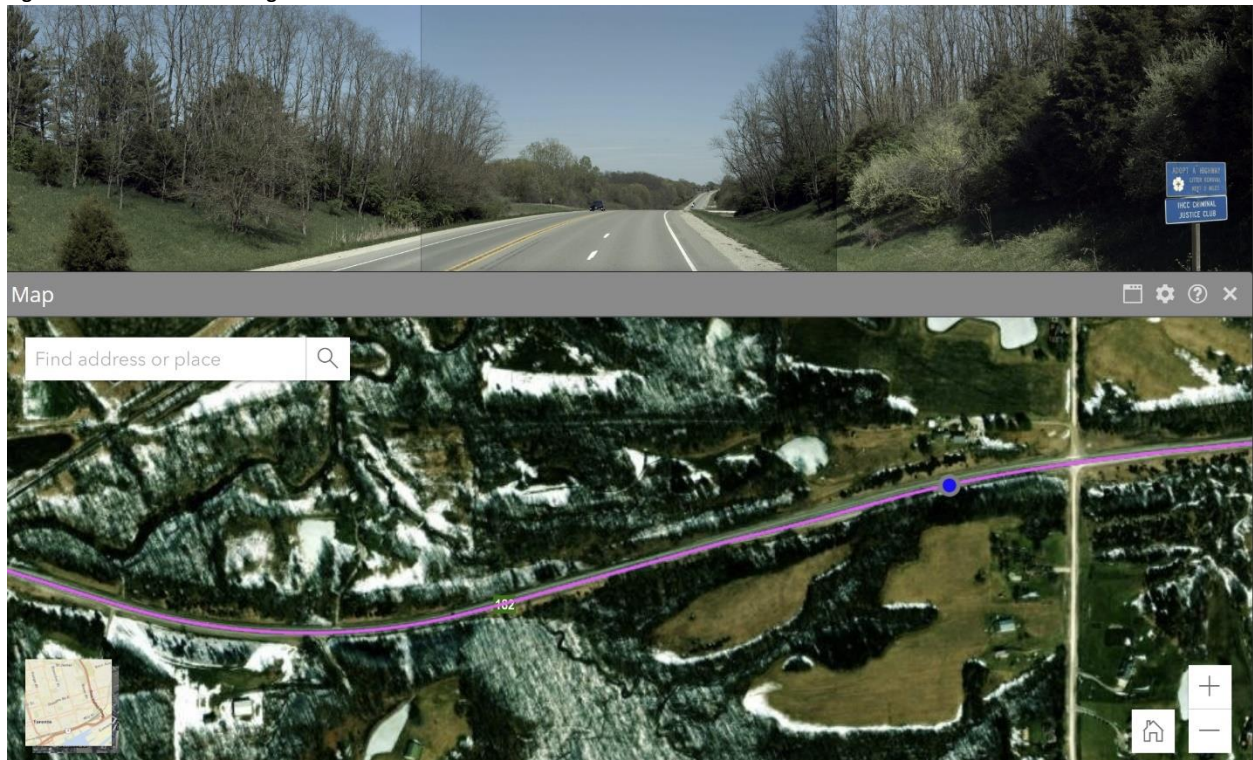
Figure A1.5: Alternate Passing Lane Location Start



Figure A1.6: Alternate Passing Lane Cable Barrier Location



Figure A1.7: Alternate Passing Lane Location End



Cable Barrier Rail Table

MILEPOST_START	MILEPOST_END	TYPE	LENGTH (FT)
169.38	169.48	RE-29 - low tension	648
169.53	169.61	Gibraltar - three cables	601
170.03	170.2	RE-29 - low tension	1131
169.64	169.55	RE-29 - low tension	623
170.38	170.69	RE-29 - low tension	2129
170.92	171.08	RE-29 - low tension	1142
171.38	171.48	RE-29 - low tension	721
171.62	171.72	RE-29 - low tension	670
171.86	172.14	RE-29 - low tension	1909
172.82	172.94	RE-29 - low tension	849
173.63	173.78	RE-29 - low tension	1066
174.81	174.89	RE-29 - low tension	541
175.31	175.42	RE-29 - low tension	776
175.62	175.77	RE-29 - low tension	1016
175.93	176.06	RE-29 - low tension	942
176.22	176.31	RE-29 - low tension	609
177.84	177.98	Gibraltar - three cables	988
178.21	178.36	Gibraltar - three cables	1062

178.44	178.56	Gibraltar - three cables	747
178.77	178.88	Gibraltar - three cables	777
179.44	179.6	Gibraltar - three cables	1165
180.33	180.45	Gibraltar - three cables	813
180.77	180.9	Gibraltar - three cables	887
181.27	181.48	RE-29 - low tension	1459
181.95	182.24	Gibraltar - three cables	1977
182.5	182.69	Gibraltar - three cables	1279
182.83	182.94	Gibraltar - three cables	710
183.72	183.85	Gibraltar - three cables	935
183.85	183.7	Gibraltar - three cables	1011
183.57	183.49	Gibraltar - three cables	597
183.04	182.84	Gibraltar - three cables	1346
182.75	182.59	Gibraltar - three cables	1074
182.15	181.95	Gibraltar - three cables	1356
180.92	180.79	Gibraltar - three cables	863
180.45	180.36	Gibraltar - three cables	610
	179.14	Gibraltar - three cables	835
178.85	178.73	Gibraltar - three cables	828
178.58	178.45	Gibraltar - three cables	896
178.39	178.22	Gibraltar - three cables	1151
177.97	177.85	Gibraltar - three cables	804
176.06	175.92	RE-29 - low tension	957
175.78	175.64	RE-29 - low tension	988
174.62	174.51	RE-29 - low tension	749
174.05	173.96	RE-29 - low tension	615
173.91	173.63	RE-29 - low tension	1966
173.29	173.22	RE-29 - low tension	488
173.08	173	RE-29 - low tension	547
172.72	172.62	RE-29 - low tension	646
172.14	171.87	RE-29 - low tension	1834
171.74	171.64	RE-29 - low tension	713
171.48	171.38	RE-29 - low tension	737
171.06	170.95	RE-29 - low tension	776
170.71	170.61	RE-29 - low tension	681
170.38	170.69	RE-29 - low tension	2129
171.86	172.14	RE-29 - low tension	1909
172.14	171.87	RE-29 - low tension	1834

Figure A1.8: Cable Barrier Monroe County

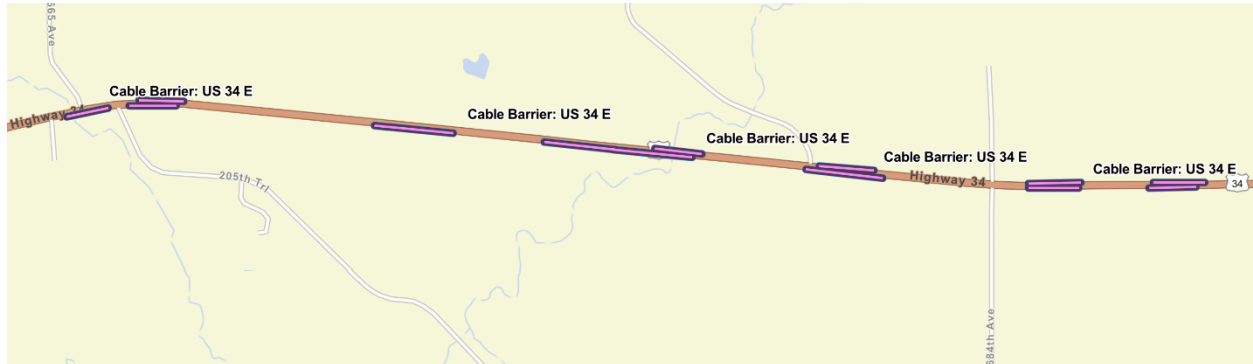


Figure A1.9: Cable Barrier Monroe County

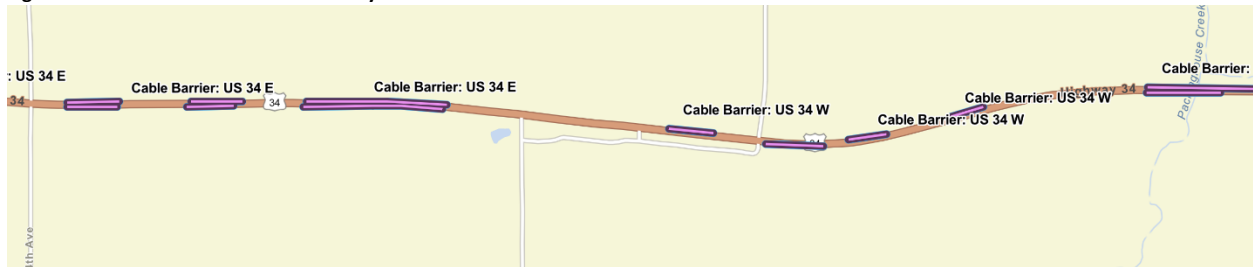


Figure A1.10: Cable Barrier Monroe County

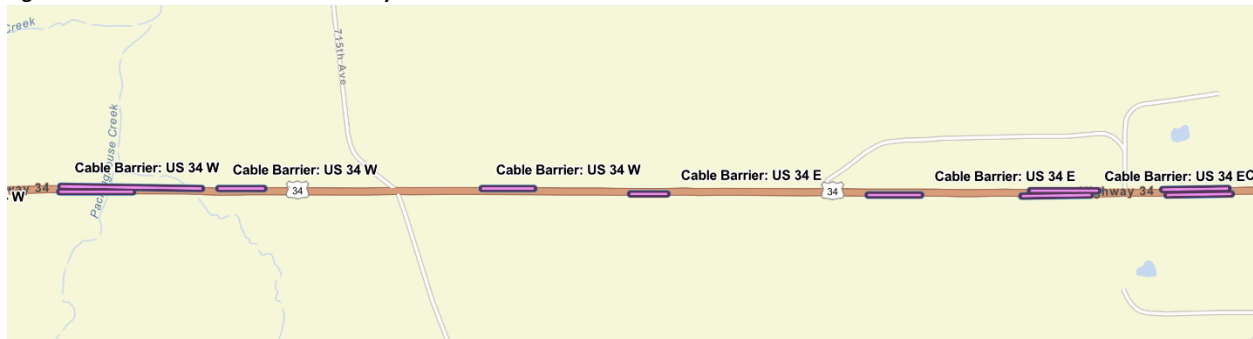


Figure A1.11: Cable Barrier Wapello County



Figure A1.12: Cable Barrier Wapello County



Figure A1.13: Cable Barrier Wapello County

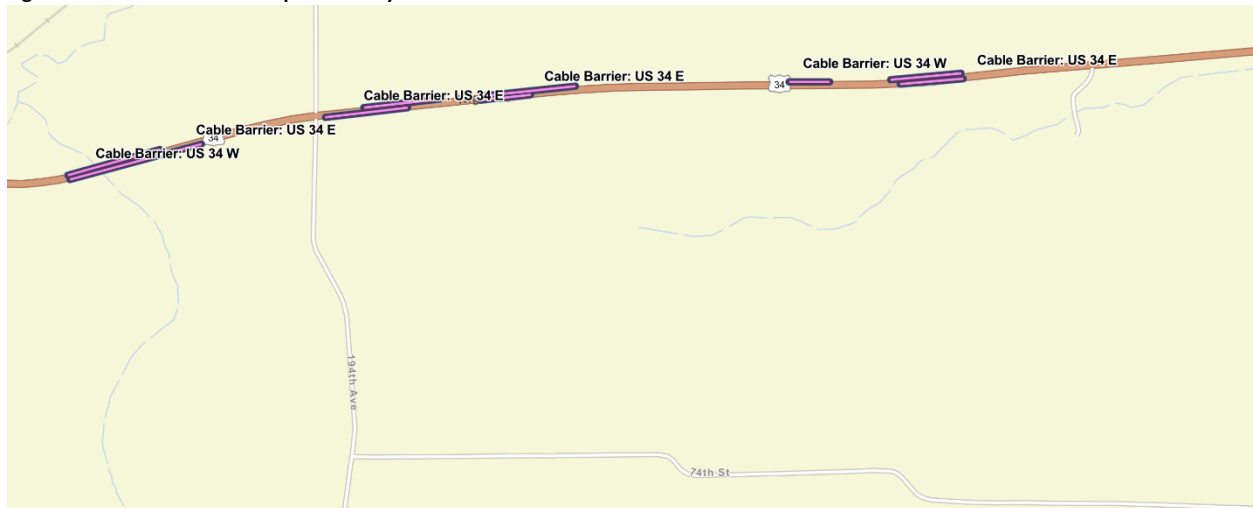
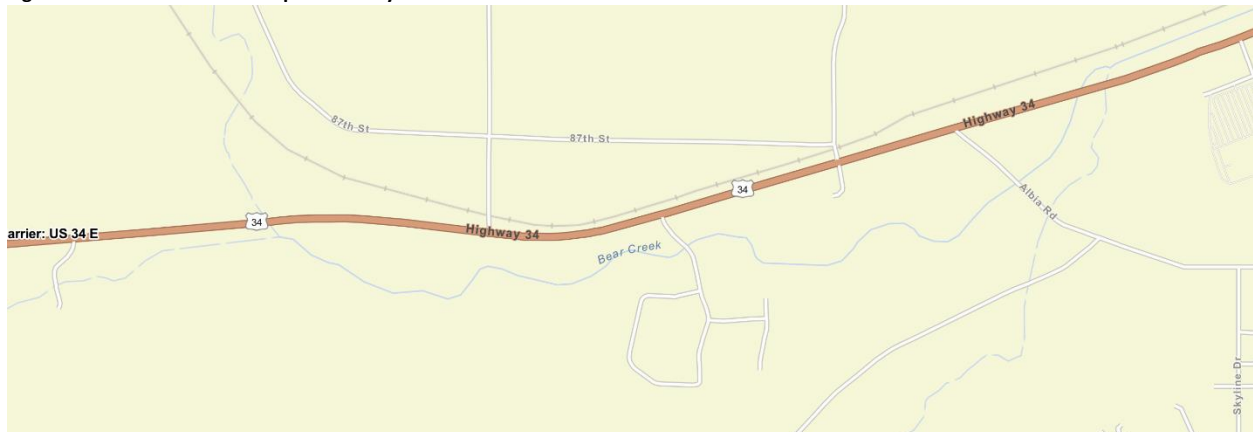


Figure A1.14: Cable Barrier Wapello County



US 34 Super 2 Corridor Study



Albia east to Ottumwa

US 34 SUPER 2 STUDY – APPENDIX 2: CRASH HISTORY

LOCATION AND ENVIRONMENT BUREAU | January 2024



CRASH HISTORY

This report is based on the Iowa Department of Transportation's (IDOT) most recently completed five years of crash data (2018 – 2022). Within the Study Area there were 235 crashes documented during the study period, 3 of these crashes involved fatalities. The total number of crashes per year was relatively consistent.

The existing crash history and crash analysis utilized IDOT'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 34 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 in order to minimize bias in establishing roadway segments.

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 were more frequent during morning and evening commute periods. Crash frequency throughout the year was generally consistent throughout the year, however there were slight increases during months with popular holidays.

Calculated crash rate analysis by segments were compared to ICAT and PCR recorded incidents. No High Value Tier locations (PCR value greater than 1.0) were identified in the Study Area. However, 3 Medium Value Tier locations (PCR value ranging from 0.2 – 1.0) were identified as well as 20 Negligible Tier locations (PCR value less than 0.2) were identified in the study corridor. (Refer to Figure A2.6)

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

Figure A2.1 (US 34 Study Area Crash Summary)

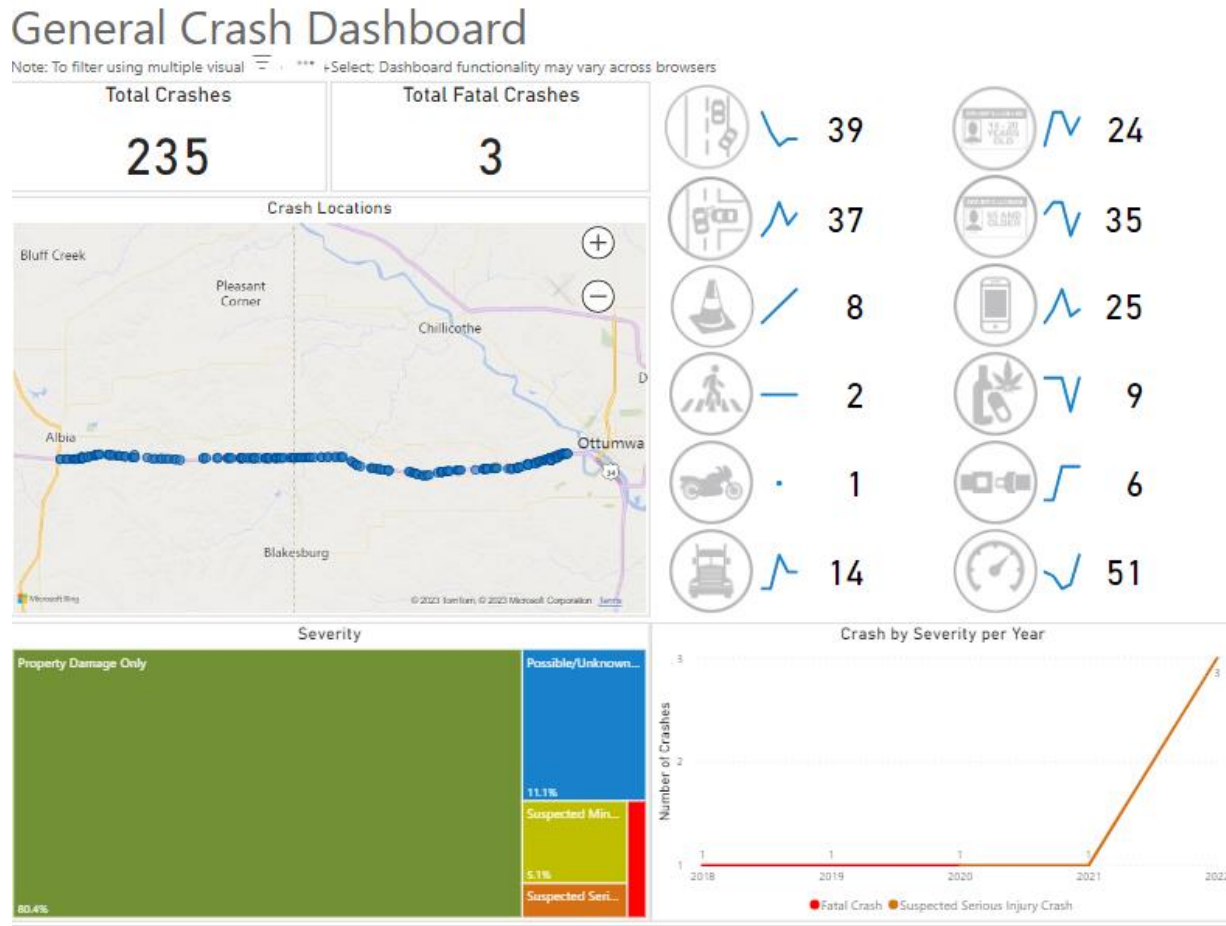


Figure A2.2 (US 34 Crash Summary – Albia to Ottumwa)

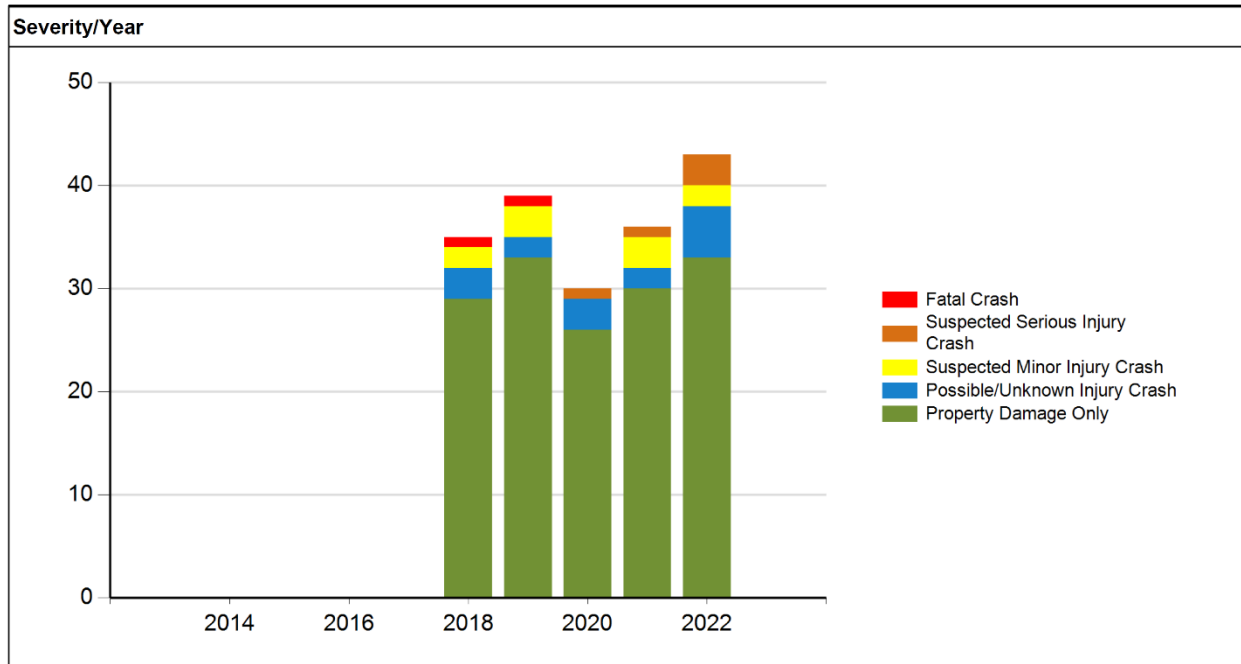
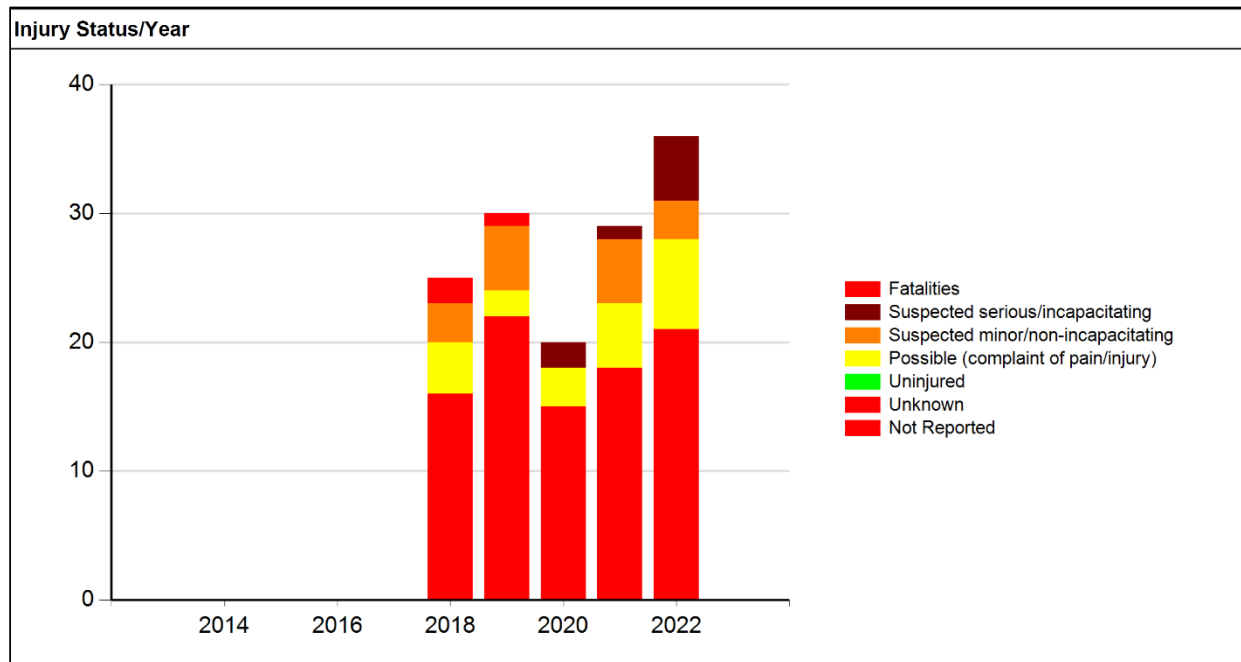


Figure A2.3 (US 34 Injury Status Summary – Albia to Ottumwa)



Intersections – PCR Data

Figure A2.4: PCR Levels for All Crashes (KABCO)

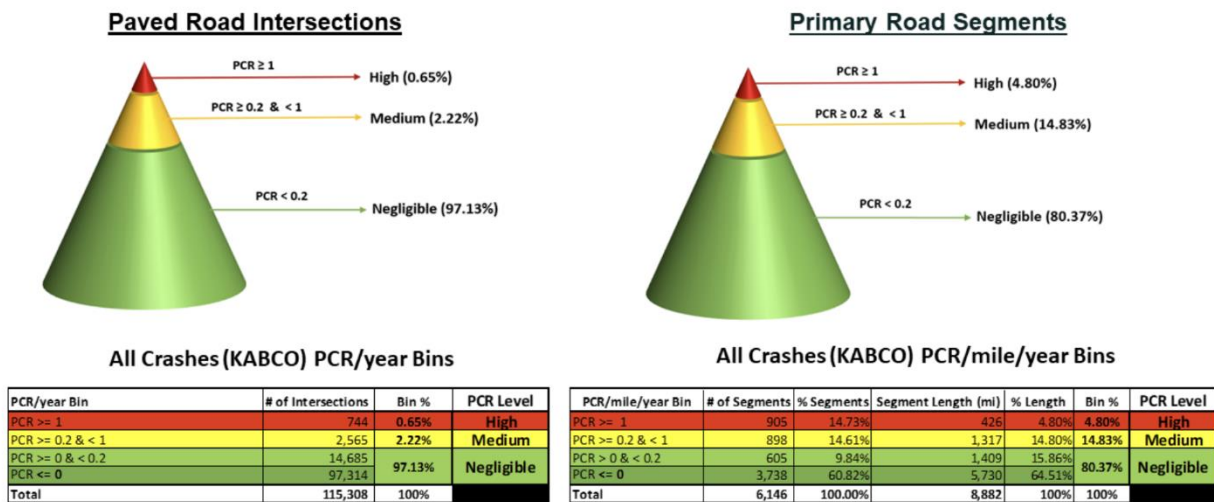
High PCR Level Intersections or segments will now replace the “above the statewide average” classification. Projects at these intersections and segments will likely qualify for safety funds and will require a consultation with Traffic and Safety Bureau to determine potential safety improvements.

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 A2.4 (PCR Levels for All Crashes (KABCO))

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

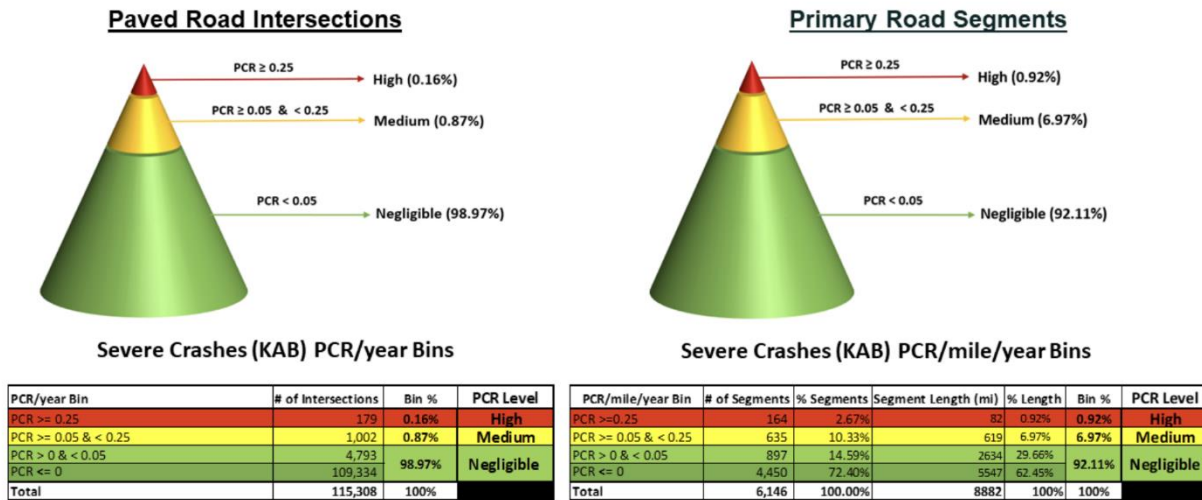


*PCR : Potential for Crash Reduction

Figure A2.5: PCR Levels for Severe Crashes (KAB)

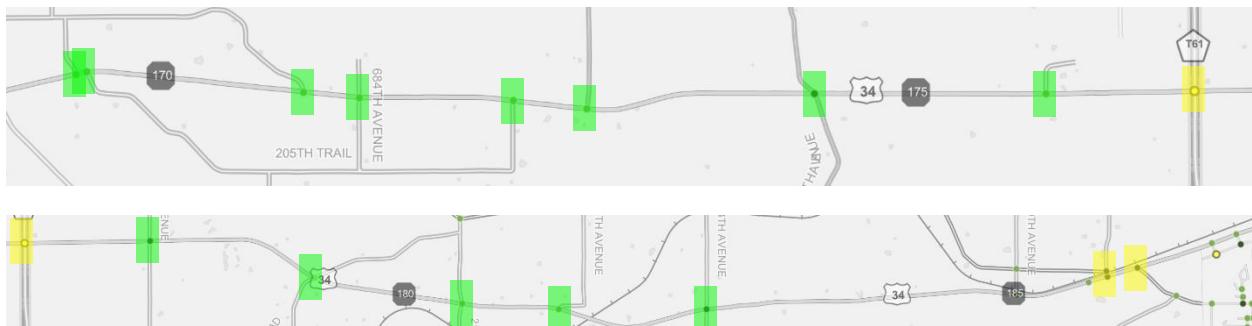
Due to the very small number of intersections with a PCR greater than or equal to 1, we determined the High Level threshold for Severe crashes would be at or above 0.25.

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



*PCR : Potential for Crash Reduction

Figure A2.6: PCR Locations for US 34



COLLISION DIAGRAMS

FIGURE A2.6: US 34 / MONROE WAPELLO ROAD INTERSECTION

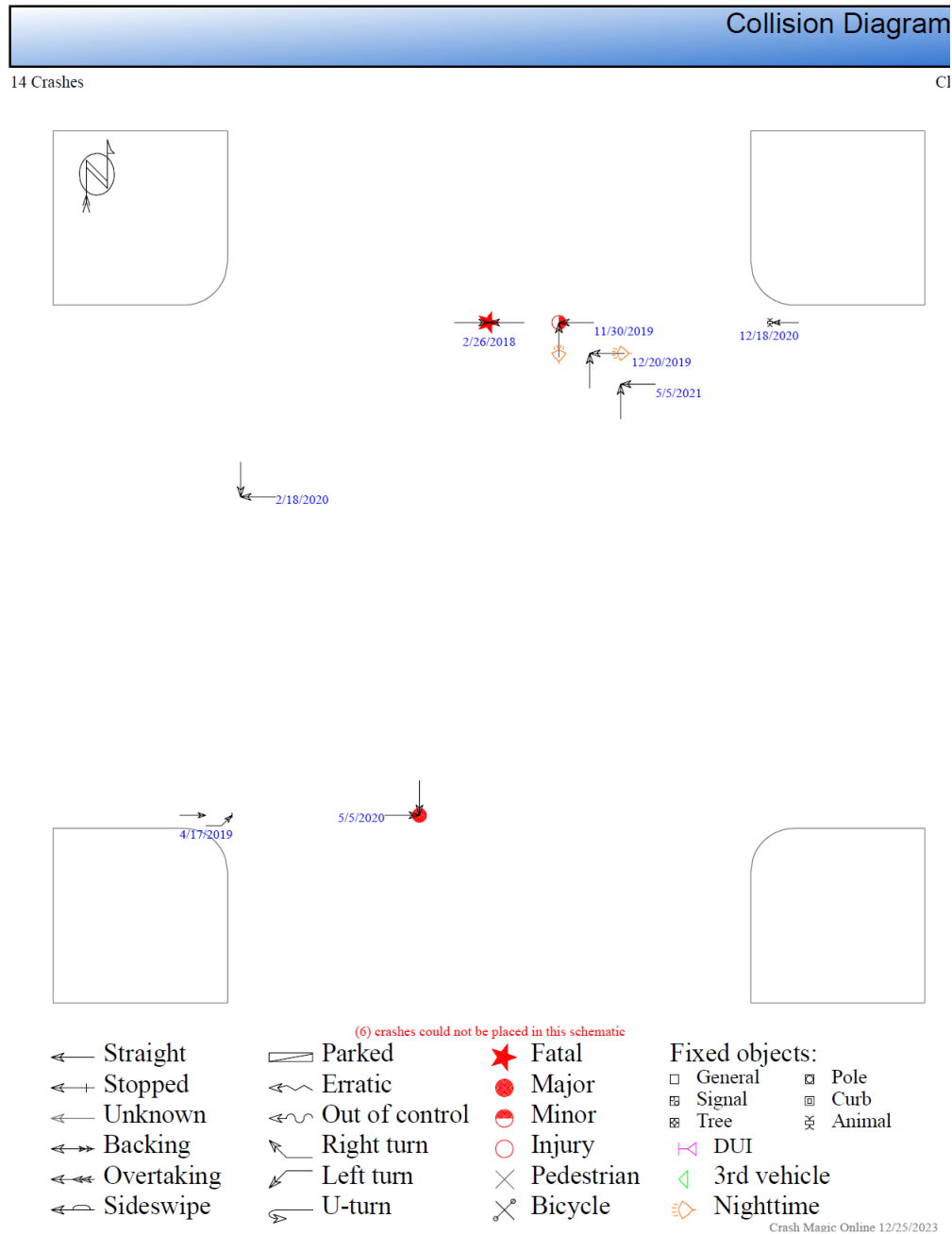


FIGURE A2.7: US 34 / 163RD AVENUE INTERSECTION

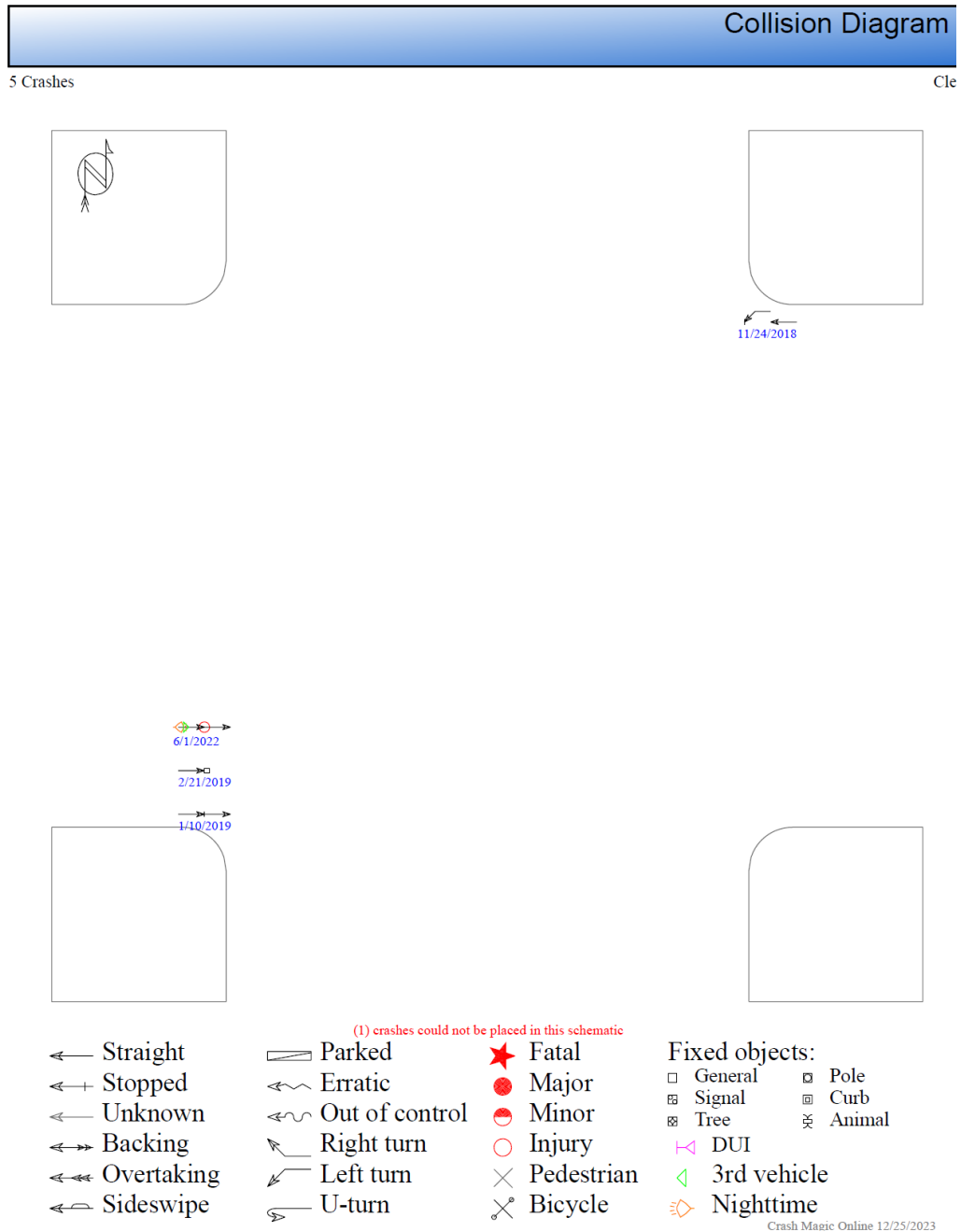
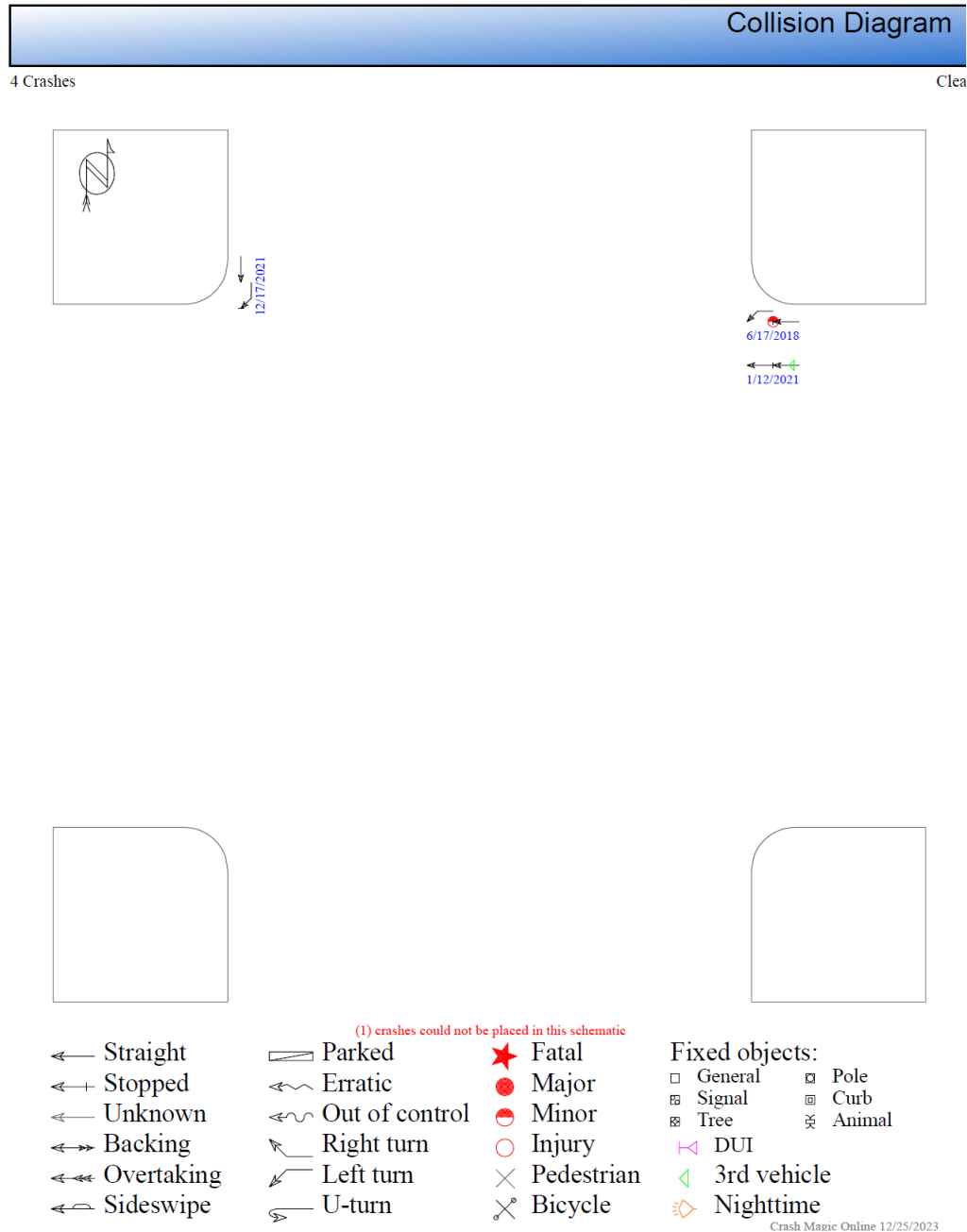


FIGURE A2.8: US 34 / ALBIA ROAD INTERSECTION



US 34 Super 2 Corridor Study



Albia east to Ottumwa

US 34 SUPER 2 STUDY – APPENDIX 3: PUBLIC INVOLVEMENT COMMENTS

LOCATION AND ENVIRONMENT BUREAU | May 2024





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

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 problems occurring within the corridor.

Materials Provided:

- PowerPoint Presentation
- Scroll Displays

Discussion:

- Introductions were made around the room and online to learn who what agencies were represented at the meeting.
- A brief 15 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 30 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.

Comments/ Discussion:

Desire for Four Lane of US 63

- The community has heard from the Iowa DOT in the past several years that a four lane of US 63 is coming. Now they are being told that doing this work is too expensive. Community still wants a four lane, safe roadway.
- Bob Younie, District 5 Engineer, explained that the Iowa DOT Commission has decided collectively to no longer pursue four lanes of highways within the state. The costs of constructing a four lane roadway is more than double 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. Therefore, the Super 2 roadway concept is being considered in the US 63 corridor as a solution to the challenges this roadway faces.
- The Iowa DOT Commission is committed to funding the Super 2 for the US 63 corridor and other corridors through the state. Five corridors have been identified in the state for a Super 2 type roadway. The US 63 corridor is ahead of other corridors where Super 2 roadways are being considered.
- Funding needs are identified around the state, prioritized by each District, and then provided to the Iowa DOT Commission for approval.
- Traffic counts are completed every four years and helps to identify priority areas.
- June 13, 2023 the Iowa DOT Commission will be adopting the new Five Year Program. The meeting is in Burlington where the first day is a tour of the DOT district and the second day is meetings.
- The Iowa DOT Commission hears public comments at all of their meetings during the public open forum portion of the meeting.

Super 2 Concept

- Includes the construction of passing lanes, turn lanes, climbing lanes at regular intervals so drivers can anticipate next safe opportunity to pass slower moving vehicles.
- Incorporates 10 foot paved shoulders.
- Speed limit of 55 mph would not change.
- While four lane roadways are the safest, Super 2 roadways are the next safest compared to a regular two lane/head to head roadway.
- Super 2 roadways will utilize as much of the existing right of way as possible to minimize environmental and property owner impacts.

US 34 Challenges

- Would like to see a beltway on US 34 created to move goods across the state.
- West side of Ottumwa is considering an over pass of the railroad. Would it make sense to extend the overpass to include going over US 34 too?
- Wapello/Monroe County and US 34 intersection is a high traffic area. The blinking red lights helped to slow people down but think more could be done at this location to increase safety.
- County Line Road needs advanced signage.
- Several crashes occur at River Road Intersection.
- Quincy & US 34 intersection is an area where two lanes comes to one lane where vehicles are routinely caught speeding doing 80+ mph.
- Turn lanes need to be longer.
- There are blind turns onto gravel roads that need turn lanes off of US 34.
- County is going to resurface roadway and received a grant to do so.
- 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.
- Albia Road & US 34 intersection is a problem area.

US 63 Challenges

- There is an area on US 63 between Bloomfield and Ottumwa that is currently marked where passing is allowed. This area should be marked “no passing” due to horizontal sight distance issues.
- There are current issues with the two bridges being constructed on US 63 between Bloomfield and Ottumwa and the traffic signal timing.
- US 63 has an area that goes from four lanes to one to get slow traffic to move over is a challenge.
- US 63 traffic is increasing.
- Amish population needs to be accommodated along US 63. (Many noted close collision calls)
- Pavement is currently failing in areas already.
- The BP 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.
- Passing on the right hand side of the roadway is causing concerns.
- Four-wheeler traffic has increased in the area now that they are street legal vehicles.
- Wapello/Monroe County Line Safety issues (Truck traffic going to and from Eddyville are a factor)
- 34 and Old Distribution Center intersection has been a safety concern issue
- Pioneer Ridge Nature Center is planning on expanding their campground (possibly 50+ sites). Pioneer Ridge is also expanding their wedding venue and reception facilities and planning to create a lake for fishing.
- New businesses are expected on US34 west of Ottumwa, the railroad has cleared ground, and the county would like to place an overpass between Quincy and Rocket Fuel
- River Road intersection has a high crash rate

Economics Considerations

- Land west of Ottumwa on US 34 is being annexed by the City for potential development, near the Wildwood Drive area.
- Pioneer Ridge Campground is expanding.
- There are plans to connect trails within the region.
- Major employers should be consulted to understand plans for expansion and traffic routes.

Study Timeline and Scheduling

- Attendees wanted to know how and when the Super 2 corridor would be constructed. The Super 2 improvements would not be constructed all at one time. The Super 2 improvements would be incorporated into planned and programmed Iowa DOT 3R (Resurface, Rehabilitate, Replace) projects.

The timing of when these projects take place will depend on the recommendations that come from the proposed study. The study itself will take about six months to complete. Then the projects would be completed over time and prioritized so the most critical projects are complete



SURVEY RESPONSES

What are your primary reasons for traveling on this corridor of US 34? (select up to/top three)										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.
Other - What are your primary reasons for traveling on this corridor of US 34? (select up to/top three)		How often do you travel this corridor?	Do you avoid traveling on US 34? If yes, why?	Please rate the traffic flow on this section of US 34.	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 34.	If you selected Unsafe or Somewhat unsafe, why did you rate it this and where do you feel the least safe?	If you responded Yes to the question above, please describe.			
Commute_to_work,Commute_to_school,Shopping/errands		Daily to several times a week		Good		Somewhat safe					
other		Don't travel this section, but did for years	The climbing lane did not allow enough space to allow smooth traffic flow in the section	Fair	The hill areas semi traffic cannot maintain speed, but the climbing lanes are too short to allow light traffic to pass before running out open lane.	Somewhat unsafe	Smooth traffic flow due to vertical curves in the section				The ROW also needs to be studied to look for improvement for the many foreslope slide areas
Commute_to_work,Shopping/errands,I_live_in_the_corridor		Multiple times a day	no	Good		Somewhat safe					Intersection at Monroe-Wapello Road and HWY 34 has a lot of accidents. Intersection of 215th Ave and HWY 34 is somewhat unsafe when either turning from 215th on to Hwy 34 heading west, or when heading west on Hwy 34 turning South onto 215th Ave. Both are caused by the entrance onto Hwy 34 being just over the ridge of hill. Jake Brakes are a noise problem at the intersection of Hwy 34 and 215th Ave. When trucks heading west on Hwy 34 crest the hill, they will often use the Jake Brake to slow their descent.
I_live_in_the_corridor,Part_of_my_route_to_travel_out_,Commercial_driving_(farming_tru		Daily to several times a week	No	Good		Somewhat unsafe	To much brush growing up in the bitches around the roadway. This is deer haven area and you can not see				Clean the brush up Extend the 2 short passing lanes

						them in the ditches this is not only a this area problem either see it all along the us 34
Shopping/errands,Recreation/leisure,Commercial_driving_(farming_tru	A couple times a month to month		Good		Somewhat unsafe	Speed of other drivers, passing is scary
						Hills and curves narrow bridges short slow lanes The road is very busy early morning and late evening for people traveling home to work and going to work. Shoulders are narrow the back slopes are steep. There's several old coal mines in the area towards Monroe County line that's cause problems in the past I worked maintenance for 30 years on that stretch of road. I hope something can be done with it. It also needs to go all the way to Albia not just the Wapello side.
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure,other	Weekly		Good		Somewhat safe	
Shopping/errands	A couple times a month to month	Not enough passing lanes	Fair	Not enough passing lanes	Somewhat safe	
Shopping/errands,I_live_in_the_corridor	Multiple times a day		Good		Safe	
Commute_to_work	Daily to several times a week		Good		Somewhat safe	
Commute_to_work,Shopping/errands,Recreation/leisure	Daily to several times a week		Fair		Somewhat unsafe	

Shopping/errands,I_live_in_the_corridor,Recreation/leisure	Daily to several times a week	No, I live on US 34. It's a good road.	Good		Safe	Seasonal farm vehicles and commuters going to and from their homes, also school busses stop on 34 to pick up children during the school year. Livestock haulers which routinely use this corridor speed more than other vehicles. Familiarity leads to carelessness. People need to put their phones down and slow down.	None other than current farming vehicles and commuters.	The use of semi engine brakes is prohibited in Wapello county, but I'm certain that it's not enforced, at least on this stretch of 34. Trucks use their "jake brakes" every day going by my house. (mile marker 179 heading to 178) I wish that this corridor had more law enforcement patrolling looking for speeders.
	A couple times a month to month		Fair	Busy, hard to pass slow moving vehicles				
Commute_to_work,Part_of_my_route_to_travel_out_,Recreation/leisure	Daily to several times a week	Sometimes depending on time of day and possible traffic volume.	Fair	Hills or inclines, parts of stretches just before leaving Ottumwa city limits	Somewhat unsafe	I believe the roadway as a whole could be improved through the use of maximizing safety and expanding the roadway to a divided 4 lane. Currently the roadway gets congested in several spots at various times even with passing stretches (only 1 or 2 large ones).		I believe HWY 34 corridor originating West of Ottumwa should be transitioned to a 4 lane highway expanding on safety and extending to at least I-35. Having this expansion will greatly increase safety and ease current and future roadway congestion in this corridor.
	Daily to several times a week		Good		Safe			
Recreation/leisure	Less frequently than monthly		Poor		Somewhat safe			Making it four lane would help the flow if traffic
Shopping/errands,Recreation/leisure	A couple times a month to month		Good		Somewhat safe	Mostly because there are so many hills, I often don't have phone service in the valley areas. If I had an accident I'd be stuck without		I like the passing lanes. Many highways could use more. This is actually a good one.

					being able to call for assistance.			
Commercial_driving_(farming_tru			Daily to several times a week	Fair	Alot of traffic. Some older that tend to drive slower than posted limits. Making it dangerous hoping the 4 lane would keep that slower traffic to the right.	Somewhat unsafe	As stated above. Tight roadway. Slow drivers.	
							I feel the least safe traveling through areas of the corridor where the woods/trees/brush are thick and encroaching on the roadway. There is a high deer population in our area and the woods give cover to deer approaching the roadway; driver has no way of anticipating a deer entering roadway due to this obstruction.	
Shopping/errands			Weekly	Good	Somewhat unsafe	YES. Deer population.		
Shopping/errands,Recreation/leisure			A couple times a month to month	Safety risk due to slow and speeding drivers	Fair	Lack of ample passing areas. Problem is worsened by sever weather.	Somewhat unsafe	

Roundabout on Quincy would alleviate a lot of unnecessary delay and prevent T-pones that seem to happen a few times a year. Similarly, a roundabout at Wildwood would make navigation westward out of town from the residential areas safer [I almost always use Albia Road despite it's geometric issues because the traffic light at Wildwood causes a lot of delay trying to go west]. The Albia Road intersection is just not geometrically great; maybe offsetting the eastbound turn lane from the through traffic could provide better visibility. Also, the Blakesburg turnoff really should have a dedicated turn lane since so many people seem to use the northbound turn lane to illegally drive around people waiting to cross traffic going into Blakesburg. As rail traffic increases, it'd be smart to eliminate 163rd and enhance the crossing and roadway at 170th, providing some sort of queuing capacity on 164 when trains are crossing. [I bet CP would pay for part of that, too...]

			better option for night time.				
Commute_to_work,Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_	Daily to several times a week	Yes, traffic is always backed up and hard to pass anyone.	Fair	Limited passing lanes and turning traffic onto Monroe/Wapello rd.	Unsafe	where there are not passing lanes. people are always trying to pass in bad areas.	
Commute_to_work,Recreation/leisure	Daily to several times a week	Through Fairfield, yes. Making that town three lanes was the worst thing that ever happened. The meditators from MUM do not know how to drive, and getting anywhere at lunch is impossible.	Good		Safe		
Commute_to_work,Commute_to_school,Shopping/errands,I_live_in_the_corridor,Recreation/leisure	Multiple times a day	Sometimes, gravel can be quicker.	Good		Somewhat unsafe	When turning on 205 trail coming from ottumwa it's scary. Trying to turn fast enough don't get rear ended.	The new resurfacing last year was really nice.
Part_of_my_route_to_travel_out_,Recreation/leisure	Less frequently than monthly	no	Good		Somewhat safe		
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure	Less frequently than monthly	No	Very good		Somewhat safe	The deer	More passing lanes
Commute_to_work	Daily to several times a week		Good		Safe		
Commute_to_work,Shopping/errands	Daily to several times a week		Fair	Limited/short passing zones	Somewhat safe		4 lane highway would be great
Commute_to_work	Multiple times a day	No	Fair	When it is just 2 lanes of traffic	Somewhat unsafe	Not well lit, the shoulders are not well maintained, the road needs to be widened to 4 lanes.	
Commute_to_work,Shopping/errands,Recreation/leisure	A couple times a month to month		Good		Somewhat safe		

I_live_in_the_corridor	Multiple times a day	Not much choice, we live 2 miles off of 34. Only time I avoid 34 is to go to/from work to avoid the traffic, 6 or so miles longer but still quicker.	Fair	Early morning and afternoon with work traffic. Pretty much always constant traffic. We live on the gravel road off of the third turning lane heading west. Have almost been hit trying to turn on to our road.	Somewhat safe	Would like to see the road resurfaced smooth (without the rumble strip in the middle of the road) and more passing opportunities.	
Commute_to_work	Multiple times a day		Good		Somewhat unsafe	I don't feel portions of this highway get cleaned very well in the winter, especially the shoulder. I find it quite unsafe to pass another vehicle in these conditions. I have also been nearly ran off the road by semis in poor conditions.	
Commute_to_work,Recreation/leisure	Multiple times a day	No	Fair	There are a lot of people traveling this road. A lot of congestion.	Somewhat safe	I feel more unsafe due to the amount of deer along the road way. :)	
Commute_to_school,Commercial_driving_(farming_tru	Weekly	No	Good	When leaving Ottumwa, I've had issue with slow moving traffic and not being able to get around them until the passing lane, if the choose to get over.	Somewhat safe	The intersection at Monroe/Wapello county can be dangerous. When turning on T61 towards Blakesburg I've had cars pass me on the shoulder to get around me. Perhaps a turning lane would help this intersection.	
Recreation/leisure	Weekly	Yes - I take alternate routes as the roads are better and less busy	Poor	Between the blakesburg turn and albia	Unsafe	Few passing opportunities, multiples cars in a line and semi traffic	Uncertain
Commute_to_work,Commute_to_school,I_live_in_the_corridor	Multiple times a day		Good		Somewhat safe	Trains blocking intersections frequently so commuters have to turn off on level B roads, which come up quick around a curve, people do not like to slow down!	Old highway 34 needs major attention. I'm guessing at several points in the road that it is not even legal width. I feel unsafe driving on it daily

Shopping/errands,Recreation/leisure	Weekly		Fair	Only 2 lanes. Needs to be 4. I personally get ran off the road pulling camper or boat every time I pull.	Unsafe	Narrow and a lot of boats and campers running that road making the 2 lanes super dangerous. On summer weekends the traffic is very heavy.		
Part_of_my_route_to_travel_out_,Recreation/leisure	Weekly		Poor	Congested, semis, farmers, boaters campers, local traffic. It's the main route to Lake Rathbun and also to I35.	Unsafe	Very curvy, lots of hills and short passing lanes	Making a 4 lane would be very beneficial.	
Recreation/leisure	Weekly		Fair		Somewhat safe			
Part_of_my_route_to_travel_out_,Recreation/leisure	Weekly	No	Fair	Things get very congested when traveling up and down the hills between Ottumwa and Albia. The slow lanes do help some but having 4 lanes the entire way would reduce a lot of congestion.	Somewhat unsafe	I feel that drivers get in a rush and try to pass without enough space to safely do so.	There are railroad tracks along this area that could definitely effect the construction of a 4 lane highway and increasing the ROW. There are also several extreme terrain changes that will pose difficulties.	None that I'm aware of.
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure	Daily to several times a week		Poor	Mornings and early evening	Somewhat unsafe	Winter driving with two lane traffic		
Part_of_my_route_to_travel_out_,Recreation/leisure	Less frequently than monthly	Yes, Hwy 2 is a better roadway and a much easier and less time consuming to use.	Good		Safe			
Shopping/errands	Less frequently than monthly	Yes. It is not the most direct route to Ottumwa from my home.	Fair	Cross traffic, turning traffic and limited safe passing zones.	Somewhat safe	The posted speed limit is 55mph, majority of motorists travel at 65mph, and for others that's not fast enough. Any motorist traveling at 55mph is a hazard. I feel least safe from Roquet Fuel to the last curve before the Monroe-Wapello Road. I feel least safe turning off 34 in this zone,		



										entering 34 in this area is risky because of sight distance.				
Shopping/errands,Part_of_my_route_to_travel_out_other				Trips to my regional office		Fair		It can get congested at times		Safe				
Part_of_my_route_to_travel_out_Recreation/leisure				A couple times a month to month		Poor		It is always congested. Lots of slow moving vehicles.		Somewhat safe		Lots of farm equipment, dump trucks, etc	I would like to see it go to 4 lanes	
Shopping/errands				Less frequently than monthly		Good				Safe				
Shopping/errands				Weekly		No	Good				Safe			
												Residences causing incoming traffic. Very busy going through town. Very heavy traffic in town always. People running red lights in front of WalMart. Have to be extra cautious coming out of there.		
Shopping/errands,Part_of_my_route_to_travel_out_Recreation/leisure,other				Medical needs		Weekly	Quality of road. A lot of slow traffic.	Fair		Slow traffic. Not a lot of opportunities to pass. Very short passing/slow lanes.		Safe		
						Unfortunately not avoidable when traveling from Fairfield to Lake Rathbun. While I wish there was a better alternative. Driving with a motor home and boat makes this road difficult.				Passing lanes are nice, however when traveling with a motor home or larger trailer passing on hills is next to impossible with a load. Then the straightaways are busy and there isn't a safe interval.		Somewhat safe		4 lanes would be ideal.
						Daily to several times a week	No	Good				Safe		
Commute_to_work,Commute_to_school,Recreation/leisure														



Commute_to_work,Recreation/leisure	Daily to several times a week	No	Fair	It gets backed up with truck and trailer traffic or slow moving farm equipment.	Somewhat unsafe	The road is rough and pulling equipment or a trailer can be a bit dangerous.	Farming equipment requires more width in either another lane or wide shoulders so traffic can pass safely.	
Commute_to_work,I live_in_the_corridor	Multiple times a day	No		Rough road.,heavy deer area	Somewhat safe			4 lane would be nice, and bypass around Ottumwa missing all those stop lights and Wal-Mart traffic
Commute_to_work,Shopping/errands	Daily to several times a week		Good		Somewhat unsafe	Speeding semis and cars.		More and longer slow lanes. More speed patrol.
								Need to fix center of the westbound lane, when the new asphalt was put down, the company paint the new line, accidentally painted down the center of the westbound lane. They fixed it by grinding up the paint but never refilled the path that was grind with new asphalt. It's causing excessive wear on car and commercial vehicle tires if you want to pass or get off center in the lane.
Shopping/errands,Commercial_driving_(farming_tru	Daily to several times a week		Fair	Usually near the slow lanes or gravel roads	Somewhat safe			
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure	Weekly		Fair	Outside of the city limits in the rural areas.	Somewhat unsafe	To slow of traffic and traffic going to fast, and unsafe passing on hills		
Shopping/errands	Daily to several times a week	No		Low speed	Safe			Should be 65mph
Part_of_my_route_to_travel_out_,Recreation/leisure,Commercial_driving_(farming_tru	Weekly	Traffic that doesn't flow with the speed limit, people tailgate alot making it unsafe.	Poor	Hills and the Blakesburg turnoff area.	Somewhat safe		Possible car dealership buying land and opening a new dealership around the Walmart and Rocket Fuels area.	2 lane highways should have the speed limit raised.
Shopping/errands,Recreation/leisure	Weekly		Fair		Somewhat safe			
Part_of_my_route_to_travel_out_,Recreation/leisure	Less frequently than monthly		Good		Somewhat safe			



Commute_to_work,Shopping/errands		Multiple times a day	No. It's the best we have.	Good	Blakesburg corner. Need longer passing lanes in more areas. The ones already lengthened are fantastic. 4 lane all the way would be optimal.	Safe	Road is rough and was destroyed as soon as new pavement layer due to paint being placed in improper location. Solution was to grind leaving bumps in middle of lane.
Shopping/errands,I_live_in_the_corridor,Recreation/leisure		Weekly		Fair		Safe	4 lane all the way would be wonderful.
Commute_to_work,Commute_to_school,Recreation/leisure		Multiple times a day		Poor	Not enough or long enough passing lanes. The passing zones without a separate lane are too short, and several are blind.	Somewhat unsafe	I have witnessed multiple rear-end accidents from people turning off 34. Also, the intersection at T61, if you are west bound and turning south onto T61, people tend to use the turning lane to pass you instead of slow down, and it is exceedingly dangerous.
Shopping/errands,Recreation/leisure		Weekly	No			Safe	Cross lane traffic turning lanes would be a huge benefit at most of the gravel roads and absolutely at the T61 intersection. The T61 intersection is bad. There are a couple blind gravel intersections as well when headed east bound. Particularly ridge road intersection when headed eastbound on 34. Please keep the areas near the edge of the road open. Deer are very abundant and we need to be able to see the sides. Keep areas mowed low and open please.
Shopping/errands,other		Work		Good		Somewhat safe	
Shopping/errands,I_live_in_the_corridor		Weekly		Fair		Somewhat safe	Would love for it to be 4 lane.
Commute_to_work,Shopping/errands,I_live_in_the_corridor		Multiple times a day		Good		Somewhat unsafe	I feel it is unsafe when going over a hill turning into my driveway with traffic coming 55 mph or more behind me without a turn lane to turn into my drive way.
Commute_to_work		Daily to several times a week		Fair	Blakesburg turn	Safe	I think there should be warning signs when there are drive ways at the bottoms of any curves or hills or turn lanes put into place at least.

I_live_in_the_corridor	Multiple times a day		No	Poor	There is way to much traffic not to have left turning lanes	Unsafe	Turning left into my neighborhood at bear creek When you are waiting on oncoming traffic while trying to turn left cars behind are just getting to highway speeds which causes a potential for many rearend accidents While waiting to turn left here I have to look in my rear view mirror hoping that traffic from behind will see me stopped many times cars from behind did not slow and went into the shoulder.	Many resident live in 34 which makes traffic an issue as people are pulling out in front of highway speed traffic or waiting to turn into driveways	Would love to see left hand turning lanes for roads and neighborhoods
	A couple times a month to month		No	Good		Somewhat safe	People constantly speeding up snd slowing down	Farmland crp pasture	
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure	Daily to several times a week		No	Fair	On the part west of the Ottumwa city limits.	Somewhat unsafe	Too many people passing on curves and too many vehicles pulling out onto 34 from side roads.		The entire highway needs resurfaced and passing lanes made less congested.
								Increased signage making motorists aware they are approaching a driveway to a residence.	There are passing lanes along this corridor that appear to be intended mainly for exiting highway 34 than passing lanes and should be indicated as turning lanes instead of passing lanes as they are very short and only afford safe passing of one car before the passing lane ends.
Shopping/errands,I_live_in_the_corridor,Recreation/leisure	Weekly		no	Good		Safe		There is a lot of agricultural and residential use along this corridor.	
	A couple times a month to month		No	Fair	Walmart area mostly	Somewhat safe			I think there should be 4 lane all the way through there. I would feel much safer
Commute_to_work,Shopping/errands,Recreation/leisure	Daily to several times a week			Good		Safe			
Commute_to_work	Daily to several times a week		No	Very good		Safe			The stretch of Highway 34 from Ottumwa to Albia is the nicest part of all of IA highway 34. There

										are plenty of passing lanes, it is smooth, and well marked.
Shopping/errands		Daily to several times a week	no	Very good		Somewhat safe			This section is very safe with the exception of livestock and grain trucks that are continually speeding, tailgating and "jake" braking. Emphasis by law enforcement addressing these habitual traffic violators would eliminate the majority of any safety concerns on this corridor. A four lane would only encourage these violators to drive faster.	NO FOUR LANE
Commute_to_work		A couple times a month to month	Yes. Terrible congested and slow speed of traffic.	Poor	Albia to Ottumwa is dreadful.	Somewhat unsafe				4 lane!
Commute_to_work		Daily to several times a week		Fair	When it got to two lane from 4 near Kohl's. To much traffic heading to business's west of town. Near RR bridge over train tracks 8 miles out. Could use more slow lane	Somewhat safe				Anywhere you could go to a divided 4 lane road, it has to make it a safer road. I've seen many accidents on this highway while traveling to work. I feel they could've been avoided by a divided highway.
Recreation/leisure		A couple times a month to month	yes, slow traffic and few places to safely pass others	Poor	the entire way	Unsafe	slow traffic with few places to pass	many curves and hills		
I_live_in_the_corridor		Multiple times a day	No	Very good	I don't see any issues.	Safe	No issues.	No Issues.	None	A four lane highway in this stretch is not necessary and would cost a significant amount of money that is better spent in other areas. If truck traffic to Cargill is the concern, it is much easier for them to use the existing 4 lane, 163, if coming from Ottumwa to get to Eddyville. T61 needs significant work if this

										is the case, especially the railroad crossing.
										Not so much pertaining to the corridor on subject but T61 also known as monroe/wapello county line road needs some serious attention and repaving as well
Commute_to_work,I_live_in_the_corridor,Commercial_driving_(farming_tru				Multiple times a day		Fair	The need for more passing lanes	Somewhat safe		
Shopping/errands,Recreation/leisure,Commercial_driving_(farming_tru				Weekly	No	Good		Safe		
Commute_to_work,Shopping/errands				Multiple times a day		Good		Somewhat safe		Turn lane towards Eddyville at county line could be longer
Recreation/leisure,other				Daily to several times a week	No	Good		Safe		
Commute_to_work,Commute_to_school,Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_,Commercial_driving_(farming_tru				Multiple times a day	Congestion	Fair	Going up hills, we have a lot of truck traffic due to JBS in Ottumwa and Cargill at Eddyville	Somewhat unsafe	Up hills	
Commute_to_work,Commute_to_school,Shopping/errands,I_live_in_the_corridor,Commercial_driving_(farming_tru				Multiple times a day		Good		Somewhat unsafe	Way too much speeding. We have been nearly rear-ended turning into our driveway many times.	More enforcement for speeding would help greatly.
Commute_to_work,Recreation/leisure				Daily to several times a week	Yes, there aren't enough areas to pass other cars safely.	Fair	The long stretches without passing lanes.	Somewhat unsafe	In the blind curve.	
I_live_in_the_corridor				Daily to several times a week	Yes, passing lanes are minimal	Poor	Passing lanes aren't long enough	Somewhat unsafe		
Commute_to_work,Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_				Multiple times a day	heavy Traffic, and lack of acceleration lane on the back side of a blind hill	Poor	Number of passing opportunities, Also people pulling out in front of traffic. lack of visibility	Somewhat unsafe	Number of passing opportunities, Also people pulling out in front of traffic. lack of visibility	increase the length and count of passing lanes. provide turn lanes for T61,
Commute_to_work,Shopping/errands				Weekly		Good		Somewhat safe	rural residential & ag-related traffic. no	
Shopping/errands,Recreation/leisure,Commercial_driving_(farming_tru				Daily to several		Fair		Somewhat safe		

[illegible]

									If headed west towards county line, there is frequently people in the passing lane to turn off towards a gravel road by the pencil mailbox while people trying to pass and that becomes dangerous too.	little cars. An extra lane in the winter would be nice.
Commute_to_work,Shopping/errands,I_live_in_the_corridor	Daily to several times a week		Good			Somewhat safe	Ditches are overgrown and its hard to see deer.			
I_live_in_the_corridor,Part_of_my_route_to_travel_out_	Weekly	High speeds 2way traffic too many passing in hurry	Fair	Side streets entering/crossing main road	Somewhat unsafe	Too many close calls with headons	Farm equipment compounds the problem but they have to move around too		Lights, breakdown lanes that don't collapse when pulled onto	
Commute_to_work	Multiple times a day	I have no other way to travel but that way	Poor	Too much traffic for being a 2 lane	Somewhat unsafe	There is too much traffic on that road for 2 lanes only				
Recreation/leisure,other	A couple times a month to month		Good			Somewhat safe				
Shopping/errands,I_live_in_the_corridor	Daily to several times a week		Good			Somewhat safe				Better signage. One sign was knocked down in front of my home telling of lane merging. Called in over a year ago and still has not been replaced.
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure	Daily to several times a week		Good			Somewhat safe	Spring and fall there is large farm equipment traveling this route.	Farmers		
Commute_to_work,Commute_to_school,Shopping/errands,I live_in_the_corridor,Part_of_my_route_to_travel_out_,Recreation/leisure	Multiple times a day	We must drive on it! It is a beautiful drive! The things that are most challenging or concerning to us are the amount if deer- so would love some	Fair	Lack of turning lanes and short passing zones. Hidden drives or a ntersectio s need more markings and caution signs with lights as it is very dark there.	Somewhat unsafe	See all of the above comments. I feel safety is tied into everything.	Tractors using the road as well as wide load semi-trailers with no where to pull over or off.	None that I know of	More street lights, please!	



					deterrent so we can all stay safe, the short passing lanes, and the hidden drives. I am hesitant to let our new teen drivers use it for those reasons.					
					Coming out of Bear Creek there is a passing dotted line where it makes a dangerous situation for those entering or exiting Bear Creek.					
					So while we don't avoid it there are certainly concerns!					
Commute_to_work			Multiple times a day		Fair	From Ottumwa to County line road	Somewhat unsafe	Because traffic movies to bunched up and no way to pass safely		
Shopping/errands			A couple times a month to month	No	Good		Somewhat safe			
Commute_to_school,Shopping/errands,I live in the corridor,Part of my route to travel out_,Recreation/leisure			Multiple times a day	Occasionally. Heavier traffic makes it slower to travel than some other routes.	Fair	Passing lanes that are inconsistent, and too short. There are passing zones that are dangerous around curves.	Somewhat unsafe	There are curves that are marked as passing zones. The line of sight is too short to pass safely.	Residential and agricultural. It would be nice if residents were able to pull on to the shoulder when trying to enter the driveway.	
Shopping/errands,Part of my route to travel out_,Recreation/leisure,other			Weekly	No	Good		Safe			
Commute_to_work,Recreation/leisure			Weekly		Good		Somewhat unsafe			
other			Daily to several times a week	No	Good		Somewhat safe			



Shopping/errands,Commercial_driving_(farming_tru	Weekly		Fair		Somewhat safe		
	Daily to several times a week	No	Fair	Hilly terrain and uneven traffic speeds. The multiple intersections in the stretch from Wildwood Drive to 87th St. concentrates westbound traffic into clusters.	Somewhat safe		
Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_	A couple times a month to month	No	Fair	The condition of road and the upkeep of the shoulders and ditches.			
Recreation/leisure		No, only way to get to Walmart for me without taking Old 34	Poor	Very slow, crazy lines behind slow drivers, hard to pass	Somewhat safe	Agricultural, lots of tractors and hard to pass them	It needs to be maintained better and become 4 lane
I_live_in_the_corridor,Recreation/leisure	Weekly						
	A couple times a month to month	I'm not able to avoid it. It's a direct route to town.	Fair	Near major intersections and the very short passing lanes	Somewhat safe	Farming- cattle trucks and farm equipment create dangerous situations	
Commute_to_work,Shopping/errands,Recreation/leisure	Daily to several times a week	No	Fair	Fall and spring time with all the tractor traffix		The slow lanes are too short.	4 lane from Ottumwa to Chariton
Commute_to_work,Shopping/errands,I_live_in_the_corridor							Most of the passing lanes on the hills are entirely too short to be functional and encourage road rage. If those were extended to shortly before the very bottom of the hills they are on, it would allow faster moving traffic enough time to pass the slower moving vehicles that struggle to climb the hills.
	Daily to several times a week	No			Safe		
Shopping/errands				Slow vehicles many times don't move over so that you can access the passing lanes. And there are not a lot of great areas to safely pass.	Somewhat safe	Too many trees in the ditch make it hard to see deer.	
Shopping/errands	Weekly	No	Fair				
				From Rocket Fuels east to Ottumwa, in my view, having that section a 4 lane may	Safe		
Shopping/errands,I_live_in_the_corridor,Recreation/leisure	Weekly		Fair				



					spur development west of Ottumwa.			
Commercial_driving_(farming_tru	Less frequently than monthly	Ottumwa is inconvenient to get around.	Fair	Keeping a steady speed and passing.	Safe			
						As you enter Ottumwa from the west there is a large two paneled LED billboard directed at both the east and west lanes on a V shaped frame. The bright lights cause glare and cannot be ignored as the light enters the vehicles through their glass windows and are aimed at the drivers.	See above notes	Industrial and commercial will require safe exit lanes. There should also be more turn lanes in general as there is growth in residences in the county. When we return home from the west on highway 34 we turn north on 160th street. There is no turn lane which creates a serious safety situation for us.
Shopping/errands,I_live_in_the_corridor	Daily to several times a week		Good		Somewhat unsafe			
Commute_to_work,Shopping/errands,I_live_in_the_corridor	Multiple times a day		Fair		Somewhat safe			
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure	Less frequently than monthly	No	Good		Somewhat unsafe			
								Needs to be four lane. The take over lanes were 34 is 3 lanes are to short they need to start before the hills begin the asphalt needs milled off and the under lying pavement replaced the reflective cracks just destroy new asphalt
Commute_to_work,Shopping/errands	Daily to several times a week	No because old 34 is worse	Poor	The hills		Lack of safe passing zones people speeding		
					The traffic flow can be great at times and also can be congested at times. Much of this could be from issues prior to this corridor. I find it more congested Monday through Thursday and I'm assuming this is the commuters to Indian Hills and also not everyone has to work on a Friday			
Commute_to_work,Shopping/errands	Daily to several times a week	No	Fair		Somewhat unsafe	Lots of tailgating goes on in this corridor. Would be great to make this a 4 lane highway.	I would recommend making this a 4 lane highway or a three way highway where the middle lane alternates.	

					anymore. Turning east onto Hwy 34 when traveling southbound on Monroe Wapello Road often can be unsettling especially in poor weather visibility conditions.			
Commute_to_work,I live_in_the_corridor	Weekly		Good		Somewhat unsafe	The two lane portion is very dangerous in the winter time. Tiny shoulders and traffic of opposite direction close together.		Needs to be 4 lane or have cement dividers or a median
Commute_to_work,Part_of_my_route_to_travel_out_		When I can, yes. People drive over the posted speed limit all the time. Too many dangerous car accidents and fatalities have been cause on this trench of 34 from Ottumwa to Albia.						
	Multiple times a day		Fair	Long line of cars behind tractor trailer/semi trucks, agricultural equipment, tractors, etc. people become impatient and try/do pass when not posted passing section.	Somewhat unsafe	At night, there are some misc solo reflections that look like animal or deer eye reflections that can cause distractions. Road to bridge transitions are not safe or smooth on a motorcycle.	More trees or brush should be cleared for visibility around turns and intersections.	More brush and tree trimming would be the cheapest.
Commute_to_work	Multiple times a day		Fair	Not enough long passing zones so long lines of cars get stuck behind semis.	Somewhat unsafe	A lot of unsafe passing.		4 lane from Ottumwa all the way to I35 would be safer. If the first step is Ottumwa to county line road, so be it.
Shopping/errands,Recreation/leisure	Weekly	No—it is still the best way to get to Ottumwa and beyond.	Fair	Gets backed up sometimes and it is hard to pass in several areas.	Somewhat safe	Night time is the worst. Or raining.	Farms—slow tractors and combines can be dangerous and difficult to go around. Sometimes Amish also.	Would love a 4 lane!!!
	A couple times a month to month	Lots of no passing zones.	Fair	Need more 2 lane segments and ability to pass slow vehicles.	Somewhat unsafe	Lots of farm equipment, many no passing zones.	Farm usage. High deer nu.bers make it a hazard too. DNR needs to increase deer hunting licenses.	See above.
Shopping/errands	A couple times a month to month		Good		Safe			



Commercial_driving_(farming_tru	Weekly		Fair	When people do not properly utilize the slow traffic lanes by getting over regardless of other traffic on the road keeping oncoming traffic from being able to pass.	Somewhat unsafe	As stated above. Also, road is bet slick in winter weather.
Commute_to_work	Daily to several times a week	Rough slow traffic	Poor	Everywhere	Unsafe	4 lane
Shopping/errands,other	Daily to several times a week		Good		Safe	
Shopping/errands,I_live_in_the_corridor,Part_of_my_route_to_travel_out_,Recreation/leisure	Daily to several times a week		Good		Somewhat unsafe	Entrance to Bear Creek Estates Dr. Passing zone. Vehicles try to pass as you are slowing down to turn into housing development. Also cars passing as you try to get onto Hwy. 34 from Bear Creek Estates.
Shopping/errands	Daily to several times a week		Fair	traffic	Somewhat safe	traffic hard to turnoff to side roads with cars following to closely
						The entrance of Bear Creek is dangerous as there is no turn lane to turn into the neighborhood when traveling west on hwy 34. When waiting for traffic traveling east before entering the neighborhood, traffic behind is not paying attention to stopped vehicles waiting for turn.
I_live_in_the_corridor	Multiple times a day	No	Fair	Enterance of Bear Creek Estates	Somewhat unsafe	There are no
						It is also dangerous when waiting to enter hwy 34 and cars are passing other cars on the hwy in front of the entrance. A no passing zone would be helpful.
						I believe lights at the entrance of Bear Creek would make for safe night traveling, signage warning of traffic entering hwy and turn lanes off the hwy to safely stop on the hwy while waiting to turn would be a safe addition.

							markers or lights at the entrance to the hwy notifying travelers on Hwy 34 that cars are entering the hwy.		
Shopping/errands,Recreation/leisure		Weekly	No	Good		Somewhat safe			Should be a bridge over 34 at Monroe Wapello road because of hills and wait times at stop signs.
							I think turn lanes would help. When you slow down coming from the east the car behind you sees your turn signal but the car behind them may try and pass because they don't know you are turning.		
Commute_to_work,Commute_to_school,I_live_in_the_corridor		Multiple times a day		Fair	Turning into Bear Creek and Rocket fuel from both directions. No lighting at the Bear Creek entrance.	Somewhat unsafe			
I_live_in_the_corridor		Weekly	No	Fair	People not using the passing lines correctly.	Somewhat safe			
							Vehicles pulling out in front of others causing them to slam on their brakes, no turn lanes to turn across traffic and that's a heavy traffic area.		This time when the roads get painted make sure they don't paint where you drive and then have to grind it off. There is a 5 mile section of road that has a strip ground in the middle and when it rains water pools there.
Shopping/errands,Recreation/leisure,other	Doctors	Weekly		Fair	At the T61 turnoff.	Somewhat unsafe			
		A couple times a month to month							
Shopping/errands,Recreation/leisure,Commercial_driving_(farming_tru				Good		Somewhat safe			
		Multiple times a day		Poor	enter section with no turning lane	Unsafe	blind spots. slow turn traffic in unmarked zones	storage units	
Commute_to_work,I_live_in_the_corridor			Yes, intersections hard to pull out with traffic						
Commute_to_work,I_live_in_the_corridor,Commercial_driving_(farming_tru		Multiple times a day		Fair	Intersections and curves and hills	Somewhat unsafe	To many people trying to pass in no. Passing zones	Some ag equip but not much	Lots of interstate travelers using the highway

Shopping/errands,Part_of_my_route_to_travel_out_		Weekly		Good		Somewhat safe	
		Commute to sporting events and camping	A couple times a month to month	No	Good	Somewhat safe	
Part_of_my_route_to_travel_out_,Recreation/leisure,other							4 lane would help. Flashing yellow at Blakesburg turn. Somehow stop people at the Blakesburg turn from passing south turning vehicles by using the right turn lane to proceed westbound to avoid stopping-turn lane is meant for turning right or north onto county line road towards Eddyville.
Shopping/errands		Daily to several times a week	Yes. It's busy, many people speed horribly, riding your bumper.	Fair	Blakesburg turnoff. If you are westbound & turning left to Blakesburg, people pass you on the right side, using the right turn lane to not stop or wait-illegal but they do it constantly. The whole section is crowded with heavy traffic. Speeding.	Somewhat unsafe	Blakesburg turnoff
							Makes sense to continue 4 lane since the 4 laning of 34 from Burlington to Ottumwa has picked up traffic that use to go north to 80 to go south at 29 to go to Omaha. Finish 34 all the way to Omaha. Ottumwa to Albia is logical next step either one step or sections Ottumwa to county line then next to Albia. Do it in asphalt which will significantly reduce time and therefore reduce costs which includes a recyclable surface.
Part_of_my_route_to_travel_out_,Recreation/leisure		A couple times a month to month	No		Semis speeding		Last question named main ones.
Recreation/leisure		A couple times a month to month	Dangerous 2way road. Lots of deer on that road.	Fair	Dangerous 2way road.	Somewhat unsafe	Need 4 lane road.
Shopping/errands		Daily to several times a week	Traffic	Poor	Not enough passing areas	Somewhat unsafe	Poor visibility
			I avoid 34 to Albia because of the deer, its absolutely horrendous to drive on it early in the morning then all the drivers going 40 over	Poor	At the county line	Unsafe	I feel unsafe because of all the drivers that think its a nascar track and deer
Commute_to_work,Part_of_my_route_to_travel_out_		Weekly					Deer
							Make it 4 lane.

				the limit don't help either.					
Commute_to_work,Commute_to_school,I_live_in_the_corridor		Multiple times a day		Fair	Few or extremely short passing lanes	Somewhat unsafe	There are several gravel road turn offs with no turning extra lane at the tops of hills and visibility is zero until you're on top of them		Additional lanes are needed for these high traffic roads on the north and south of 34 that people need to turn off on. There have been several accidents and too many to count close calls when there is a line of cars at a standstill mid highway waiting to turn and no way around or ability to wait in a turning lane
Shopping/errands,Recreation/leisure				Good		Somewhat safe			
Shopping/errands		Weekly	Will occasionally take old 34	Fair	Eddyville/blakesburg turn off can be hazardous	Somewhat safe			
Commute_to_work,I_live_in_the_corridor,Recreation/leisure		Multiple times a day	No	Fair	At intersections turning off highway	Somewhat unsafe	When driving farm equipment or turning off highway at intersections and personal drives.		
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure		Daily to several times a week	No I don't avoid it because it is the most direct route.	Fair	The short passing lanes only on hills.	Somewhat unsafe	The road ditches could be cleaner with less trees to see deer easier. The short passing lanes there is always somebody passing at the last moment of the slow lane merging back to single lane.	There isn't enough of a shoulder for larger equipment.	There is enough traffic on that road to utilize a 4 lane. And at the time of construction could clean up road ditches to see deer easier.
Commute_to_work,Shopping/errands,Recreation/leisure		Multiple times a day	I live in albia and will sometimes go to Ottumwa taking 137 and then the four lane due to hwy 34 having too much truck traffic in morning and will cause me to be late as they constantly go under speed limit on the hills.	Fair	Slow traffic not getting over and cannot pass due to unsafe with cars coming from other direction. Some passing lanes are way too short	Safe			A four lane would be a nice addition especially given how much traffic there is with semis and cars.

Commute_to_work,Recreation/leisure	Daily to several times a week		Fair	Passing lanes are way to short in spots	Somewhat unsafe	Pulling our fifth wheel down this stretch can be difficult with the short passing lanes in some spots	
I_live_in_the_corridor	Multiple times a day		Fair	Depending on the time of day there are lines of autos moving at a slower pace.	Somewhat unsafe	I fear one day I am going to get rear ended waiting to turn across traffic onto 215th to enter my residence. I always merge over in the slow lane prior to the turn to allow vehicles around me, but the short lane doesn't always allow for them to pass by. There are times I have to wait a great deal of time to turn due to the heavy traffic.	
Commute_to_work,Shopping/errands	Multiple times a day	No, fastest route for me.	Fair	The multiple short passing lanes.	Somewhat unsafe	Winter driving is rough compared to other highways	Making it a 4 lane highway would be very convenient for everyone who travels the highway. Cleaning up some of the trees in the ditch what also be helpful.
Commute_to_work,Commercial_driving_(farming_tru	Multiple times a day		Good		Somewhat unsafe	Crossing 34 can be dangerous at times. Very poor visibility on the roads that cross	Need trees cut and road sides cleaned up.
Recreation/leisure,Commercial_driving_(farming_tru	A couple times a month to month	No	Fair	People driving recklessly too fast trying to pass outside of split lane zones	Somewhat safe		I use recreational land on the borders of the current highway that I do not want impacted by any change.
Commute_to_work	Daily to several times a week		Very good		Somewhat safe		
Shopping/errands	Weekly	No		Not enough passing opportunities	Safe		

I live in the corridor										The corridor should be widened to two lanes in each direction from Dixons to Wal-Mart. Additionally, the speed limit should be reduced to 45 mph in the same stretch. If this is not feasible, consider widening to 3 lanes, with left and right turns from the middle lane. Thanks for this opportunity to offer our views.
Commute to work, Shopping/errands, I live in the corridor, Recreation/leisure										By the way, our turns onto/off 34 on Bear Creek Estates account for 29 property owners!
Commute to school, other										Turning lane needs to be put into Place coming into the subdivision. If we had a turning lane traffic would flow much better.
Shopping/errands, Recreation/leisure, other										Definitely needs resurfacing and possibly shoulders updated to blacktop or similar ..
other										Highway 34 should be a 4 lane highway across the entire state of Iowa. There is a lot of semi truck traffic on this road, there would be multiple benefits from making as much of it 4 lane as possible.
Commute to work, Shopping/errands										

Shopping/errands,Recreation/leisure		A couple times a month to month	No	Fair	T61/34 intersection also city limits of ottumwa	Somewhat unsafe	The t61 intersection coming down the hills is definitely not marked well. People run those stop signs all the time & winter months the lack of cleaning makes it hard for people to stop or get traction going up n down those hills making the intersection dangerous. In city limits of ottumwa there needs to be a right turn lane going into the hyvee area.	
Commute_to_work,Shopping/errands,Commercial_driving_(farming_tru		Daily to several times a week	During the winter, yes. Traffic is heavy and fast, safer to take side routes.	Poor	Not enough passing lanes or passing lanes are too short to pass slow moving vehicles such as semi's. Heavy traffic flow early in morning and late in afternoon.	Somewhat unsafe	Heavy traffic flow, blind spots, people try to go too fast, many slow moving vehicles entering and exiting highway sometimes at blind intersections.	Entry and exit to farmland and businesses.
Part_of_my_route_to_travel_out_,Recreation/leisure		Less frequently than monthly	No	Good		Somewhat unsafe	Mostly rates somewhat unsafe because of wildlife populations. I don't think the road itself is poorly constructed or laid out, just have to constantly be on the lookout for deer on this particular stretch - and at any time of day. Fixing that issue would improve this section of road considerably.	It would be nice for there to be a 4-lane option from Ottumwa to I-35. From Ottumwa east there are higher speed, no stops options to get to Burlington, Iowa City, Keokuk, etc. I think it would be beneficial to have a route like that going west. There is a wide gap between I-80 and dropping down to Hwy 36 (I think that's the official number) in northern MO. In northern IA we have Hwy 30, Hwy 20, and Hwy 18/218 cutting across the state but nothing like that south of I-80.
Commute_to_work,Shopping/errands,I_live_in_the_corridor,Recreation/leisure		Multiple times a day	No, I like to vary my route, but I enjoy the scenic drive US 34 offers.	Good		Safe		It would be good to ensure good shoulders of a suitable size. Other than that, I don't see any real issues.
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure		A couple times a month to month	Yes. Lower speed limit, safer on 4 lanes, can not	Good		Safe	On the 2 lanes and hills. This increases the chance of headon accidents	There are large/deep ravines along side of road.



			see deer as easy, going through cities.			and semi's rear ending you on downgrades. Passing lanes are nice.	
Commute_to_work,Commute_to_school,Shopping/errands,I_live_in_the_corridor,Recreation/leisure	Multiple times a day		Fair		Somewhat unsafe	Busy	
Commute_to_work	Multiple times a day		Poor	Anywhere the roadway is only two lanes	Somewhat unsafe	Some people pass at dangerous locations	
Commute_to_school,Shopping/errands,Recreation/leisure	Daily to several times a week		Poor	Slow traffic not very many places to pass because of oncoming traffic	Somewhat safe		
						Areas where traffic is turning on to or crossing the highway does not have enough of a view to always see on coming traffic to allow proper time to safely turn onto or cross the roadway.	It would be nice to see Hwy 34 become a 4 lane highway across the state as it already goes from Burlington to Ottumwa before turning into Hwy63/163 to Des Moines.
Part_of_my_route_to_travel_out_,Recreation/leisure,other	Weekly	No	Good		Somewhat unsafe	Some slow lanes are very short and too many people try to pass vehicles in them and do not have enough time to make the pass.	
Shopping/errands	A couple times a month to month		Fair		Somewhat safe		
Recreation/leisure	Weekly	2 lanes are dangerous people space off an float across the white line	Good	2 lanes are dangerous people space off an float across the white line	Unsafe	2 lanes are dangerous people space off an float across the white line	
Commute_to_work	Multiple times a day		Good		Somewhat safe		
I_live_in_the_corridor,Recreation/leisure	Daily to several times a week	No	Fair	Hills and trucks, concerns of deer	Somewhat safe		
Commute_to_work,Shopping/errands,Commercial_driving_(farming_tru	Daily to several times a week		Fair	Commonly slowed down by slower moving vehicles and unable to pass until reaching a passing lane; which sometimes are not long enough for more than one vehicle to safely pass, which builds up several cars unable to pass at times.	Somewhat safe		I would really prefer to see the highway be converted to 4-lane, or at least longer passing lanes.

Commute_to_school,Shopping/errands,Recreation/leisure	Daily to several times a week		Good		Safe				
				Slow drivers clogging up lanes, speeding drivers almost causing wrecks due to poor road construction.	Somewhat safe				Make it four lane or make more passing zones.
Commute_to_work,I_live_in_the_corridor,Commercial_driving_(farming_tru	Weekly		Fair						The longer passing lanes recently installed help traffic flow during peaks times such as the summer weekends when lake travel to rathbun is very high. Continued implimitation of longer passing lanes from T61-Ottumwa would be a great benifit if unable to afford 4 lanes.
Commute_to_work	Daily to several times a week	During the winter prefer to take 163 due to road conditions, higher chance for fatality accident (Head-on)	Good		Somewhat unsafe	The 2 lane leaves no room for error regarding other drivers. Very easy for impared,distracted drivers to cause fatality or serious injury accident.	Farming implements travel this section of highway and are risk for accidents with only 2 lanes.		
	A couple times a month to month		Poor	Always lots of traffic backed up due to all the No passing zones	Somewhat unsafe	Too many people trying to pass and there are lots of areas where you can't pass at			
Recreation/leisure									4 lane would be great. Better maintenance...rough ride at times even with the patchwork.
Shopping/errands,Part_of_my_route_to_travel_out_,Recreation/leisure	A couple times a month to month		Good		Somewhat safe				
	Daily to several times a week	No	Poor	Poor passing zones people in to big of hurry passing when they shouldn't. People acting like it's an interstate and driving interstate e speeds.	Somewhat unsafe	People treating it like an interstate passing zones not long enough			Make current passing lanes longer.
Commute_to_work	Weekly	It has very short passing lanes. These make for dangerous situations when impatient drivers are on the road when I am there.	Poor	Backed up traffic whenever a slow driver isn't passed by the driver directly behind tut.	Somewhat unsafe	See above. Impatient drivers.	It appears to me there will be difficulties with expanding in some places. Steep drops, cuts into ridges.	None that I know of.	If that road is expanded it can be a real boost to businesses.
				Where the passing lanes are.	Somewhat safe				I think it should be a 4 lane highway. The traffic is heavy enough to justify needing to expand it.
Shopping/errands,Recreation/leisure,other	Weekly	No							
	Doctor/ dentist appointments								



					I do try to avoid sometimes but most of the time it is necessary for work. I don't like the terrain of that stretch, lots of hills. There are a number of passing lanes but they aren't always in best spot or very short. Seems like during farming season I run into lots of slow moving traffic as well.	Fair	Short passing lanes, farm equipment, slow moving vehicles, terrain.	Somewhat safe	Agriculture has impacted flow of traffic on that stretch	I usually like to have ideas on how to help fix issues. On this one I don't have an answer that is reasonable and not extreme or financially irresponsible.
Commute_to_work,Recreation/leisure	Weekly									
Shopping/errands	Weekly					Fair		Somewhat safe		
										It would be nice to have a divided highway. Many times with all the traffic it is hard to pass slow drivers safely. Some of the slow lanes are not long enough to get safely around a slow driver without speeding up .
	Multiple times a day					Fair	Many people traveling early morning.	Somewhat safe		
Commute_to_work,Shopping/errands,I_live_in_the_corridor	Multiple times a day	No				Good		Somewhat safe	Poor placement of passing and turning lanes.	
Shopping/errands,I live in the corridor	A couple times a month to month				I don't avoid it, because it is the most direct route.	Fair		Somewhat safe	The slow moving vehicle lanes.	The right hand lanes for slow moving traffic, are not adequate in length.