

Iowa 150 Super Two Corridor Study Benton, Buchanan, and Fayette Counties



Final Vision Document

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EXECUTIVE SUMMARY

The Iowa Department of Transportation (DOT) performed a Super Two Corridor Study (Study) for a portion of the State Highway 150 (IA 150) corridor in Benton, Buchanan, and Fayette Counties in northeastern Iowa. The purpose of the Study was to gain an understanding of the existing roadway's ability to meet current and future travel and mobility needs and to identify any potential improvement projects that may help meet those future needs. The recommendations were determined after evaluating the existing corridor for deficiencies, evaluating existing paved and partially paved intersections for turn lane improvement recommendations, identifying existing passing lane locations and potential future needs, and identifying spot roadway locations to address operational or safety concerns.

The Study area is approximately 28 miles long, beginning at Interstate 380 (I-380) at the southern limits and extending north to the corporate limits on the southern side of Oelwein. This section of IA 150 is primarily rural but passes through the communities of Independence and Hazleton. The Study consists of a series of separate analyses and standalone reports, including *IA 150 Super Two Study: Planning Framework Goals and Guiding Principles* (Jacobs, 2022), *IA 150 Super Two Study: Existing Conditions Memorandum* (Jacobs, 2023a), and *IA 150 Super Two Study: Existing Crash and Safety Performance Report* (Jacobs, 2023b). The findings of these various studies and public outreach activities are culminated in this Vision Document, which sets forth recommendations for future study and investment in the IA 150 corridor.

RECOMMENDATIONS

• INTERSECTION TURN LANE IMPROVEMENTS

The findings of the Study recommend improving some of the existing turn lanes and proposes new turn lanes at many of the fully paved or partially paved intersections. Currently, there are an estimated 348 points of access along IA 150 in the Study corridor, including 68 intersections. Based on the turn lane evaluation, there are 10 locations where new offset right-turn lanes are proposed. There are eight locations where it is recommended that existing right-turn lanes be upgraded to offset right-turn lanes. There are 11 locations where a new left-turn lane is proposed.

• SUPER TWO PROPOSED PASSING LANE LOCATIONS

The findings of the Study recommend adding a total of 10 passing lanes, 5 in the northbound direction and 5 in the southbound direction.

• SPOT ROADWAY IMPROVEMENTS

The findings of the Study recommend some spot improvements to include shoulder widening, fencing or snow borrow, highway profile adjustments, guardrail protection, signing, as well as various improvements in Hazleton and Independence.

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ACRONYMS AND ABBREVIATIONS

3R	Resurfacing, Rehabilitation, and Restoration
AADT	Annual Average Daily Traffic
DOT	Department of Transportation
I-380	Interstate 380
IA 150	State Highway 150
IA 281	State Highway 281
IA 920	State Highway 920
MP	Mile Post
PCR	Potential Crash Reduction
PIM	Public Involvement Meeting
ROW	Right of Way
Study	Super Two Corridor Study
TEAP	Traffic Engineering Assistance Program
US 20	U.S. Highway 20

1 INTRODUCTION

The Iowa Department of Transportation (DOT) performed a Super Two Corridor Study (Study) for a portion of the State Highway 150 (IA 150) corridor in Benton, Buchanan, and Fayette Counties in northeastern Iowa. This Study follows the Iowa DOT Super Two design guidance related to passing lanes, turning lanes, access management, shoulder design, signing and pavement markings, and rumble strips.

1.1 STUDY OVERVIEW

The objective of the Study is to gain an understanding of the corridor's safety, mobility, and infrastructure, as well as to identify recommendations for Super Two roadway improvements necessary to meet current and future traffic operations and mobility needs. It is also intended to encourage public involvement and stakeholder input throughout the process. The two-lane highway roadway recommendations primarily focused on turning and passing lane additions. Other spot highway roadway improvements will also be recommended in certain areas to help improve the transportation corridor.

This Study will not be followed directly by a programmed or “funded” project but will result in recommended components that can be incorporated into future smaller-scale projects that may be constructed in the future. Future projects will include further evaluation and may modify some of the recommended improvements accordingly.

This report will summarize the Study's findings and recommendations. The Study consists of a series of separate analyses and standalone reports, with the various Study results and findings culminating in this Vision Document. The Study includes the following technical reports:

- *IA 150 Super Two Study: Planning Framework Goals and Guiding Principles* (Jacobs, 2022)
- *IA 150 Super Two Study: Existing Conditions Memorandum* (Jacobs, 2023a)
- *IA 150 Super Two Study: Existing Crash and Safety Performance Report* (Jacobs, 2023b)

1.2 STUDY AREA

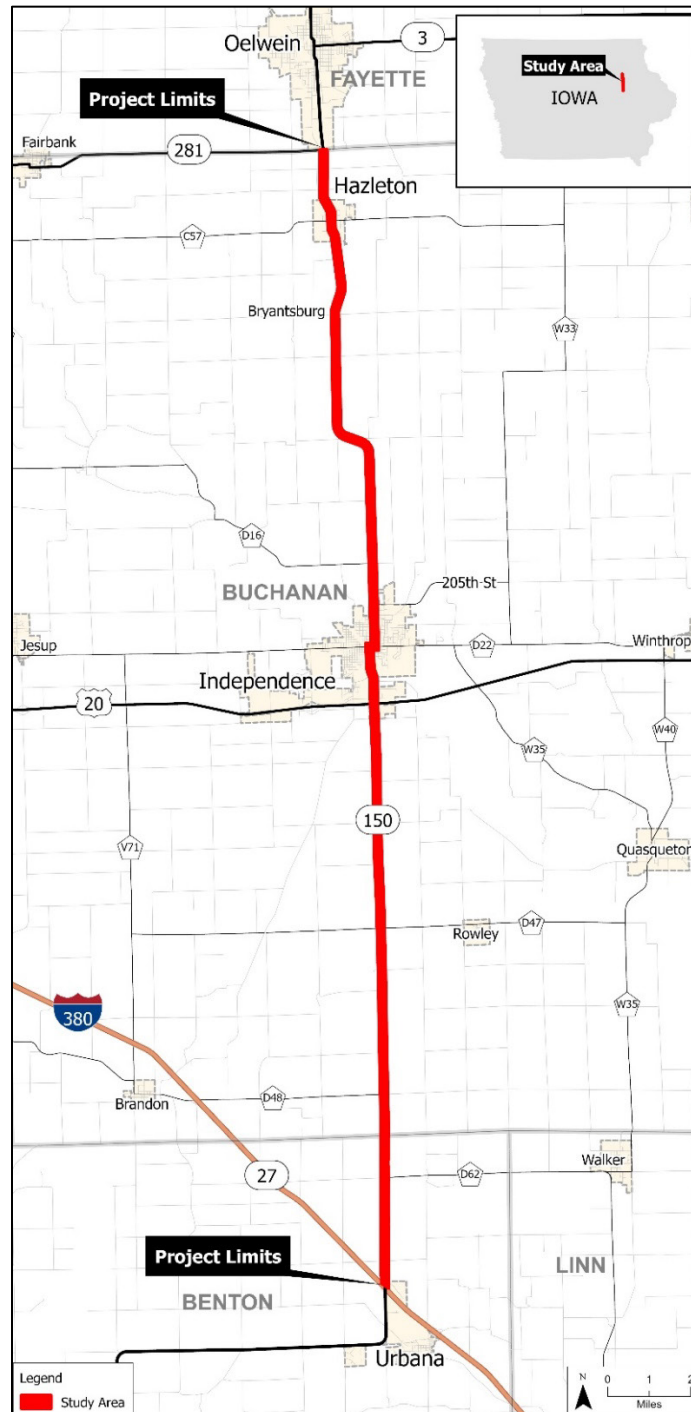
IA 150 is a primary north-south highway in northeast Iowa. IA 150 connects with other major east-west interstate and primary highway corridors, including Interstate 380 (I-380) and U.S. Highway 20 (US 20), which are part of Iowa's Commercial and Industrial Network.

Figure 1 shows the approximately 28-mile-long Study area, which begins at I-380, north of Urbana, and ends at the southern corporate limits of Oelwein. This section of IA 150 is a two-lane rural highway that passes through the Iowa communities of Independence and Hazleton. It is predominately rural in nature with roadway ditches and frequent points of access. IA 150 becomes more of an urban roadway through the communities with sections of curb and gutter, on-street parking, and sidewalks. One rail line, the Chicago Central & Pacific (which is part of the Canadian National Railway) crosses the corridor in Independence. The IA 150 corridor passes through Benton and Buchanan Counties, which are under the oversight of Iowa DOT District 6, and Fayette County, which is under the oversight of Iowa DOT District 2.

Existing IA 150 traffic volumes (2021) within the Study corridor varied between rural and urban sections of the Study area. The Annual Average Daily Traffic (AADT) in Independence ranged from 4,000 to 6,200 vehicles. Rural sections within the Study area generally showed less AADT

(ranging from 1,000 to 3,200 vehicles). Historical Iowa DOT average daily traffic maps suggest that AADT has been consistent over the past few decades.

Figure 1. IA 150 Super Two Study Area



1.3 GOALS AND GUIDING PRINCIPLES

The goals and outcomes of the Study are expected to closely align with the improvement strategies and focus areas defined in the *State Transportation Plan: Iowa in Motion 2050* (Iowa DOT, 2022), including the following:

- Right-size the highway system and apply cost-effective solutions to locations with existing and anticipated issues
- Target investments to address mobility and safety needs on critical two-lane routes
- Reduce the number of overall major and minor crashes
- Maximize the use of existing roadway capacity

The goal of this document is to summarize recommendations for two-lane highway roadway improvements within the Study area. These roadway improvements are intended to increase the operational performance, safety performance, and mobility within this corridor. This Study will recommend roadway improvements throughout the corridor to be incorporated into future projects and will focus primarily on the following objectives:

- Identifying proposed new turn lanes and upgrading existing turn lanes
- Identifying proposed passing lane locations
- Identifying conceptual level traffic alternatives in downtown Independence
- Identifying spot roadway improvements

This Study addresses the goals by following three primary guiding principles:

1. Good Stewardship and Resiliency—Provide a safe and efficient transportation system while being good environmental stewards and appropriately using Iowa tax dollars.
2. Transparency—Provide an open and transparent project process where findings are shared publicly, and stakeholders have continuous opportunities to offer input on the project.
3. Design Principles—Maintain a transportation network that aligns with core design principles and anticipates needs to the year 2048.

2 EXISTING CONDITIONS ANALYSIS

This section summarizes the major findings of the various existing condition studies. The following technical reports provide additional details:

- *IA 150 Super Two Study: Existing Conditions Memorandum* (Jacobs, 2023a)
- *IA 150 Super Two Study: Existing Crash and Safety Performance Report* (Jacobs, 2023b)

2.1 INITIAL STAKEHOLDER OUTREACH

Early in the Study, three small group meetings were held with the local jurisdictions and other IA 150 stakeholders.

Table 1. IA 150 Small Group Meetings

Stakeholder Group	Meeting Date
City of Independence, Buchanan County (in person and virtual)	August 30, 2022
Fayette County (virtual)	October 11, 2022
Benton County (virtual)	October 12, 2022

The small group meetings were conducted to inform participants about the Study's location, purpose, process, and potential alternatives. The intent was to gather feedback from agencies and stakeholders on the current functionality and future needs of the IA 150 corridor and to discuss potential solutions to address the transportation needs. Public input was collected at these small group meetings, and Super Two type improvements were received favorably. Meeting summaries can be found in the following appendices:

- Small group meeting summaries are included in Appendix A
- Stakeholder correspondence is included in Appendix H

Section 3 provides a summary of the public outreach effort.

2.2 EXISTING INFRASTRUCTURE CONDITIONS AND FEATURES

The *IA 150 Super Two Study: Existing Conditions Memorandum* analyzed the existing corridor's infrastructure conditions and features (Jacobs, 2023a). Overall, the corridor features are within today's acceptable design parameters. Only isolated locations had current roadway features that do not align with current design practices. Key findings are as follows:

- The existing IA 150 roadway meets current design practices and policies with only isolated locations that may be considered less than ideal. These areas involve intersection sight distance, turn lane tapers, decision sight distance, and clear-zone requirements.
- One location, just south of the Benton-Buchanan County line, was noted as having a vertical grade greater than 5 percent and may cause a reduction in heavy truck travel speed of approximately 7 miles per hour.
- Shoulder width through the majority of the corridor is less than the minimum acceptable width criterion of 6 feet.
- The existing infrastructure is predominantly in fair condition, with poor pavement conditions noted in Independence and the southern portion of the project. However, both of these locations have had recent construction projects that may have improved the pavement condition. All existing bridges appear to be in reasonable condition, and none are currently posted for weight restrictions or considered deficient. Bridge inspection reports suggest that

a bridge deck replacement over the Wapsipinicon River be considered in the next 5 to 10 years.

- There are sections of relatively short passing zones (less than the desired 1-mile length) at the southern end of the project and north of Independence to Bryantsburg.
- There are no passing lanes within the Study corridor.

2.3 CRASH HISTORY AND SAFETY

The *IA 150 Super Two Study: Existing Crash and Safety Performance Report* (Jacobs, 2023b) analyzed the crash history and safety analysis for the last 5 full years (2017 to 2021) of crash data available at the time of the analysis. A total of 372 crashes occurred within the Study area. Of those, 2 were fatal crashes, 30 were injury or possible injury crashes, and the remainder were property damage only crashes. The first fatal crash (2018) was a broadside (front to side) collision involving a vehicle failing to yield to a stop sign at the intersection of IA 150 and Fontana Boulevard. The second fatal crash (2021) was a head-on collision involving a vehicle crossing the centerline at the intersection of IA 150 and I-380/IA 27 (westbound ramp).

The predicted number of crashes for a given traffic volume is based on the relationship between the observed number of crashes and AADT. For most specific locations, the observed number of crashes is likely to be greater than or less than the predicted number calculated by the safety performance functions. The observed crash count is then corrected, using the Empirical Bayes method, resulting in the expected number of crashes at that location. The difference between the expected number of crashes and the predicted number of crashes gives the potential for safety improvement, also known as potential crash reduction (PCR). Comparing PCR values helps to normalize the crash data by accounting for exposure for a crash to occur. By normalizing the data with traffic volumes, areas can be compared while minimizing the bias created by varying levels of traffic on individual roadway segments and intersections.

PCR values are categorized as either high, medium, or low. High PCR level intersections or segments represent locations in which the rate of crashes is greater than the statewide average. Medium PCR level intersections or segments have room for improvement and may qualify for safety funds. Low PCR level intersections or segments are performing better than expected.

In total, 5 intersections and 12 roadway segments were found to have medium or high PCR levels. Specific locations are noted on the corridor exhibits in Appendix E. Fourteen intersections and one segment were identified as locations having more crashes than expected. The analysis found in the *IA 150 Super Two Study: Existing Crash and Safety Performance Report* (Jacobs, 2023b) was used to inform the decision-making process alternative evaluation; however, safety was not the primary driving factor for the recommendations found in this report.

2.4 ENVIRONMENTAL CONSTRAINTS

A desktop review of known environmental and cultural constraints was conducted as part of the Study. The desktop review focused on environmental areas such as floodplains, wetlands, woodland areas, recreational areas, waterways/protected rivers, sovereign lands, and regulated material sites. The review also looked at cultural and community constraints, such as cemeteries and churches.

IA 150 has several water crossings within the Study area. These include the Wapsipinicon River, Bear Creek and its branches, Harter Creek, Otter Creek and its branches, and Hazelton Creek. The existing terrain along the IA 150 Study corridor is generally flat. The existing land use in the area is primarily rural and agricultural with some existing farmsteads along the corridor. In and near the Iowa communities along the Study corridor, land use is a mix of residential, commercial, and industrial. Other potential constraints throughout the corridor include recreation lands, wetlands, floodplains, threatened and endangered species habitats, and cultural resources.

During some snow events, drifting snow can occur along the southern end of the Study area between I-380 and Independence. These areas of IA 150 are between mile post (MP) 28 and MP 34. This drifting snow can affect drivability.

Appendix D presents the results of the environmental desktop review within the Study area. Areas of turn lane and spot improvements will be reviewed as part of individual project planning and development in the future.

3 PUBLIC INVOLVEMENT PROCESS AND INPUT

Early in the study, a public involvement plan was developed to guide the public involvement process for the study and to identify opportunities for the public to provide ideas and comments regarding the development of the IA 150 Super Two Corridor Study. The plan included a range of communication channels, online public involvement meetings (PIMs), stakeholder/small group meetings, and email or postal mail communications. The primary avenues for public engagement and feedback collection were small group meetings (Section 2.1) and online PIMs.

Two online PIMs were held during the Study. Each online meeting was posted on the Iowa DOT's website, including a video and opportunity to provide comments. Meetings were announced through the Study email distribution, newspaper advertising, and other media releases including Facebook notifications. A summary of the Study's public meetings, including the meeting logistics and topics are presented in the sections that follow.

3.1 PUBLIC INVOLVEMENT MEETING #1

PIM #1 was a virtual online meeting that was available online through Iowa DOT's public involvement website from January 17 through 30, 2023. The public comment period ended January 30, 2023. The online PIM consisted of a prepared presentation, complete with audio, that shared information about the Study process, Study goals and objectives, results from initial data gathering, and existing conditions analysis.

The website containing the virtual PIM was viewed by 220 attendees, and 75 comments were submitted to Iowa DOT. Safety concerns, the need for passing lanes, and concerns about the

impact of the project on communities—particularly the City of Independence—were common themes. Appendix B provides the comments received and the summary of PIM #1.

3.2 PUBLIC INVOLVEMENT MEETING #2

PIM #2 was a virtual online meeting that was available online through Iowa DOT's public involvement website from December 18, 2023 through January 8, 2024. The public comment period ended January 8, 2024. The online PIM consisted of a prepared presentation, complete with audio, that shared Study results and linked to the draft Vision Document, which serves as a guide for the future of IA 150.

157 comments were submitted to the Iowa DOT out of those who visited the website and reviewed the PIM materials. Comments showed general support for the study's recommendations for improving traffic flow and safety on IA 150. However, there were concerns about the impact on downtown Independence, particularly regarding one-way streets and impacts on businesses and St. John's Church. A bypass around Independence option was suggested by many. Property owners worried about the project's impact on their land and access. Specific improvement recommendations included converting IA 150 to a four-lane road, pedestrian safety measures, and better stormwater management in Hazelton. Finally, residents were curious about the project timeline and funding. Appendix C provides the comments received and the summary of PIM #2.

4 RECOMMENDATIONS

The following recommendations address the overarching goals of the Study. The basis for these recommendations is a combination of the findings and observations from the various topical studies performed as part of this Study and input received from the public and project stakeholder groups. Practical-based design methods were used in determining recommendations within the Study area.

4.1 INTERSECTION TURN LANE IMPROVEMENTS

Intersections on the rural two-lane highway were evaluated in accordance with *Iowa DOT Design Manual* policies in Chapters 6A-1 and 6C-2 (Iowa DOT, 2023). Chapter 9 of *A Policy on Geometric Design of Highways and Streets* (AASHTO, 2018) was also considered along with the 5-year crash history of collisions and PCR locations identified by Iowa DOT. The following are some of the key criteria.

- Within the rural sections, all partially and fully paved intersections are recommended to have an offset right-turn lane in accordance with the *Iowa DOT Design Manual* policies in Chapter 6C-2 (Iowa DOT, 2023). For partially paved intersections, only the paved leg of the intersection requires an offset right-turn lane. All right turns are preferred to have a 20-foot offset. However, if a 20-foot offset is not possible due to right-of-way (ROW) and/or environmental constraints, the maximum amount of offset should be provided given sight distance and available ROW.
- Left-turn lane warrants for a two-lane highway within urban and suburban areas were evaluated using the figure from NCHRP Report 745: Left-Turn Accommodations at Unsignalized Intersections on pages 9 and 10 (Left Turn Lanes) (TRB, 2013). There is also

guidance for the geometric design of left-turn bays, offset left turns, and bypass lanes that were applied as part of the corridor recommendations.

- Where there is an existing or proposed left-turn lane in one direction of travel, a symmetrical left-turn lane configuration should be provided in accordance with Iowa DOT Design Manual policies in Chapter 6A-1 (Iowa DOT, 2023). This would provide a left-turn lane in both directions of travel. Symmetrical turn lanes should be recommended on an individual intersection basis.

Traffic forecasts for paved or partially paved intersections were provided by the Iowa DOT Systems Planning Bureau. Right-turn lanes were evaluated for Program Year 2028. Left-turn lanes were evaluated for Design Year 2048. The majority of intersections with gravel sideroads were omitted based on low historical traffic volumes.

Existing channelized turning movements and dedicated right-turn lanes on IA 150 were also analyzed to determine whether the existing turn bay length and taper rate were adequate or needed to be upgraded. Figure 2 provides an illustration of a typical turn bay and taper section.

In urban areas, varying factors, such as reduced in-town speeds, intersection spacing, driveways, and adjacent traffic intersection signals, need to be analyzed in more detail to recommend turn lane improvements. In spot locations, Traffic Engineering Assistance Program (TEAP) studies have been conducted. The recommendations from those studies were folded into the proposed improvements.

Of the 68 intersections along the corridor, 50 are with fully paved or partially paved local roadway intersections (with or without existing turn lanes). These paved intersections were analyzed in both rural and corporate limits. Based on the findings, turn lane improvements are recommended along the Study corridor.

Table 2 shows the location of existing turn lanes, results of turn lane analyses, and proposed recommendations for new or modified turn lanes within the Study area. Table 3 shows the recommended turn lane taper adjustments needed to meet *Iowa DOT Design Manual* standards (Iowa DOT, 2023). Appendix E includes a series of maps that include the turn lane analysis, along with other roadway improvements, which are discussed later in this section.

Table 2. Turn Lane Analysis

Intersection Location on IA 150	IA 150 Direction of Travel	Left/ Right	Existing Turn Lane Present	Turn Lane Warrant	Recommendations	Crossroad Characteristics	City/ County
Hutton Drive	NB	Right	Yes	Yes	Upgrade to Offset Right Turn	Paved WB approach	Urbana/ Benton
	SB	Left	No	No	No Recommendation		
IA 920/ 51st Street (County Road D62)	NB	Right	Yes	Yes	Upgrade to Offset Right Turn	Paved WB approach	N. of Urbana/ Benton
	NB	Left	Yes	No	Existing Turn Lane Adequate		
	SB	Right	No	Yes	Offset Right Turn	Gravel EB approach	
	SB	Left	Yes	Yes	Existing Turn Lane Adequate		
330 th Street (County Road D48)	NB	Right	No	No	No Recommendation	Gravel WB approach	N. of Urbana/ Buchanan
	NB	Left	No	No	No Recommendation		
	SB	Right	Yes	Yes	Upgrade to Offset Right Turn ^c	Paved EB approach	
	SB	Left	No	No	No Recommendation		
290 th Street (County Road D47)	NB	Right	Yes	Yes	Upgrade to Offset Right Turn ^c	Paved WB approach	W. of Rowley/ Buchanan
	NB	Left	Yes	No	Existing Turn Lane Adequate ^c		
	SB	Right	Yes	Yes	Upgrade to Offset Right Turn ^c	Paved EB approach	
	SB	Left	Yes	Yes	Existing Turn Lane Adequate		

Table 2. Turn Lane Analysis

Intersection Location on IA 150	IA 150 Direction of Travel	Left/ Right	Existing Turn Lane Present	Turn Lane Warrant	Recommendations	Crossroad Characteristics	City/ County
240 th Street/ 27 th Street	NB	Right	No	Yes	Offset Right Turn	Paved WB approach	S. of Independence/ Buchanan
	NB	Left	No	Yes	Left Turn		
	SB	Right	No	Yes	Offset Right Turn	Gravel EB approach	
	SB	Left	No	Yes	Left Turn		
US 20 EB On Ramp	NB	Right	Yes	Yes	Upgrade to Offset Right Turn	Paved On Ramp	Independence/ Buchanan
	SB	Left	Yes	Yes	Existing Turn Lane Adequate		
US 20 WB On Ramp	NB	Left	Yes	Yes	Existing Turn Lane Adequate	Paved On Ramp	Independence/ Buchanan
	SB	Right	No	Yes	Offset Right Turn		
Enterprise Drive (Signalized)	NB	Right	Yes	No	Existing Turn Lane Adequate	Paved WB approach	Independence/ Buchanan
	NB	Left	Yes	No	Existing Turn Lane Adequate		
	SB	Right	Yes	No	Existing Turn Lane Adequate ^c	Paved EB approach	
	SB	Left	Yes	Yes	Existing Turn Lane Adequate ^c		
Lover's Lane Blvd	NB	Left	No	Yes	Left Turn	Paved WB approach Paved EB approach	Independence/ Buchanan
	SB	Left	No	Yes	Left Turn		

Table 2. Turn Lane Analysis

Intersection Location on IA 150	IA 150 Direction of Travel	Left/Right	Existing Turn Lane Present	Turn Lane Warrant	Recommendations	Crossroad Characteristics	City/County
1st Street/ 3rd Avenue (Signalized)	NB	Right	No	No	No Recommendation	Paved all approaches	Independence/ Buchanan
	NB	Left	No	No	No Recommendation		
	EB	Right	No	No	No Recommendation		
	WB	Left	Yes	Yes	Existing Turn Lane Adequate ^c		
	WB	Right	No	No	No Recommendation		
1st Street/ 5th Avenue (Signalized)	EB	Right	No	No	No Recommendation	Paved all approaches	Independence/ Buchanan
	EB	Left	Yes	Yes	Existing Turn Lane Adequate		
	SB	Right	No	No	No Recommendation		
	SB	Left	No	No	No Recommendation		
6th Street NE	NB	Right	No	No	No Recommendation	Paved all approaches	Independence/ Buchanan
	NB	Left	No	No	No Recommendation		
	SB	Right	No	No	No Recommendation		
	SB	Left	No	No	No Recommendation		
14th Street NE	NB	Right	No	No	No Recommendation	Paved WB approach	Independence/ Buchanan
	SB	Left	No	Yes	Left Turn		

Table 2. Turn Lane Analysis

Intersection Location on IA 150	IA 150 Direction of Travel	Left/ Right	Existing Turn Lane Present	Turn Lane Warrant	Recommendations	Crossroad Characteristics	City/ County
Otterville Boulevard/ 200th Street (County Road D16)	NB	Right	No	No	No Recommendation	Gravel WB approach	N. of Independence/ Buchanan
	NB	Left	No	Yes	Left Turn		
	SB	Right	No	Yes	Offset Right Turn	Paved EB approach	
	SB	Left	No	Yes ^b	Left Turn		
	EB	Right	No	No	No Recommendation		
	EB	Left	No	No	No Recommendation		
170th Street	NB	Right	Yes	-- ^d	Upgrade to Offset Right Turn ^c	Gravel WB approach	S. of Bryantsburg/ Buchanan
	SB	Right	Yes	-- ^d	Upgrade to Offset Right Turn ^c	Gravel EB approach	
150th Street	NB	Right	No	No	No Recommendation	Gravel WB approach	S. of Bryantsburg/ Buchanan
	NB	Left	No	No	No Recommendation		
	SB	Right	No	No	No Recommendation	Gravel EB approach	
	SB	Left	No	No	No Recommendation		
Fontana Boulevard	NB	Left	No	No	No Recommendation	Paved EB approach	S. of Hazleton/ Buchanan
	SB	Right	No	Yes ^a	Offset Right Turn		
134th Street	NB	Left	No	No	No Recommendation	Paved EB approach	S. of Hazleton/ Buchanan
	SB	Right	No	Yes ^a	Offset Right Turn		

Table 2. Turn Lane Analysis

Intersection Location on IA 150	IA 150 Direction of Travel	Left/Right	Existing Turn Lane Present	Turn Lane Warrant	Recommendations	Crossroad Characteristics	City/County
125th Street	NB	Left	No	Yes	Left Turn	Paved EB approach	S. of Hazleton/ Buchanan
	SB	Right	Yes	Yes	Upgrade to Offset Right Turn ^c		
123rd Street	SB	Right	No	Yes ^a	Offset Right Turn	Paved EB approach	S. of Hazleton/ Buchanan
Hayes Street (County Road 57)	NB	Right	No	No	No Recommendation	Paved all approaches	Hazleton/ Buchanan
	NB	Left	No	Yes	Left Turn		
	SB	Right	No	Yes	No Recommendation		
	SB	Left	No	Yes	Left Turn		
100th Street / County Line Road	NB	Right	No	Yes	Offset Right Turn	Paved all approaches	Oelwein/ Fayette
	NB	Left	Yes	Yes	Existing Turn Lane Adequate		
	SB	Right	Yes ^e	Yes	Offset Right Turn		
	SB	Left	No	Yes ^b	Left Turn		

^a Right turn at paved sideroad

^b Left-turn symmetry

^c Lengthen turn lane taper (see Table 3)

^d Turn lane warrant not analyzed

^e SB right turn striped in the thru lane

EB = eastbound

NB = northbound

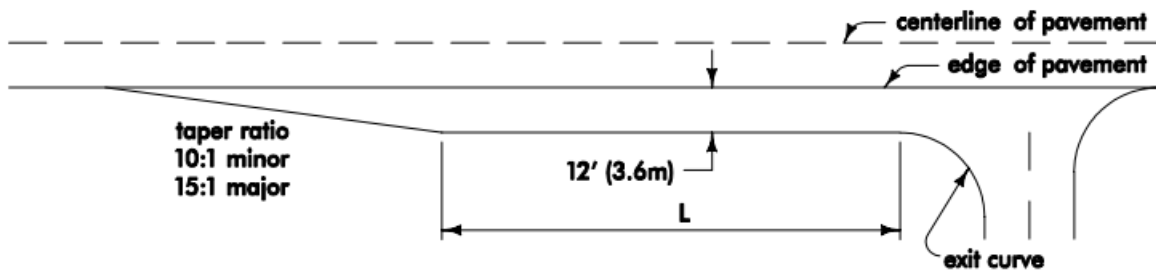
SB = southbound

WB = westbound

Table 3. Turn Lane Tapers

Intersection Location on IA 150	IA 150 Direction of Travel	Left/ Right	Existing Taper	Desired Taper	City/County
330th Street (County Road D48)	SB	Right	10:1	15:1	N. of Urbana/ Buchanan
290th Street (County Road D47)	NB	Left	8:1	10:1	W. of Rowley/ Buchanan
	NB	Right	10:1	15:1	
	SB	Right	12:1	15:1	
Enterprise Drive	SB	Right	10:1	15:1	Independence/ Buchanan
	SB	Left	10:1	15:1	
2nd Street SE	NB	Left	8:1	10:1	Independence/ Buchanan
	SB	Left	5:1	10:1	
1st Street / 3rd Avenue	WB	Left	3:1	10:1	Independence/ Buchanan
4th Avenue	EB	Left	3:1	10:1	Independence/ Buchanan
170th Street	NB	Right	10:1	15:1	S. of Bryantsburg/ Buchanan
	SB	Right	10:1	15:1	
125th Street	SB	Right	10:1	15:1	S. of Hazleton/ Buchanan

Figure 2. Desired Taper Ratio



4.2 SUPER TWO PROPOSED PASSING LANE LOCATIONS

A range of passing lane configurations and combinations in each direction of travel throughout the Study corridor were developed and evaluated at the corridor-wide level. The evaluation of the passing lane locations was generally limited to the rural sections of the Study corridor. Posted speeds are reduced through the communities of Independence, Hazleton, and Oelwein and, therefore, do not fit the need for Super Two passing lanes. Current Super Two design guidance and practice from the *Iowa DOT Design Manual* (Iowa DOT, 2023) recommends a preferred spacing of 4 to 5 miles between passing lanes with allowable adjustments up to 0.5 mile. The uniform spacing builds a sense of expectation for a driver as to when future passing opportunities will be available.

Passing lane lengths were determined using the *Iowa DOT Design Manual* guidance in Chapter 6C-2 (Iowa DOT, 2023). Existing traffic volumes were forecasted by Iowa DOT using 2017 AADT data that were grown to existing year 2021. These data were reviewed in the rural sections to determine passing lane lengths. A posted speed of 55 miles per hour was used to determine the length of the merge taper with a standard 15:1 diverge taper.

The following resources were used to evaluate the placement of proposed passing lane locations:

- Existing infrastructure, including large drainage structures, highway curvature and vertical grades, bridges, access density, major utilities, railroads, and four legged intersections.
- *Iowa DOT Design Manual* policies in Chapters 6C-1 and 6C-2 (Iowa DOT, 2023)
- Desktop review of environmental resources

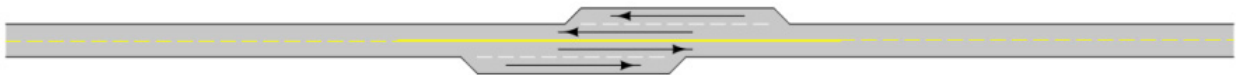
Figure 3 represents the typical passing lane concepts. Where possible, a separated passing lane plan layout is the preferred pattern recommended by the Iowa DOT for passing lane locations. Keeping separated passing lanes helps prevent the illusion of a four-lane expressway. A four-lane cross section allows faster driving speeds than normally allowed for a rural two-lane highway. Additional guidance is provided in the *Iowa DOT Design Manual*, Chapter 6C-2, for passing lane lengths based on traffic volumes.

Figure 3. Passing Lane Concepts

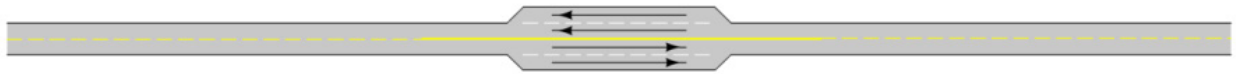
Plan View (Separated Passing Lanes)



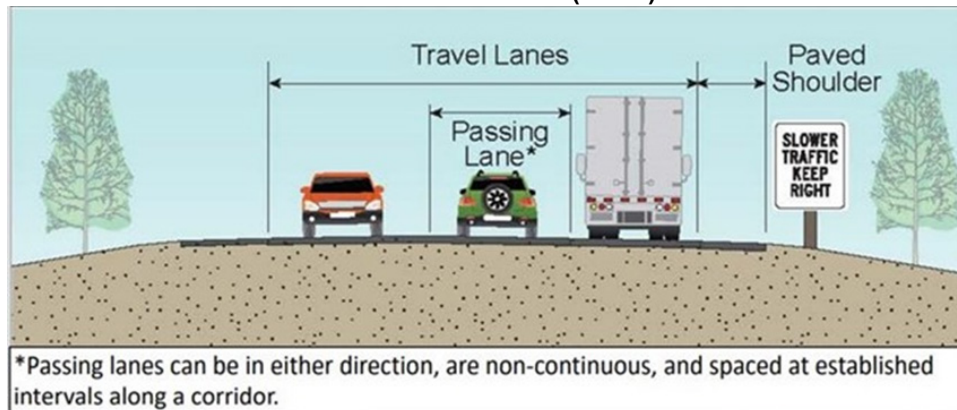
Plan View (Overlapping Passing Lanes)



Plan View (Side-by-Side Passing Lanes)



Cross Section View (Rural)



Source: Iowa DOT.

The various configurations and combinations were ultimately combined into one proposed alternative shown in Appendix F. The Study is recommending 10 proposed passing lane locations within the Study area. They are referred to hereafter as SB # or NB # throughout the document.

Large structures, such as bridges and multiple barrel concrete box culverts, were avoided. Impacting these structures would be costly for roadway expansion. Passing lane SB #5 does pass over a twin reinforced concrete box culvert, but that drainage structure extends west under an adjacent local road so the addition of a southbound passing lane should not require extension of the box culvert. Smaller box culverts and roadway culverts may be impacted and need to be extended in several areas where passing lanes are recommended.

Passing lanes were maximized, to the extent feasible, between the project boundaries and communities located along the corridor. From the southern project limits to the southern corporate limits of Independence is one area targeted for passing lanes as well as the area from the northern corporate limits of Independence to the southern corporate limits of Hazleton. The portion of the corridor from Hazleton to the northern project limits has limited opportunities for passing lanes because of the access density and existing infrastructure, such as bridge and highway curvature.

In all but one of the proposed passing lanes, the minimum recommended passing lane length was used. SB #5 was extended beyond the minimum length so that the passing lane could pass through a horizontal curve and end in a straight tangent section of IA 150.

The Study corridor is generally flat with only one localized area with a vertical grade steeper than 5 percent (near the Benton-Buchanan County line). This localized grade was targeted for a passing opportunity in the recommended concept and falls within passing lane SB #1. All other passing lanes are in relatively flat grades or gently rolling topography. The grades were examined using visualization tools and aided with as-built plans. Passing lane elevations and grades should be further examined for optimization as sections of the road progress into the development process.

Field notes from the existing conditions review noted above ground utilities that may pose an issue for highway expansion for passing lanes. Of the 10 recommended passing lanes, there are three—NB #1, NB #2, and SB #1—noted as having potential conflicts. Adjacent to these proposed passing lanes are overhead utilities on wooden poles that are either near to the highway shoulder or would be affected by ditch grading adjacent to a new passing lane. These utilities would likely need to be relocated but should be further examined during the development process. There is one at-grade railroad crossing on the Study corridor that is located within the city limits of Independence and is not a factor in the proposed passing lane layout.

Proposed passing lanes are anticipated to require minimal ROW but should be examined further as the development progresses. Proposed passing lane SB #1 may have the potential need for additional ROW or easement because there is a cut bank on the western side of the highway that would be impacted with highway widening.

Passing lanes are proposed in locations to minimize impacts to known environmental resources. Environmental constraints are shown in Appendix D. There was one passing lane noted as having a potential issue after reviewing the proposed passing lanes against the environmental constraints. Widening the highway for passing lane SB #4 would likely affect the adjacent floodplain associated with Harter Creek, which parallels IA 150 in this location. The floodplain extends up to the existing highway shoulder. This should be analyzed further in the future to determine whether mitigation is required.

Appendix G provides images of the beginning and ending of proposed passing lanes. Table 4 provides recommendations for proposed passing lane locations within the Study area. Table 4 identifies approximate locations by MP, direction, approximate elevations of beginning and end of passing lanes, distances of the passing lane and its components, and city/county location.

Table 4. Recommended Passing Lane Locations

Passing Lane #	Begin Mile Post	End Mile Post	Direction	Begin Elevation (feet)	End Elevation (feet)	Passing Lane Length (feet)	Total Length (including tapers) (feet)	Distance to Next Direction Passing Lane (south to north) (miles)	City/County
NB #1	14.3	15.1	North	899	957	3,200	4,040	3.5	N. of Urbana/ Benton
SB #1	28.3	29.1	South	973	980	3,200	4,040	3.5	N. of Urbana/ Benton & Buchanan
NB #2	31.1	31.9	North	945	944	3,200	4,040	3.9	S. of Independence/ Buchanan
SB #2	32.6	33.4	South	897	910	3,200	4,040	4.0	S. of Independence/ Buchanan
NB #3	35.7	36.5	North	919	914	3,200	4,040	6.9	S. of Independence/ Buchanan
SB #3	37.4	38.2	South	960	936	3,200	4,040	6.4	S. of Independence/ Buchanan
NB #4	43.5	44.2	North	958	980	3,200	4,040	3.8	N. of Independence/ Buchanan
SB #4	44.7	45.5	South	1,005	966	3,200	4,040	3.8	N. of Independence/ Buchanan
NB #5	48.7	49.5	North	987	976	3,200	4,040	-	S. of Hazleton/ Buchanan
SB #5	50.0	50.9	South	987	995	4,200	5,040	-	S. of Hazleton/ Buchanan

As these passing lane recommendations are incorporated into future construction projects, they may need to be modified to accommodate unforeseen conditions.

4.3 SPOT ROADWAY IMPROVEMENTS

The Study identified and analyzed some potential spot roadway improvements within the Study area. The following criteria were used to evaluate a series of spot improvements:

- Existing roadway conditions
- Input from stakeholders and Iowa DOT officials
- Crash and PCR data from 2017 through 2021
- Existing infrastructure, such as the presence of bridges and reinforced concrete box culverts
- Environmental constraints

Recommended improvements are included in both the rural and urban settings across the Study corridor. Appendix E shows the locations of all recommended improvements.

4.3.1 SHOULDER WIDENING

Shoulder widths through most of the Study corridor are less than the minimum acceptable width criterion of 6 feet, as outlined in the *IA 150 Super Two Study: Existing Conditions Memorandum* (Jacobs 2023a). In addition to the memorandum, the Iowa DOT standard for Super Two corridors also recommends that existing shoulders less than 8 feet be widened to 10 feet and paved full width (Iowa DOT, 2023). Table 5 lists the locations for shoulder widening along the Study corridor.

The recommended shoulder widening does not cover bridges or large concrete box culverts, as drawn on the Study corridor maps in Appendix E. Future shoulder widening projects will need to determine whether shoulder widening at these structures is necessary and cost effective. From a practical design approach, it might be more applicable to increase bridge shoulder widths or lengthen box culverts based on the life cycles of the structures themselves, rather than with a shoulder widening project. Highway ditch capacity and ditch grading will need to be reviewed in greater detail with any proposed shoulder widening. ROW will also need to be reviewed as ditch grading will widen away from the highway with any increase in shoulder width and require extra ROW.

Table 5. Summary of Shoulder Widening

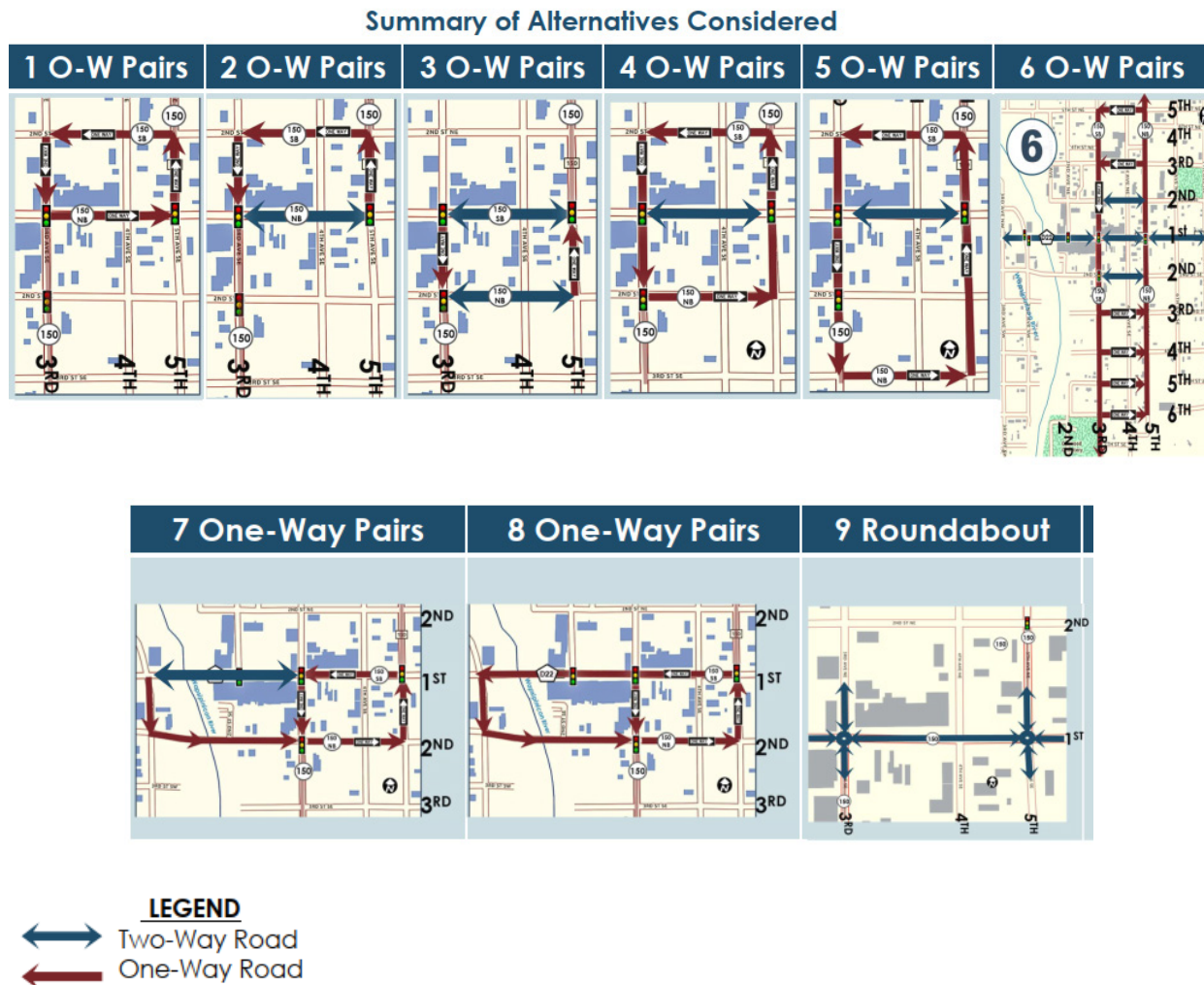
Location	Begin Mile Post	End Mile Post	Direction	Length (miles)
Hutton Drive to Benton County Line	13.1	29.0	North	3.5
	13.1	29.0	South	3.5
Buchanan County Line to 27th Street	29.0	39.1	North	10.1
	29.0	39.1	South	10.1
Enterprise Drive to 8th Street	39.6	40.3	North	0.6
	39.6	40.3	South	0.6
11th Street to Reverse Curves	41.6	45.5	North	3.9
	41.6	45.5	South	3.9
Reverse Curves to Bryantsburg	47.0	49.3	North	2.3
	47.0	49.3	South	2.3

In locations where roadway and shoulder widening is recommended, future studies should consider whether ditches need to be reconstructed and whether additional storage for roadway water runoff is adequate based on the increase in paved area. In addition, it is noted on the corridor exhibits that consideration should be given to correcting issues associated with floodplain areas near waterbodies. Improvements could range from highway profile modifications to additional detention areas to modifications to drainage ditches.

4.3.2 INDEPENDENCE IMPROVEMENTS

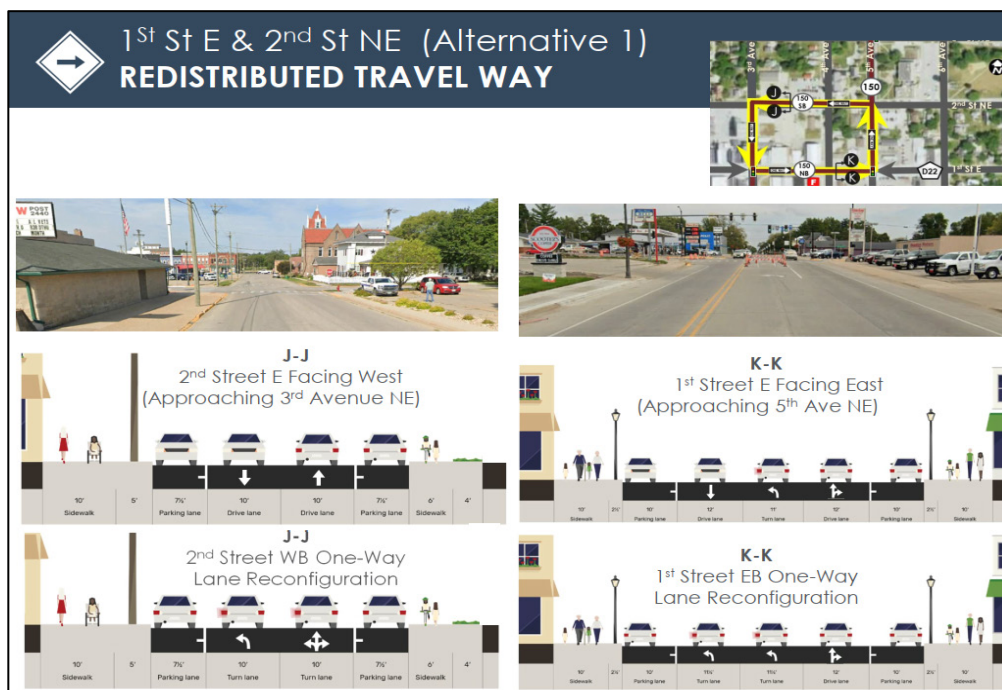
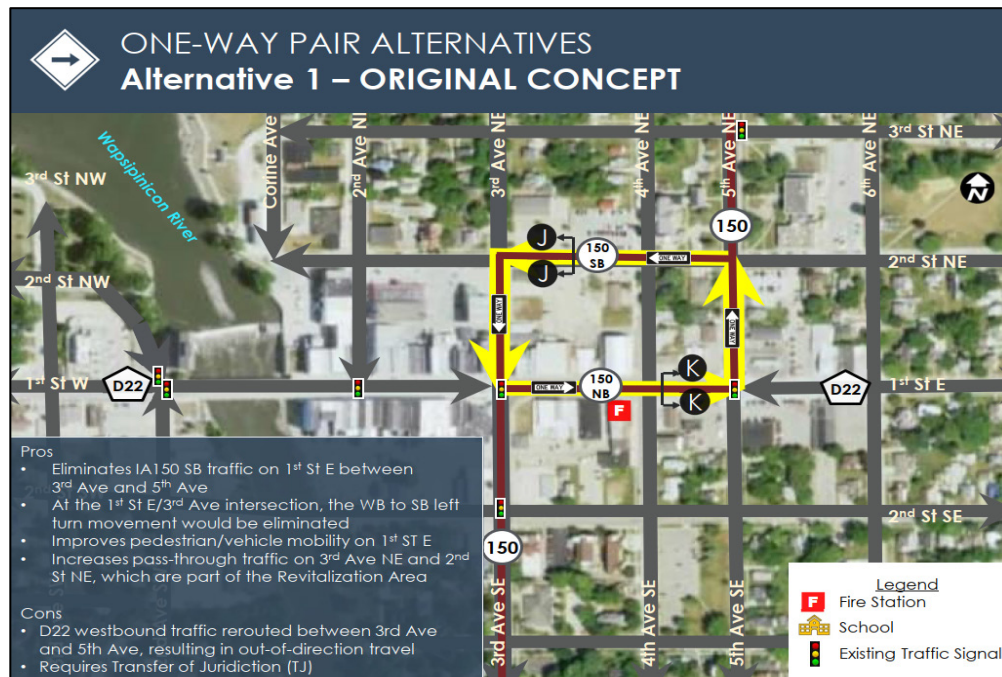
As part of the Study, conceptual level traffic alternatives were analyzed to address travel demands along the IA 150 corridor through the downtown area. Existing IA 150 travels along 3rd Avenue SE until reaching 1st Street E, then turns east on 1st Street E for two blocks until reaching 5th Avenue NE, then turns north on 5th Avenue NE and continues north through the rest of Independence. The main thoroughfare for east-west traffic in the City of Independence is 1st Street E, and the two blocks that overlap with IA 150 create a heavy travel demand. Traffic volumes double along 1st Street E between 3rd and 5th Avenues with the combined movement patterns of east-west city traffic and north-south highway traffic. Volumes are not expected to decrease due to city growth as well as planned improvements outlined in the *Independence Downtown Revitalization Plan 2021* (MSA, 2021). The segment of highway from 2nd Street SE (one block south of 1st Street) to 2nd Street NE (one block north of 1st Street) has a high PCR as noted in the *IA 150 Super Two Study: Existing Crash and Safety Performance Report* (Jacobs, 2023b). Alternative concepts were developed as part of this Study and are shown on Figure 4. In coordination with the Iowa DOT and community stakeholders, the concepts were narrowed to the two most viable options (Alternatives 1 and 2, which are shown in more detail on Figures 5 and 6). Analysis of bypass alternatives were not considered with this Study.

Figure 4. Conceptual Traffic Alternatives for IA 150 in Independence



Alternative #1, shown on Figure 5, proposes to separate northbound and southbound IA 150 traffic by creating a one-way pair using 2nd Street NE and 3rd Avenue NE as the route for southbound IA 150, whereas northbound IA 150 would remain on the same route as today. These routes for northbound and southbound IA 150 would then be converted to one-way only. This alternative would remove southbound IA 150 traffic from 1st Street E as well as remove the westbound to southbound left-turn movement at the 1st Street/3rd Avenue intersection. Both factors would likely improve the vehicle and pedestrian mobility in this area as well as increase pass-through traffic on 3rd Avenue NE and 2nd Street NE, which are both part of the revitalization area. One disadvantage to Alternative #1 is that westbound traffic on 1st Street E would need to reroute north to 2nd Street NE between 3rd and 5th Avenues causing an increase in out-of-direction travel for those vehicles.

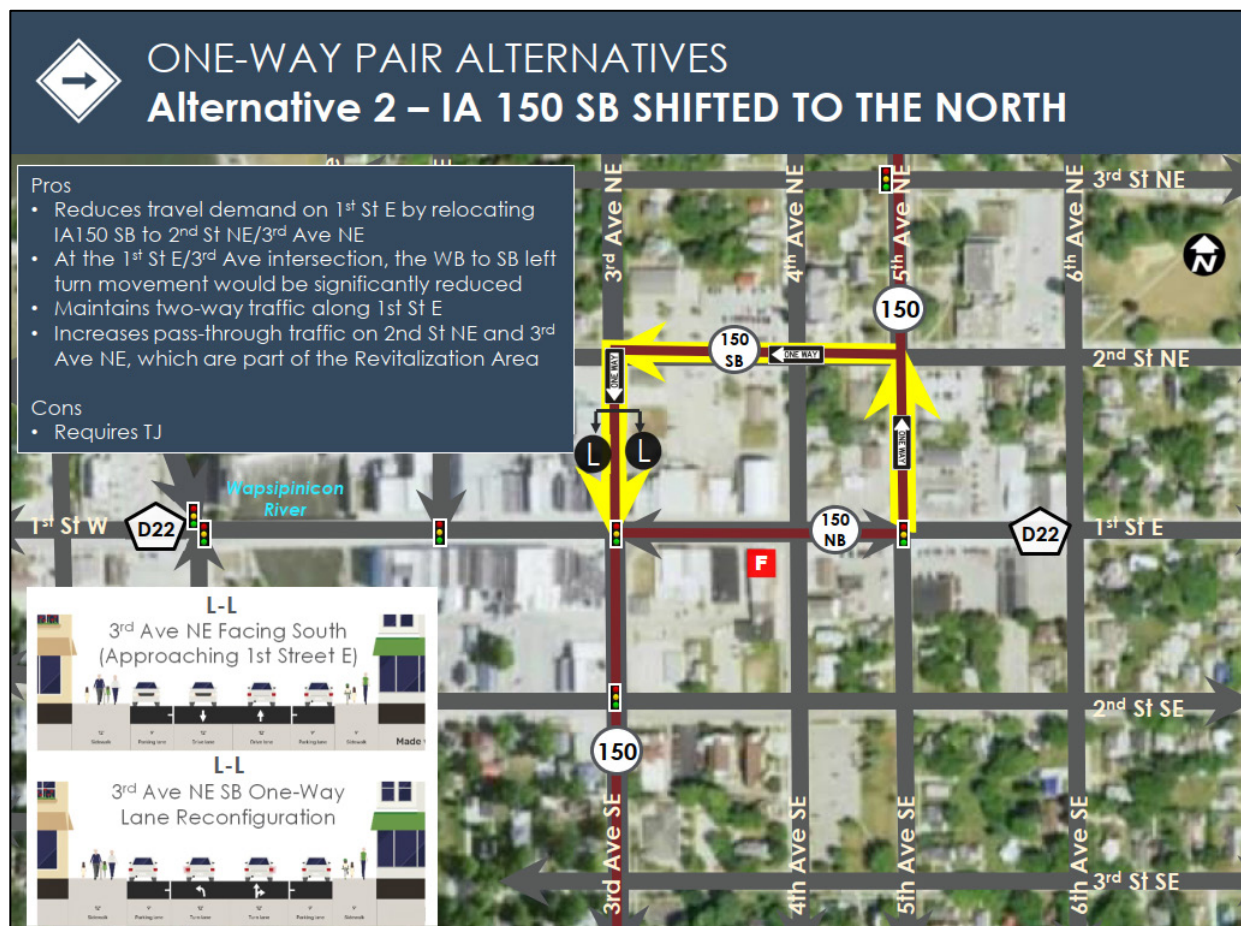
Figure 5. Conceptual Traffic Alternative #1 for IA 150 in Independence



Alternative #2, shown on Figure 6, is the same as Alternative #1 except that 1st Street E would remain open to two-way traffic instead of changing to one-way only. The benefits are similar to Alternative #1 in that southbound IA 150 traffic would be removed from 1st Street E and there would be an increase in pass-through traffic on 3rd Avenue NE and 2nd Street NE. An

additional benefit would be no out-of-direction travel for westbound traffic on 1st Street E as it approaches the two blocks between 3rd and 5th Avenues. One major difference from Alternative #1 is that the westbound to southbound left-turn movement at the 1st Street/3rd Avenue intersection would remain in place for local traffic westbound on 1st Street E. Traffic would be significantly reduced at this turn because southbound IA 150 would be relocated to 3rd Avenue NE, but the benefits for pedestrian mobility would likely not be as good compared with Alternative #1. The recommended one-way pair alternatives will require a more detailed traffic analysis, perhaps through a TEAP Study, to explore the impacts of changing some streets to one-way in the downtown area.

Figure 6. Conceptual Traffic Alternative #2 for IA 150 in Independence



PCR data from the Iowa DOT, as detailed in the *IA 150 Super Two Study: Existing Crash and Safety Performance Report* (Jacobs, 2023b), show medium to high values in three additional segments within Independence. These segments are US 20 through 17th Street SE, the intersection at Lover's Lane Boulevard, and 12th Street NE to 206th Street. Documented crash data note nine rear-end collisions between Enterprise Drive and Lover's Lane Boulevard and six rear-end collisions between 12th Street NE and 206th Street that were attributed to vehicles waiting in traffic to turn left. This indicates a potential need for a continuous left-turn bay to remove turning vehicles from the through traffic. It was also noted during the field review that

there was limited line of sight for drivers on Lover's Lane Boulevard looking south due to the hillside grading and trees adjacent to the shoulder. A TEAP Study was completed for the City of Independence in the southern portion of the city between Enterprise Drive and Lover's Lane Boulevard. The TEAP Study also made short- and long-term recommendations (HR Green, 2021) for this portion of the Study corridor.

4.3.3 FENCING OR SNOW BORROW

There are a few locations in the Study corridor noted as having issues with snow drifting due to the low profile of the highway relative to the adjacent agricultural fields. Standing corn fences have been used in the past to mitigate the snow drift with mixed results. One proposed recommendation is to implement snow borrow projects along the corridor to create areas parallel to the highway to hold back snow. This may involve purchasing new ROW. Another option would be to construct temporary snow fencing that could be installed after harvest and removed before planting in the spring as outlined in *Iowa's Cooperative Snow Fence Program* (Iowa DOT, 2005). Other options are more permanent in nature and may not be well suited or compatible with the annual agricultural harvesting that takes place. These options include a permanent structural snow fence, or a living snow fence made up of trees, shrubs, and native grasses. These more permanent options would also likely require new ROW to be purchased. Table 6 lists the recommended snow borrow or fence locations in the Study corridor.

The section of the Study from north of Bryantsburg to Hazleton has a high PCR value based on review of the PCR data from the Iowa DOT (*IA 150 Super Two Study: Existing Crash and Safety Performance Report* [Jacobs 2023b]). Review of the crash data indicates a greater number of animal-related crashes, which could be attributed to Otter Creek that runs parallel, and flows into, nearby Fontana Lake southwest of Hazleton. The proposed recommendation in this section would be to construct deer fence adjacent to the highway to deter wildlife from crossing the highway in this segment. Table 6 lists the recommended deer fence location in the Study corridor.

Table 6. Fence or Snow Borrow Locations

Location	Begin Mile Post	End Mile Post	Direction	Total Length (miles)	Type of Mitigation
South of the Benton/ Buchanan County line	28.3	29.3	Both	2.0	Snow Borrow or Snow Fence
North of the Benton/ Buchanan County line	30.8	31.9	Both	2.2	Snow Borrow or Snow Fence
Rowley corner (adjacent to County Road D47)	33.3	34.3	Both	2.0	Snow Borrow or Snow Fence
South of Hazleton	49.3	51.0	Both	3.4	Deer Fence

4.3.4 BENTON-BUCHANAN COUNTY LINE INTERSECTION

During both the field review and stakeholder meetings, the intersection at the Benton-Buchanan County line was identified as a location with multiple concerns. The vertical grade south of the intersection is steeper than 5 percent, and a passing lane is recommended (as covered in the previous section). If a passing lane is constructed, there may be an opportunity to address other issues at this location. Because of the existing horizontal and vertical curvature at this location, the estimated decision sight distance for drivers approaching the intersection is near to the minimum acceptable criteria in accordance with *Iowa DOT Design Manual* policies (Iowa DOT, 2023). For drivers traveling northbound, it is the combination of the steep downgrade and right-hand horizontal curve that obscures the line of sight to the intersection. For drivers traveling southbound, the limiting factor for line of sight to the intersection is the crest vertical curve and vertical grade just to the north of the intersection. This combination of vertical curve and grade also limits the sight distance for drivers stopped on the county line road looking north as they wait to make turning movements. One recommendation that would require more analysis in the future would be to modify the profile grade of the highway in the vicinity of the county line road intersection. Raising the grade at the intersection would improve both decision sight distance to the intersection as well as line of sight for drivers on the side road. This would also require grade modification to the gravel roads on the eastern and western sides of the highway. Another possible solution would be to re-align the highway by either lengthening the existing horizontal curves or straightening the alignment by increasing the tangent length between the consecutive horizontal curves. Either of these, however, would likely require additional ROW. Modifying the profile grade is not as severe of a change and could potentially be accomplished within the available ROW.

4.3.5 VISUAL TRAP

There is one visual trap located within the Study corridor traveling northbound near MP 45.5, as detailed in the *IA 150 Super Two Study: Existing Conditions Memorandum* (Jacobs 2023a). The recommended improvements to mitigate this issue are to install delineators and chevron signs that will help drivers' eyes to follow the highway curve.

4.3.6 GUARDRAIL

One location on the Study corridor is noted as potentially in need of guardrail protection. The embankment slope grading at a drainage culvert near MP 28.8 appears to be steeper than acceptable according to *Iowa DOT Design Manual* policies (Iowa DOT, 2023) and may need guardrail installed adjacent to the shoulder. The grading at this location should be reviewed in greater detail in the future to determine the extent of guardrail need.

4.3.7 HAZLETON IMPROVEMENTS

Comments received from stakeholders highlighted some potential improvement needs within the city limits of Hazleton. Comments included the need for better pedestrian crossings, designated school bus stops, sidewalks that run continuous adjacent to IA 150, and reduced speed limits. PCR data from the Iowa DOT, as detailed in the *IA 150 Super Two Study: Existing Crash and Safety Performance Report* (Jacobs 2023b), show medium to high values in three different segments within Hazleton. Crash data do not indicate a specific area of concern regarding the existing conditions of the highway design. It was also noted during the field review that there was limited line of sight for drivers on North Street looking south due to the hillside grading adjacent to the shoulder. A TEAP Study was completed for the intersection of IA 150 and County Road C57 (Hayes Street) and contained intersection improvement

recommendations (*IA Highway 150 & County Highway C57 Intersection Study* [Snyder & Associates, 2022]). New left-turn lanes at Hayes Street (County Road C57) are recommended, as covered in the previous section of this report. Marked crosswalks at Hayes Street, as well as other intersection improvements discussed in the TEAP Study, are worthy of implementation in future projects. Existing shoulders and boulevards at Benton Street, Sufficool Street, and South Street are wide enough to accommodate a designated bus stop and should be explored more in the future to determine a location that best serves the local community as well as to verify available ROW.

4.4 NEXT STEPS

Findings, observations, and recommendations developed as part of this Study will serve as the foundation for future projects on this corridor. This Study will not result directly in a programmed “funded” project; however, in some components, that can be addressed over time and incorporated into future smaller-scale projects as they are to be constructed. These recommendations may be modified as they are incorporated into future projects based on changing conditions and new information.

5 REFERENCES

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APPENDIX A – SMALL GROUP MEETING SUMMARIES

Small Group Stakeholder Meeting - Independence; IA 150 Super Two Corridor Study

PREPARED FOR: Iowa DOT
PREPARED BY: Jacobs
MEETING DATE: August 30, 2022

ATTENDEES:	Chad Ingels, State Representative	Krista Billhorn, IA DOT District 2
	Brian Keierleber, Buchanan County Engineer	Cathy Cutler, IA DOT District 6
	Clayton Ohrt, Buchanan County Board of Supervisors	Chas Cahill, IA DOT Location and Environment
	Lisa Kremer, Buchanan County Economic Development	Neal Fobian, IA DOT Location and Environment
	Dave Neiwert, City of Independence (Police)	Ryan Brown, Jacobs
	Brad Bleichner, City of Independence	Kerry Meyer, Jacobs
	Todd Sherrets, City of Independence (Building Official)	Christine Norrick, Jacobs
	Kyle Durant, INRCOG	<u>Remotely</u>
	Dylan Mulfinger, City of Oelwein	Richard Wulfekuhle, Buchanan County Emergency Management
		Chris Hare, Buchanan County Emergency Management

On the afternoon of August 30, 2022, 16 attendees met at the Independence Library, with two joining virtually via Microsoft Teams, to discuss the IA 150 Super Two Corridor Study. The general outline of the guided discussion included:

- Introductions
- Project Locations and Study Area
- Purpose of IA 150 Study and this Small Group Meeting
- Improvements Alternatives under Consideration
- Study Schedule
- Stakeholder and Public Involvement Opportunities
- IA 150 input from attendees' perspectives
- Next Steps

Kerry Meyer, Jacobs Project Manager, opened the meeting with general overview of the study and introductions.

Ryan Brown, Jacobs Lead Engineer, explained the purpose of the IA 150 Super Two Corridor Study. The corridor extends 28 miles from I-380 to IA 281, near south corporate limits of Oelwein. The study area encompasses three counties -- Benton, Buchanan, and Fayette -- and includes the communities of Urbana, Independence, Bryantsburg, Hazleton, and Oelwein. The Study will assess existing conditions and evaluate future transportation needs and identify potential improvement projects to meet future demand. The Study is expected to take approximately 12 months to complete with a target of being complete in summer 2023.

The purpose of the meeting in Independence was to gather input from County and City representatives on the Study and to discuss planned public outreach efforts.

Discussion Topics

Public Involvement/Community Engagement

Social media is a good way to reach public; there are 5 or 6 different Community Facebook pages covering the area. Residents primarily get their information from social media, primarily through 5 or 6 different Community Facebook groups throughout the area. The City Clerk from City of Independence can coordinate that info and share information.

Buchanan County Economic Development also has website and social media sites and can post items.

Newspapers that serve the area include the Independence Bulletin Journal (covers Fayette Co), and The News/Buchanan County Review.

The County's website is another place where information could be posted.

Other groups/organizations/ people/ road users that should be added to any information distribution or coordinated with:

- Jensen Transport in Independence
- Amish community (work with the bishops)
- Buchanan Co Tourism
- Buchanan Co Sheriff – if not on the list, add Scott Buzynski
- East Penn Manufacturing/Deka in Oelwein
- Harter Express
- Pries Enterprises in Independence
- County Farm Bureaus
- Wapsi Valley Creamery
- Benton Co – it was noted that a separate meeting will be held with them
- Elected officials
- Crawford Engineering Co

Rural Roadway Issues and Concerns

There was a question/comment regarding the optics and timing of this Study and improvements to IA 150 that are underway. The City of Independence is in the middle of reconstructing IA 150 through downtown and has already spent millions reconstructing the roadway, and now we are starting this study and asking for input. Further, a bypass study was completed about

25 years ago. There could be negative feedback and questions of whether the work that is being done now will only be torn out later and a concern for use of taxpayer money.

There was discussion that the intent of the Super Two Study is to look at broader traffic flow issues of the larger corridor. It was also explained that there is no funding for specific improvements, that the Study is intended to guide the DOT and local jurisdictions in prioritizing future improvements, depending on funding availability. There's no set timeline for improvements that might be identified in this Study.

There has been a longstanding / historic concern regarding snow drifts along some areas of the corridor. DOT has noted these areas during the existing conditions review.

The area along the Benton-Buchanan County line (A16 Boulevard) has a tight curvy hill to the south and accidents have occurred here. Vehicles travel over the hill and can't see the oncoming curves in the road. The area ices up and snow gets trapped here. Jenson Transport representatives have noted that this is a trouble area for their trucks. It was also noted that there was a fatality at this location (unknown when this occurred)).

Hazelton issues: through town must have slower traffic, pedestrian crossing warnings, etc. (ADDT is 1,000).

The Amish community is located west of Hazelton. For the most part, horse and buggies do not tend to travel on IA 150 due to the heavier vehicular traffic on this corridor and the lack of a consistent gravel shoulder (which is preferred for horses). The Amish tend to use other less traveled roads in the area.

There was discussion about the area near Brandon Corner (old IA 283)/D48/330th Street), which is paved to the west, but not to the east. There's a decent amount of traffic turning towards Brandon. The existing SB right turn lane allows for vehicles to decelerate to make the turn. There is currently no left turn lane for NB traffic, and this could be useful to allow for traffic to decelerate to make the turn.

240th Street/27th Street SE is another intersection worth looking into. There's a lot of truck traffic to the quarry as well as DOT traffic to maintenance shop. There are speed limit changes here, and IA 150 traffic is decelerating in this area on approach to Independence.

Rawley Corner is in good shape – it was noted that at this intersection there's a center turn lane for left turns and deceleration/right turn lane. John Deere and the Chromes Elevator are located east of here.

A lot of the congestion is due to no passing opportunities. The Independence to Oelwein stretch is traveled daily by people going to Cedar Rapids for work. One suggestion made to help minimize dangerous vehicle passing behaviors was to consider adding signage at various intervals along the corridor, informing drivers that there is a "passing lane ahead".

Drivers gun it near the Strawberry Point corner and power plant (near 170th Street) to get ahead or pass vehicles before Hazelton.

South edge of Oelwein – difficult to make left turn from IA 281 to NB IA 150 / some pavement marking issues between the 4-lane and 3-lane sections of the highway. Traffic heading NB sees the 4-lane section and increases speed. Grain truck traffic utilizes the SB right turn lane to head

towards Fairbank. Signage and pavement marking issues with the SB right hand turn lane could be helpful if SB signage was moved farther north, past the trailer park.

The first horizontal curve on the north side of Hazleton - there are issues with cross centerline traffic (NB is accelerating and southbound is decelerating). This area also ices up near to the adjacent pond. There was a head-on motorcycle crash in the early 2000s.

A problem area is at the IA 150/C57 (Hayes Street) intersection, where vehicles going east-west on C57 need to cross IA 150.

A lot of accidents and fatalities are from vehicles crossing the centerline. It was estimated there have been 8 fatal crashes resulting from crossing centerline.

At D16/Otterville Boulevard (which is paved road to the west, and gravel road to the east), a left turn lane for vehicles traveling north on IA 150 could be beneficial as there's a lot of traffic turning.

There's a need for turning lanes on IA 150 from the US 20 interchange all the way to the Wapsipinicon River. Lots of business development along this stretch of IA 150.

There are numerous vehicles with Fayette County license plates at the Walmart in Independence (at US 20 and IA 150); many travel there using IA 150.

Planned development that may impact traffic on IA 150:

South of Oelewein (SWQ of 281 and 150) – new 12 home subdivision

Anticipating significant growth south of Independence, south of US 20.

Fontana Park is expanding – this park contains a campground, nature center, trails, lake, etc. There is a trail from Hazleton to Fontana Park, a portion of it parallels the west side of IA 150.

Independence Issues and Concerns

There was overall agreement that a Super Two roadway is a good, valid concept for this corridor.

Traffic in Independence is exacerbated by the fact that traffic destined for areas north or south of the city is forced to go through town because there aren't logical alternative interchange exits for vehicles traveling to or from US 20.

Several attendees suggested that an interchange at W35 and US 20 would help alleviate traffic on IA 150, especially through downtown Independence. This could, in effect, serve as a bypass of Independence.

Improvements can occur north and south along the corridor, but there will still be a chokepoint in Independence, where vehicles must go through town.

The two blocks of IA 150 through downtown Independence (between 3rd and 5th avenues) hold the traffic, due to the left turns that are required. Large trucks through downtown must make the two turns; they take up all the space in the turn lane and the signal is too short -- so can't get traffic through.

Within these two blocks (between 3rd and 5th avenues), some of the businesses/uses include fire station, coffee shop, banks, and Kwik Star. Several of these businesses have pedestrian traffic (banks, coffee shop). Also, removing parking would be an issue. St. John's School is a few blocks north; 8 am NB traffic is due to the school.

There was a suggestion or question whether parking could be removed in downtown Independence, and pavement be used in other ways, such as adding a turn lane, widening out intersections for truck turns, etc.?

There was a question about whether the St. John's Church parking lot could be acquired so improvements could be made to IA 150 through downtown Independence. City representatives noted that lot is to be the parking area for apartments that are currently under construction.

A north/south one way pair would likely be unpopular with the residents of Independence (one attendee stated that his review of research suggests that one way traffic streets cause crime to go up and housing values to go down).

Difficult to plan a one-way pair for IA 150 as another bridge over the Wapsipinicon River would be needed; there isn't a good opportunity to bring traffic back together to cross the existing bridge. The river bends adjacent to the existing bridge and would limit crossing options. A new bridge would be very costly. Further, the existing bridge is historic (on the National Register of Historic Places), so couldn't be easily replaced.

Similar concerns with a bypass – it would likely require a new bridge over the river. Concepts were reviewed in the early 2000s.

A turn lane is the biggest thing needed south of river due to development. A complete 3-lane section south of the river would be beneficial – especially at 17th Street which leads to the industrial park.

Is there a potential for a right turn lane for vehicles on 3rd Avenue turning right on 1st Street? This could help clear the NB queue as there currently is only one lane NB.

Pedestrian crossings and refuge islands are needed at some of the intersections in the downtown area (1st Street and 3rd Avenue; 1st Street and 5th Avenue), as there's so much traffic trying to get through that it's tough for pedestrians. However, these pedestrian shelter/islands wouldn't work because of the large volume of oversized trucks traveling through the corridor and maneuvering these turns.

At 4th Avenue there is increased traffic at St. John's Elementary School drop off/pick up times, with vehicles on 4th Avenue crossing 1st Street (IA 150). A signal at this location could make things worse for IA 150 traffic.

Eastbound traffic on 1st Street at the 3rd Avenue intersection has no right turn lane, so traffic uses existing parking spaces (one of which is a handicapped parking space) as a turn lane.

Don't remove on-street parking through downtown Independence. Businesses would not be happy.

Independence is a strong bike community and follow rules of road; bikers don't typically use IA 150. A popular riding destination is Quasqueton.

Planned growth / development:

- Continued growth in Independence
- South of US 20, there will be homes developed
- Some in Independence commute to jobs in Cedar Rapids and Waterloo; in addition, people in nearby communities commute to jobs in Independence
- Pries Aluminum is expanding

Action Items

It was suggested that Mark or Brien at Crawford Engineering (the City's engineer) would have information about IA 150.

Richard Wulfekuhle requested a copy of the PowerPoint presentation (bcm@co.buchanan.ia.us).

Small Group Stakeholder Meeting – Fayette County; IA 150 Super Two Corridor Study

PREPARED FOR: Iowa DOT
PREPARED BY: Jacobs
MEETING DATE: October 11, 2022

ATTENDEES: Dylan Mulfinger, City of Oelwein and Iowa 150 Coalition
Mallory Hanson - Fayette County
Stephen Horan, Hazleton City Council
Janell Bradley, Fayette County Board of Supervisors
Aaron Detter, Upper Explorerland Regional Planning Commission (UERPC)
Mayor Darin Hayzlett, City of Hazleton
Josh Ehn, Oelwein Community School District
Chief Jeremy Logan, Oelwein Police Department
Lisa Roberts, Fayette County EMA
Krista Billhorn, IA DOT District 2
Cathy Cutler, IA DOT District 6
Chas Cahill, IA DOT Location and Environment
Neal Fobian, IA DOT Location and Environment
Ryan Brown, Jacobs
Carla Mykytiuk, Jacobs
Kerry Meyer, Jacobs
Christine Norrick, Jacobs

On the afternoon of October 11, 2022, 18 attendees met virtually via Microsoft Teams, to discuss the IA 150 Super Two Corridor Study. The general outline of the guided discussion included:

- Introductions
- Project Locations and Study Area
- Purpose of IA 150 Study and this Small Group Meeting
- Improvements Alternatives under Consideration
- Study Schedule
- Stakeholder and Public Involvement Opportunities
- IA 150 input from attendees' perspectives
- Next Steps

Ryan Brown, Jacobs Lead Engineer, opened the meeting with general overview of the study and introductions. He then explained the purpose of the IA 150 Super Two Corridor Study. The corridor extends 28 miles from I-380 to IA 281, near south corporate limits of Oelwein. The study area encompasses three counties -- Benton, Buchanan, and Fayette -- and includes the communities of Urbana, Independence, Bryantsburg, Hazleton, and Oelwein. The Study will assess existing conditions and evaluate future transportation needs and identify potential improvement projects to meet future demand. The Study is expected to take approximately 12 months to complete with a target of being complete in summer 2023.

The purpose of the meeting with Fayette County and the cities of Oelwein and Hazleton was to gather input from County and City representatives on the Study and to discuss planned public outreach efforts.

Discussion Topics

Public Involvement/Community Engagement

Social media is a good way to reach the public, including the City of Oelwein's and Hazleton's Facebook pages, the Fayette County Sheriff's Office Facebook or webpage, and the Fayette County Emergency Management Agency Facebook page.

Fayette County Economic Development & Tourism also has a website and Facebook page and can post items.

The Oelwein Daily Register Newspaper serves the area.

https://www.communitynewspapergroup.com/oelwein_daily_register/

Fayette County and City of Oelwein's websites and are other places where information could be posted.

Other groups/organizations/ people/ road users that should be added to any information distribution or coordinated with:

- Hazleton City Council would share information.
- Lisa Kremer, Executive Director at Buchanan County Economic Development Commission
- Larger employers in the project area

Rural Roadway Issues and Concerns

IA 150 does not meet the transportation needs of the community regarding student transportation. Oelwein Community School District transports around 60 students south of Oelwein twice a day. They have had to move bus stops for safety considerations. Getting buses on and off IA 150 during the morning commute can be troublesome.

- Bus stops at 110th Street and North and South of Hayes St are of concern. Occasionally bus stops in Bryantsburg but the side street allows for buses to pull off of IA 150.
- Buses stop traffic in all directions causing problems getting off.

Morning commute on IA 150 is troublesome; "going through Hazleton is a task morning and evening"; east-west travelers can't cross Iowa 150 safely

- There are a lot of children/young families in Hazleton.
- Difficult for buses and other traffic to pull out onto IA 150 at Benton St, Hayes St, and Sufficool St. due to volume of traffic and speed.

The Mayor of Hazleton owns a business on Main Street and must sit for long periods of time waiting to pull out.

- Lowering the speed limit would help.

Fat Boy Saloon (108 Main St S, Hazleton, IA 50641) was mentioned as generating a lot of traffic with special side by side events that create bottlenecks on IA 150 several times during summer months.

Also motorcycle/Harley rides and car cruises create bottlenecks in Hazleton.

Basic safety concerns in the IA 150 corridor were noted, including the lack of wider shoulders, rumble strips, and turn lanes. No specific areas discussed but is a general comment to the corridor.

Pedestrian safety is a concern:

- A lot of people walk on the shoulders of IA 150 from Hazleton to Oelwein (about 1.5 to 2 miles); not a safe walk.
 - Some walk from Hazleton to Oelwein to go to the swimming pool.
 - Some walk to Oelwein due to socio-economic status (lack of personal transportation capabilities) and look for resources such as job, food, and care.
- Paved shoulder width is too narrow for the bicyclists as they tend to ride on the narrow strip of pavement outside the stripe and off the rumble strip.

Odd 4-lane segment to the north of the study area was mentioned. This is the transition from 4 lane to 2-lane heading south out of Oelwein.

- Functions as a speedway as traffic heading south accelerates leaving Oelwein and essentially “launch” themselves towards Hazleton.
- Improvements could be made at the intersection with 281 where IA 150 goes from 4 to 2 lanes. Drivers in the southbound right lane, which is a right-turn lane only, will travel straight through the intersection ignoring the right turn and create the potential for a collision with traffic stopped on 281. Some treat that lane almost as if it’s a passing lane on IA 150.

Dangerous passing behavior around large agricultural equipment is a concern.

The Amish community is located west of Hazelton. For the most part, horse and buggies do not tend to travel on IA 150 due to the heavier vehicular traffic on this corridor and the lack of a consistent gravel shoulder (which is preferred for horses). The Amish tend to cross IA 150 more than travel on it.

- Amish traffic comes from the west on C57/Hayes St to access IA 150.

Planned growth / development:

- Truck traffic from the battery company in Oelwein is expected to increase. Truck traffic travels on IA 150 from the battery company all the way to the interstate (I-380). The Battery factory (East Penn Manufacturing Distribution Center) employs people from 82 different zip codes.
- IA 150 is paramount to economic success of the area

Action Items

No action items resulted from meeting.

Small Group Stakeholder Meeting – Benton County; IA 150 Super Two Corridor Study

PREPARED FOR: Iowa DOT
PREPARED BY: Jacobs
MEETING DATE: October 12, 2022

ATTENDEES: Trent Kramer, Public Works Director, City of Urbana
Kate Robertson, Executive Director Economic Development for Benton and Iowa Counties
Matt Johnson, Urbana City Engineer, Hall and Hall Engineering
Mary Rump, Transportation Director
East Central Iowa Council of Governments (ECICOG)
Krista Billhorn, IA DOT District 2
Neal Fobian, IA DOT Location and Environment
Anthony Bardgett, IA DOT
Ryan Brown, Jacobs
Carla Mykytiuk, Jacobs
Kerry Meyer, Jacobs

On the afternoon of October 12, 2022, 10 attendees met virtually via Microsoft Teams, to discuss the IA 150 Super Two Corridor Study. The general outline of the guided discussion included:

- Introductions
- Project Locations and Study Area
- Purpose of IA 150 Study and this Small Group Meeting
- Improvements Alternatives under Consideration
- Study Schedule
- Stakeholder and Public Involvement Opportunities
- IA 150 input from attendees' perspectives
- Next Steps

Ryan Brown, Jacobs Lead Engineer, opened the meeting with general overview of the study and introductions. He then explained the purpose of the IA 150 Super Two Corridor Study. The corridor extends 28 miles from I-380 to IA 281, near south corporate limits of Oelwein. The study area encompasses three counties -- Benton, Buchanan, and Fayette -- and includes the communities of Urbana, Independence, Bryantsburg, Hazleton, and Oelwein. The Study will assess existing conditions and evaluate future transportation needs and identify potential improvement projects to meet future demand. The Study is expected to take approximately 12 months to complete with a target of being complete in summer 2023.

The purpose of the meeting with Benton County and the City of Urbana was to gather input from County and City representatives on the Study and to discuss planned public outreach efforts.

On October 13, 2022, Mary Rump (ECICOG) provided comments that are included in the Discussion Topics below.

Discussion Topics

Public Involvement/Community Engagement

Social media is a good way to reach the public, including the Benton Development Group's Facebook page.

In addition to local community social media sites, ECICOG also has a Facebook page and would be happy to share info about the study or input opportunities on our page. Send notices to Mary Rump or to Joe Bauer, our Communications Specialist at (joe.bauer@ecicog.org).

- It would also be helpful to know the target audience, so it can be clear in the post – for instance, “If you're a resident of Benton County, Iowa DOT is looking for your input”

The Benton Times (<https://bentontimes.com>) and the Benton County Saver Paper (Vinton Today) as well as Channels 2 and 9 from Cedar Rapids were recommended as news sources for the community.

- Mary Rump googled Vinton area newspapers and found the following page with multiple links that might be useful:
<https://www.phillipsfuneralhomes.com/page/area-newspapers>

Other groups/organizations/ people/ road users that should be added to any information distribution or coordinated with:

- Kathleen Van Steenhuyse is a Benton County board member who has previously taken an interest in transportation issues. She's a resident of Vinton and has participated in a couple of area transportation-related discussions, including Highway 218 in Vinton and the Highway 30 interchange at Highway 218. She'd be a great non-elected, resident contact to include in future input meetings. Her contact info is: kvsccc@gmail.com

Rural Roadway Issues or Concerns

Overall, IA 150 is considered to meet the transportation needs of the Benton County and Urbana community with the City Engineer reporting that there are very few concerns.

- Urbana is finishing a Hutton Drive improvement that added a northbound right turn lane on IA 150.
- A southbound left turn lane on IA 150 onto Hutton Drive should be considered.

Planned Development

A developer is interested in state housing programs to complete a 12-unit development in Urbana. It sounds like the developer is still looking for funding, but if awarded state or federal funding, the development could be underway within the next couple of years.

Action Items

No action items resulted from this meeting.

APPENDIX B – GENERAL COMMENTS FROM PIM #1

A virtual public meeting was held on January 17, 2023. Of the 220 who visited the website and reviewed the materials, 118 provided input. As part of the meeting, attendees were asked to provide their preference (in favor, leaning in favor, neutral, less in favor, or not in favor) of adding Super Two improvements to the IA 150 corridor. Of those who responded or provided input, the majority either were either neutral (38%) or expressed that they were in favor or leaning towards favoring Super Two improvements (50%).

- Along with providing a preference, the meeting participants were able to submit a comment. General themes from the 75 comments that were submitted are summarized below. **Traffic Concerns and Safety:** Several commentors expressed concerns about traffic congestion, accidents, and safety issues along Highway 150. Residents voiced worry about the impact of heavy truck traffic, bridge load limits, and the need for improvements to ensure safety on this corridor. Some suggested adding lanes, diverting traffic, or implementing solutions to address these issues. They emphasized the importance of addressing congestion and improving the road for emergency traffic.
- **Property Compensation and Impact:** Questions and concerns were raised about property owners who may be affected by the project. People wanted to know if they would be compensated for land turned into an easement and how compensation would be determined. Some residents also worried about the project's impact on their properties, including increased noise levels and safety concerns.
- **Support for Super Two Concept (Independence, Cedar Rapids):** Several commentors expressed support for the Super Two concept, stating that this approach could improve safety and efficiency without the expense and greater impacts of a four-lane highway.
- **Specific Location Concerns:** Specific concerns were related to certain sections of IA 150. Residents mentioned problem areas in Independence, including the downtown section, the industrial park exit, and hazardous sections between Independence and I-380. Others suggested adding lanes for side-by-sides, all-terrain vehicles, bikes, and pedestrians to separate those users from faster moving traffic.
- **Timeline and Project Funding:** There were inquiries about the timeline for the project and whether project funding had been secured.

The text of each comment along with Iowa DOT's response, if one was requested, follow. For privacy, only the city address is shown, along with the comment and response.

1. Independence: I found it interesting that Iowa DOT failed to correctly identify the major US highway passing through the project area. But seriously, I would like to see some sort of bypass of the S curves in downtown Independence.
2. Vinton: I would like more information on this project.
3. Hazleton: It would be nice if they could put in some passing lanes. And a bike lane from Hazelton to Oelwein
4. Fairbank: Four lanes for traffic would be awesome as it is such a heavily traveled road with semis and cars alike. In fact, we avoid this route as much as we can due to the heavy traffic. But obviously, it is an important link to 380 due to those high numbers. But because it is all rural, you will find landowners fighting this due to access from side roads. Good luck finding a solution!

5. Independence: How do we comment if we can't get to the study?

IA DOT Response: This link should take you to the self-guided presentation: <https://www.news.iowadot.gov/pim/2022/12/iowa-150-planning-study-to-be-discussed-online.html>. Please let me know if it does not work for you.

6. Vinton: Drive to Independence from south of Urbana for work 5-6 days a week and that stretch of road needs to be improved for emergency traffic and also potentially harsh driving conditions.

IA DOT Response: Thank you for your comments. We agree a road type such as a Super 2 would allow for easier passing opportunities for emergency vehicles.

7. Vinton: Get rid of traffic flow from Urbana to 150 and resume as a STATE highway. Traffic coming from town does not even have to slow down to hit roundabout and traffic traveling south on 150 has to about stop to make the curve. This is a state highway that now yields to town traffic trying to merge. There are bypasses in Nebraska on roundabouts that work pretty slick if the state is set on leaving the roundabout- look into those. There is one south of Blair Nebraska as a good example. Now from 380 north there needs to be an on ramp for 150- nobody seems to stop entering the highway anymore including semis from 380. I have personally had to pass on shoulder or in median multiple times for vehicles pulling out from Casey's or interstate as they don't pay any attention.
8. Shellsburg: I am wanting to understand more about the potential changes to 150 as I moved into the area about 18 months ago. Appreciate the response.

IA DOT Response: Here is a link to a self-guided presentation about the study. <https://www.news.iowadot.gov/pim/2022/12/iowa-150-planning-study-to-be-discussed-online.html>.

We are looking at a Super 2 concept for the corridor which offers intermittent opportunities to pass slower moving vehicles. No funding has been received for any construction at this time. Should you have additional questions or comments after reviewing the presentation, please don't hesitate to reach out.

9. Vinton: I know Hwy 150 is very busy, but the roundabout at Urbana is too small and add a 4 lane. Plus, Independence just put new through, and if you go around Independence, the businesses will hurt and also many of the farms close to the hwy by separating the farms
10. Center Point: Add a passing lane in areas where numerous hills make it difficult to pass safely, and slower traffic can move over into a slow lane.
11. Independence: How many feet of our property will be taken? What happens to the electrical line?

IA DOT Response: This work is a planning study and not a project at this time, so we do not have information on any land takings. We try to limit impacts to homes and businesses with all our projects. One advantage of a Super 2 is it is intermittent widening for passing lanes and not continuous widening such as for a four-lane highway. At this time, no projects have been funded for construction. If funding does become available, there will be additional public meetings to let people know of proposed impacts on their property.

12. Walker: Passing lanes would be great, especially on hills and places where there are several homes. It would also be great if some of the hills could be shaved off to improve visibility.

13. Walker: Please keep the bicycles off of this route, Highway 150 from Urbana to Independence, IA. It is simply too dangerous for bicycling and motorists.
14. Rowley: How will you handle widening the road in areas where homes or businesses are located? Many homes and/or businesses are located in close proximity to the existing roadbed.

IA DOT Response: Depending on the location, we could negotiate with any impacted property owner to compensate them should any land be needed. We try to limit impacts to homes and businesses as much as possible with any project. One advantage of the Super 2 is that it is intermittent widening, not continuous, so there are far fewer impacts to adjoining properties than, say, a four-lane highway. At this time, no projects are currently funded for the construction of a Super 2.

15. Independence: This Super-2 Lane Rural adjustment is a fantastic idea. Both my wife and I commute on 150, and it's concerning to the point where I'd consider trying to work in Independence, where I reside - just to not travel 150. The traffic volume is very frustrating. I can't wait to see this progress and finally implemented. Thank you, Iowa DOT! Definitely curious about how to handle the IA150 section in Independence. That's a congestion nightmare downtown.
16. Oelwein: Will landowners be compensated for having their land turned into an easement? If so, how is it determined?

IA DOT Response: Yes, there is compensation for an easement to construct a project. It depends on the severity of the impact - such as does it affects planted crops, a fence, etc. A right-of-way agent will contact you should the project become funded to negotiate compensation. No projects are currently funded.

17. Independence: Traffic congestion, bridge load limits, and conditions, accidents.

IA DOT Response: Thank you for your comments

18. Independence: Very interested in possible solutions for traffic issues in Independence due to the amount of truck traffic
19. Independence: Not really needed except south of Independence by Dollar Fresh to McDonalds
20. Walker: Add a lane for side by sides / ATVs / bikes and pedestrians so they don't need to share the same lane with faster traffic
21. Fairbank: This is a much-needed study. Improvements would be greatly appreciated and welcomed. Safety is always a concern on this portion of 150.
22. Out of state; Denver, CO: The biggest issue is freight traffic through downtown Independence. There's no great route through town.
23. Independence: First, I will say that the topic of Highway 150 through downtown Independence is definitely a concern. There's a tremendous amount of semi-truck traffic through town, and it always seems to be a clogging point downtown. Secondly, I would say that a dedicated bike lane from Independence to 380 would be desirable since the Cedar Valley bike trail is just south of 380 on 150. And of course, anything that makes passing and turning safer would be welcome.

24. Independence: There need to be changes made in Independence as well as adding super 2 lanes to this section of 150. Areas of concern in Independence include the downtown section, the exit from the industrial park on 7th St. SE, and the sections that create particular hazards between Independence and I-380, which creates issues as industries are attempting to ship and receive materials and products. All of 150 between Oelwein and I-380 creates a safety hazard for commuters as well.
25. Independence: Would it be feasible to divert traffic on 150 through Independence over two blocks to the east on 3rd St SE, eliminating the need for north and southbound traffic in the downtown area?
26. Independence: I'm dead set against the DOT taking my property to add to the existing highway'. It's already too close to our house and will create more safety concerns and increase noise levels. Also, if this project is railroaded though without the support of the public, how will we be compensated for the property of ours that is taken?
- IA DOT Response:** We do not have any funding for any projects at this time. We are doing a planning study first and then will see if we receive funds. We will try to avoid impacting homes and businesses as much as possible. The Super 2 concept is much less impactful than a four-lane road as the need for passing lanes is intermittent and not a continual need like with a four-lane. Should we receive funding, there will be additional public meetings where impacts to property will be shared and discussions with our right-of-way agents.
27. Independence: On 1st E. In Independence, heading east on the 150 N intersection, the 1st parking space crowds the intersection for semi trucks turning right.
28. Independence: Nice briefing, thank you, do you have a timeline decided?
- IA DOT Response:** Hello - we do not have a time frame for any projects at this time; Should we receive finding, there will be additional public meetings held.
29. Cedar Rapids: I believe that Hwy 150 does need to be wider or two lanes. I don't believe in any different routing or moving the highway to different locations, because the towns need the business from the traffic and essential to where 150 flows now.
- Response:** Thank you for your comments. We do believe the Iowa 150 corridor can be managed better with a Super 2 rather than go to a four-lane highway at this time. By providing intermittent opportunities to pass, we can help the safety and efficiency of the highway without the expense and greater impacts of a four-lane highway. The traffic volumes along Iowa 150 would likely not warrant expansion to a four-lane as we must balance the needs for capacity for the entire state.
30. Decorah: Along with safety and operational improvements, I'd like to see more wayside rest areas and parks along the corridor. Rest areas (even very simple ones) with restrooms and greenspace are greatly needed and very underdeveloped along Iowa's rural highways.
31. Stanley: Our farming business at the north edge of the proposed upgrade is greatly affected by the efficiency of this roadway. We consider the route through Independence the biggest problem and would encourage looking to bypass the city. The addition of passing lanes and turning lanes, as discussed would be very beneficial. Have you considered diverting 150 onto Hwy 20 to cross the Wapsipicon River and then going north to join the existing roadway north of Independence?

IA DOT Response: The purpose of this study was to look at the existing Iowa 150 alignment and identify areas where a smaller Super 2 project could help with traffic flow. We

have not really looked into rerouting Iowa 150; I will pass your idea along to the project team for their consideration.

32. Arlington: I fully support expanding Hwy 150 to a Super 2. There are several areas of congested traffic, including, but not limited to, areas between Oelwein and Independence. A new bypass of downtown Independence should be constructed.

33. Oelwein: This is a great project that has been needed for some time. Has any thought been put into 4 lanes from Oelwein to 380 as well as completely bypassing Independence?

IA DOT Response: Good afternoon, XXX, This study will look at Super 2 type elements that can enhance the efficiency and safety of IA 150. The traffic volumes on the highway corridor do not reach the need of a four-lane corridor. This study will map out areas we can construct passing lanes every few miles in each direction, as well as turning lanes at certain intersections. These improvements help the flow of traffic without all of the impacts of a four-lane or bypass. As a segment of the corridor will be resurfaced, these pre-determined improvements will be incorporated into the design, funding, and construction. We also pave shoulders at 4 to 6 feet wide, and construct rumble strips at the paved shoulders and center line. The study will also provide two alternatives for traffic in Independence. Thank you for submitting your comments and participating in the public meeting. We will have a 2nd one later this year to gather input on the study alternatives.

34. Oelwein: Passing slow traffic on 150 has always been difficult. Creating a super 2 would be a huge improvement.

35. Walker: Your proposed improvements are critically needed. Ever since I380 opened to 150 in August 1984, traffic volume has increased significantly on 150. There are two specific locations I draw to your attention. (1) The 150/380 interchange. There is extensive truck traffic turning at Hutton Drive. (a) A 150 SB left turn lane is needed onto Hutton Drive. There is limited SB sight visibility there; left hand turns need to be separated from SB thru traffic. (b) There needs to be a NB right hand turn lane extending all the way from the 380 NB exit ramp to Hutton Drive. (2) Independence city traffic flow is insufferable! A complete bypass around Independence is warranted. Recall in the 1970s when the US 20 route was to go south of town. There was considerable resistance thinking that traffic would bypass Independence businesses. This never materialized. In fact, city traffic has increased over the decades.

36. Oelwein: Current narrow shoulders make it difficult to pull off roadway if an emergency comes up. Heavy traffic at the Hwy #20 exits can cause backing up on the ramps, have not seen it up to #20 but not uncommon for 4 or more cars to be waiting to complete exit. Congestion along the current route through Independence cause an hinderance of traffic flow. Large vehicles have difficulty making turns. Seems to be quite a rise over the railroad tracks north side of town. Junction of #150 and C57/Hayes in Hazleton can be a problem, turning traffic off of IA 150 can back up due to traffic and the parking along IA 150 in Hazleton hinders visibility of oncoming traffic. With the planning, does traffic count support bypass of these towns?

IA DOT Response: Thank you for submitting your comments. They are similar to our observation and from other citizens. This study will review all comments for consideration on future improvements for safety and efficiency of the corridor. The traffic volumes do not warrant a bypass of Independence or Hazelton despite the challenges. We have completed

an engineering study of Hazelton and are working with the city on next steps. Thank you for participating in the online public meeting. We will have another one later this year for input on the recommendations.

37. Independence: This would be a good time to consider a by-pass, which in my opinion, cross Hwy 20 at the Quasky Diagonal with on and off ramps to change to Hwy 20. In high flood waters could go from east side to west side of Independence instead of going to Winthrop.

IA DOT Response: Good afternoon, This study will look at Super 2 type elements that can enhance the efficiency and safety of IA 150. The study is not reviewing a bypass at this time. This study will map out areas we can construct passing lanes every few miles in each direction, as well as turning lanes at certain intersections. These improvements help the flow of traffic without all of the impacts of a four lane or bypass. As a segment of the corridor will be resurfaced, these pre-determined improvements will be incorporated into the design, funding, and construction. We also pave shoulders at 4 to 6 feet wide, and construct rumble strips at the paved shoulders and center line. The study will also provide two alternatives for traffic in Independence. Thank you for submitting your comments and participating in the public meeting. We will have a 2nd meeting later this year to gather input on the study alternatives.

38. Independence: Passing lanes are very much needed. Round about near 14th St northeast independence and 150 and one at enterprise drive would be great. A bike trail near 150 would be nice.

39. Rowley: I like the idea.

40. Independence: The road needs to be much wider, similar to highway 13 in Delaware county. This allows for safer passage of farm equipment driving down the road.

41. Independence: There need to be WIDER WIDTH SHOULDERS on this entire length of roadway. As it is, the shoulder width is very narrow and prohibits any vehicle from moving entirely off the traveled lane! This is dangerous for such a high-traffic road such as IA 150. Also, wide shoulders would allow Amish horse and buggy traffic to use this roadway.

IA DOT Response: Good afternoon, Regarding paved shoulders along IA 150, A future project would include 6 foot paved shoulders with rumble strips. Thank you for participating in the study and for sending us your comments.

42. Ames: Comment: In downtown Independence, consider three roundabouts. One at 1st Street and 3rd Avenue. Second one at 1st Street and 4th Avenue. Third one at 1st Street and 5th Avenue.

IA DOT Response: Thank you for your input. The Study team will consider all comments as they work through feasible alternatives. We will hold another public meeting later this year asking for input to the draft alternatives. We appreciate your participation.

43. Hazleton: Traffic does not slow down enough coming into Hazleton the way Highway 150 is now. Semi traffic from East Penn and the ethanol plant is terrible. There is an engine brake ordinance in Hazleton now and the truckers do not obey to it.

IA DOT Response: Good afternoon, I understand from your comments you are concerned with speeds of traffic through Hazelton, high volume of trucks, and the engine brake ordinance. The brake ordinance and speeding are a law enforcement issue. We are working with the city of Hazelton on ideas such as installing painted cross walks that may visually

help to slow drivers down. Thank you for participating in the study and taking the time to submit comments.

44. Independence: When will a curb and gutter work be started in front of my property

IA DOT Response: Hi - we can see if the City is interested in partnering with XXX on installing curb and gutter when a project gets funding for this location. Design details can be worked on at a later date.

Additional Comment: So what you are saying that this will not happen this year yet... what about putting in a turning lane for vehicles to turn left going to Norbys farm fleet store or Larson Construction or Pries industry ???

IA DOT Additional Response: Good morning, A curb and gutter project will not happen this year. A three-lane corridor through this section is a possibility for this highway section and may be included in this study's alternatives. Curb and gutter will require cost sharing from the city as well as long term maintenance. Should a construction project begin in this section, the storm sewer and related curb and gutter will be part of the discussion for better drainage. Thank you for participating in the IA 150 corridor study. We will have a second public meeting later this year for input on the alternatives developed.

45. Independence: Will this study/project consider children with special needs who live close to Highway? (i.e. reducing speeds, controlled intersections, crosswalks)

IA DOT Response: Good afternoon, Projects that have existing sidewalks within a city will include pedestrian ramps at all cross walks. As you know, the speed limits are lower through a city than a rural area. These speeds are agreed upon between the city and the DOT on state highways and enforced by law enforcement. Intersection control is based on a traffic control device, such as a 4-way stop or traffic signal, that meets warrants. A number of warrants must be met to install a change to an intersection. This is based on nationally utilized traffic engineering standards. If you have specific locations in mind, please submit them. Thank you for participating in the study.

46. Hazleton: The section North of Independence for 5-6 miles has minimal shoulder space and deep ditches, this is a hazard that needs to be addressed, allowing for more shoulder space for breakdowns and/or traffic stops.

47. Hazleton: Traffic can be an issue trying to get through Independence, you should look for an alternate route to make it easier to navigate Independence

48. Independence: Need stop lights or turning lanes at, near the industrial sites, farm & fleet, fareway, and dollar tree.

49. Independence: My only experience with a Super 2-lane highway is between Camdenton and Lebanon, Missouri on Highway 5. It seems to be a good design, allowing slower drivers to slide over to the right lane to allow faster drivers to pass safely in the distance allotted, usually several miles with lots of signage of lane narrowing. The turning lanes are also a good idea, hopefully avoiding a rear end crash or two. Unfortunately, this may lead to some drivers thinking they may freely speed with anyone slower should surrender the passing lane to their autobahn needs.

50. Independence: As far as autobahn drivers, several years ago I read a proposal about restructuring the highway 20 curve Eastbound into Dubuque, Iowa to attempt to slow drivers down in the hazardous areas. This restructuring was going to cost the state 22 million dollars to slow drivers down. I sent a letter to the head DOT engineer of the project to

suggest that several traffic cameras could accomplish the goal without the 22 million dollar outlay and bring a considerable amount of fines into the treasury without costing the state of Iowa a plugged nickel. I was pooh-poohed off because I was merely a taxpayer of the last 50 years and obviously knew nothing of how government works.

IA DOT Response: Here is the response that was sent to you in 2016: You mentioned the use of speed enforcement cameras as a means of reducing the speeds and generating revenue in this area. Iowa law does not allow for automated traffic enforcement cameras as a means of issuing moving violations. Cities, such as Cedar Rapids, are using cameras as a means of issuing citations for violation of a local ordinance (similar to a parking violation). These are not considered a moving violation, and the Iowa DOT has no legal authority to issue this lesser ordinance violation. Nothing has changed regarding these facts. The Iowa law would have to be changed by the Legislature and Governor.

51. Independence: Extending Fareway turning lane in Independence south to highway.

52. Independence: This has been a long time running...this is a opportunity to make the 150 corridor a much safer road for the future....the amount of traffic that travels this portion of 150 has always been an accident prone roadway with all the new businesses that use trucks to haul there products along with the employees of the new businesses this is a must do project...I'm really interested in what they're looking into for alleviating the congestion between 3rd and 5th Ave in Independence as I live in that area of the study...plus the passing lane roads between independence and Hazelton...are there going to be roadway right of way problems with the existing properties on that corridor...I'm interested about this project...I will keep abreast of the plans and make other comments in the future. Thank you for including us stakeholders in these future road plans

53. Out of State, Aurora, Colorado: IA 150 intersection with 170th St seems awkward for traffic exiting and entering 150 and potentially dangerous.

54. Hazleton: Between Independence and Hazleton the shoulders do not allow for stalled vehicle to get off the road. Wider paved shoulders would help with stalled vehicles that now close down the lane they are in. The gravel shoulders now become soft and cause vehicles to get stuck or go in the ditch.

Response: Regarding paved shoulders along IA 150, A future project would include 6 foot paved shoulders with rumble strips. Thank you for participating in the study and for sending us your comments.

55. Independence: I feel that this is a good project. I am particularly concerned about the impact on the city of Independence and the traffic flow thru it.

IA DOT Response: Called the commenter (by phone) and he feels the recent detour for IA 150 construction on 5th Avenue worked well and may be a way to ease congestion of traffic in the downtown. he also mentioned the Quasqueton diagonal roadway as a route for trucks and build an overpass over US 20 for it.

56. Out of State, Kennesaw, GA: I approve and support Iowa DOT's IA 150 Planning Study. Passing Lanes should definitely be added to IA-150 from north of I-380 to IA-281.

IA DOT Response: Thank you for supporting the Super 2 concept along this highway corridor. Passing lanes will be proposed at feasible locations for each direction of travel. We will have a second public meeting later this year to receive input on the alternatives from this Study. Thank you for participating in this meeting.

57. Hazleton: Better snow plowing on 150 north between Independence and Hazleton.
58. Hazleton: It would be nice if each intersection along the road had a light to make it easier to find the road. In some places a turn lane is used to get off the road so cars following can keep going.
59. Independence: I am all for anything that improves speed and safety of travel along the highway. My only concern will be if there is a bypass or change through Independence as there are many small downtown businesses that rely on the traffic. An adjustment that allows current businesses to maintain and/or redevelop/rebuild would be welcomed. I am slightly concerned that the study was done during the spring/summer of this year when the road through Independence was under construction and many people were taking alternate routes and avoiding portions of the highway which would give immaculate results.

60. Hazleton: 150th St. Intersection turning lanes?

IA DOT Response: Thank you for suggesting turning lanes at the IA 150 and 150th Street intersection at Bryantsburg. This study will review traffic volumes and turning movements to determine if new turning lanes are warranted or if existing ones could be lengthened. If such improvements are found necessary, they would be incorporated into a future design and resurfacing project. This study is also examining areas that could have passing opportunities in each direction. Any future resurfacing project will include paved shoulders and rumble strips. We appreciate your participation in this study. All comments will be reviewed. We will have a 2nd public meeting later this year to gather input on the study recommendations.

IA DOT Additional Response: The Turning Lanes would be a major Safety concern because of all the Campers that turn off of Highway 150 on to 150th St that goes to Morwood Campgrounds a quarter mile off Highway 150. Traffic gets Dangerous every Spring until Fall. The intersection will be reviewed during a future project to determine if turning lanes are warranted.

61. Hazleton: How soon before any construction starts on this project?

62. Independence: I have farmland north of independence along 150, so I have to travel the highway with farm machinery. I have had many close calls with vehicles trying to pass either in a no passing zone, or when I make left turns to exit the highway. I travel between 14th street NE in independence to 1919 Jamestown Avenue or 185th street to get to the land I operate. I don't know if a passing lane would work at those locations because of the width of the farm machinery that I have to navigate. I would be interested in attending a small group meeting so different options can be discussed. Thank you for your attention.

IA DOT Response: Thank you for your input XXX. We will be looking at areas where passing opportunities could be constructed. A typical passing-lane spacing of 4 to 5 miles can result in a set of passing lanes, one for each direction of travel. These would be between communities in the rural areas. They allow faster vehicles to pass slower moving vehicles without needing to cross into the opposing lane of traffic. In urban areas, a three-lane roadway with a center two-way left-turn lane could be recommended. In addition, other improvements that could be included to supplement the Super-2 highway features include rumble strips, improved/wider shoulders, and turn lanes at intersections. Thank you for participating in the public meeting. We will be having a 2nd one later this year for input on the study recommendations.

63. Independence: Would love to see a turning lane made for popular turning areas along the highway, and larger/wider paved shoulders would be great, especially with a heavy farming and semi route that this is. Independence I think like's getting the traffic for downtown shops for out of towners, but it's horrible for semis.
64. Winthrop: East Buchanan Telephone Cooperative (EBTC) is concerned regarding three specific locations: 1) Within Independence, we meet with Independence Light and Power and Heartland Technologies of Jesup as part of an integral fiber optic ring that serves nearly a dozen communities. That connection could be in jeopardy depending on the details of the route through the City of Independence - keep us posted so we can provide input and further details to work jointly on this. 2) EBTC fiber optic cable crosses Hwy 150 at 140th Street, and 3) EBTC fiber optic cable crosses Hwy 150 to access the cellular tower on the east side of Hwy 150 north of Jaspers RV - approximately 1/2 to 3/4 mile north of 140th Street.
65. Manchester: Review "Landowners Driveway widths" for safety
66. Out of State, Pekin, Illinois: Interested in direct driveway access from center west side of farm for semi trucks of grain. Existing driveway is poorly located for seeing traffic coming over the hill, especially with large trucks.
67. Rowley: Travel through Independence is very congested and traffic is routed very poorly there for Hwy 150. I travel this corridor weekly. I also own a business on Hwy 150 south of Independence and this travel route is used by farmers who should be considered.
68. Independence: Passing lanes would improve highway traffic flow, but it won't address the huge increase in semi traffic that has been seen between Independence and Oelwein over the past 5 years. With the poor routing through Independence, and lack of synchronized traffic lights, all this will do is get trucks into Independence faster, but create longer lines of traffic. There really needs to be a study on an Independence bypass for large vehicle traffic. This type of traffic isn't stopping to shop in Independence, so a bypass shouldn't impact local businesses, significantly. Also, during planting and harvest season, there are always long lines of traffic with the larger equipment being transported North of Independence. There is just no other good option for the heavy equipment in this area. An alternate route would help solve this issue. Passing lanes and wider shoulders would definitely help with the safety issues around vehicle breakdowns and unsafe passing that I see every day for Independence to Oelwein traffic. Shoulders have very little room and steep drop-offs.
69. Walker: IA 150 should be east of Olwine & east of Hazleton & Independence & come on to 380 at the Urbana exit this would take most of the big trucks out of towns
70. Clear Lake: agree that multiple passing lanes are needed along this corridor.

IA DOT Response: Thank you for sending your comments. The study will look for locations that may allow a passing opportunity in each direction along the rural corridor. While we do not have specific projects funded at this time, future projects will include elements recommended from this study including turning lanes, paved shoulders with rumble strips, and the passing lanes. We appreciate your participation in the public meeting.

71. Walker: I do believe that Highway 150 needs wider shoulders in places especially from the Walker turnoff to almost Interstate 380. There has been many times that a car has been broken down and it is pretty risky passing them on the hill when they cannot fully pull their vehicle off of the roadway. When will we know what properties will be involved with the project?

IA DOT Response: Thank you for sending your comments about shoulder width. The recent resurfacing project did pave the existing shoulders 4 feet wide from Independence to Urbana, then 3 feet wide from Urbana south to Vinton. Our standards for resurfacing projects include paving the shoulder width that is allowable up to 6 feet and adding rumble strips. To allow for wider paved shoulders along this highway, a construction project would have to widen the road bed plus new ditching and extend all culverts. That type of work would require right of way and significant funding. This planning study is gathering potential locations for passing lanes and turning lanes for future projects. While we do not have projects planned at this time, these study elements will be designed into a future project. We are gathering input during this phase of the planning study and we will have another public meeting this year to gather input on the recommendations from the study. Then we hope for funding of projects in the future. At the time of design for a project, property owners would be contacted with the proposed changes to the right of way. So as you can read, we are a long time out from knowing specific properties. Thank you for participating in the planning study and the public meeting.

72. Independence: What are you doing??

IA DOT Response: Good afternoon XXX, I just wanted you to know I checked the website after our conversation and that your registration and email worked.

73. Independence: I believe 150 needs to be widened but not bypass Independence. A new bridge should be built in Independence over the Wapsipinicon River south of downtown! With the grain truck traffic to Cedar Rapids and Fairbank Iowa.

IA DOT Response: Thank you for submitting comments on the IA 150 planning study. When we develop a resurfacing project along IA 150 in the rural sections, we will include any turning lanes and passing opportunities developed from this study. We also pave the shoulders to 6 feet and include rumble strips. We are not planning a bypass of Independence, but we are looking at how to alleviate some congestion. The bridge over the Wapsipinicon will be replaced when it is at the end of its service life and it will meet new bridge standards, having 8 to 10 foot wide shoulders next to the travel lanes. Thank you for taking the time to participate in the public meeting.

74. Independence: I believe this project is long overdue. I am excited for the benefits it will bring to Independence and the surrounding communities as 150, in its current state, is extremely dangerous and congested.

75. Vinton Newspaper: Mr. XXXX called about the IA 150 PEL study and what it entailed. We discussed passing opportunities, turning lanes, and improvement alternatives in Independence. Mr. XXXX will use the map from the PowerPoint on our public meeting website as a graphic in his news article. He stated his news company has readership in all cities along IA 150 from in Calmar to Vinton.

APPENDIX C – GENERAL COMMENTS FROM PIM #2

A virtual public meeting was held on December 18, 2023. Of those who visited the website and reviewed the PIM materials, 172 provided input. As part of the meeting, attendees were asked to provide their preference (in favor, leaning in favor, neutral, less in favor, or not in favor) of adding Super Two improvements to the IA 150 corridor. Of those who responded or provided input, the majority were either neutral (21%) or expressed that they were in favor or leaning towards favoring Super Two improvements (67%).

Along with providing a preference, the meeting participants were able to submit a comment. General themes from the 157 comments that were submitted are summarized below.

- **Support for the Study:** Many commentors expressed their support for the study and its recommendations. They like the Super Two Concept and additional turn lanes. Some residents noted that improvements and upgrades to the corridor were long overdue.
- **Traffic Concerns and Safety:** Several comments expressed concerns about traffic congestion, accidents, and safety issues along IA 150. Supporters felt that the recommendations proposed in the study would improve safety and traffic flow.
- **Downtown Independence:** Support was split between alternatives one and two, but many commentors expressed concerns about the alternatives for Downtown Independence. Residents did not like the proposed one-way streets and noted that they will not work for large trucks, will impact residential side streets, and impact St. John's Church. Many commentors proposed a bypass of Downtown Independence as another alternative and asked if that option had been studied.
- **Property Impacts:** Questions and concerns were raised about property owners who may be affected by the project. Some residents expressed concerns about safety and worried about the project's impact on driveways, farmland, and property values.
- **Project Recommendations:** Residents provided recommendations for specific projects or further studies. In addition to the bypass of Downtown Independence, several commentors recommended turning IA 150 into a four-lane road. Enhanced pedestrian safety countermeasures at intersections along the corridor as well as curbs and stormwater management in Hazleton were also recommended.
- **Specific Location Concerns:** Specific concerns were related to certain sections of IA 150. Residents mention problem areas in Independence, including the downtown section, the industrial park exit, and hazardous sections between Independence and I-380.
- **Timeline and Project Funding:** Inquiries about the timeline for the project and whether funding has been secured.

The text of each comment along with the response from Iowa DOT, if one was requested follow. For privacy, only the city address is shown, along with the comment and response.

1. Marion: We use this route to visit family in WI. Improved road conditions/ faster speed limit 65mph would be much appreciated.
2. Ames: No comment
3. Marion: This seems good. I didn't see the slight S curve at the Benton-Buchanan Rd being addressed. That seems to be one of the biggest safety issues outside of cross

traffic on the entire stretch. I would hope that either straightening or dividing the traffic will happen at this location.

IA DOT Response: Thanks for sending us your thoughts about the S curve area near Benton-Buchanan Road. We will take all comments under consideration if funding becomes available for construction projects in the future.

4. Ames: Railroad Crossing Safety Diagnostics should be done at both involved railroad crossings in the project.

5. Pella: Bypass of Independence is drastically needed.

IA DOT Response: We have received your comment regarding a bypass of the City of Independence. This study did not examine a bypass as a solution to manage future traffic along Iowa 150. A bypass would be a high impact, high cost alternative and won't be considered at this time. Thank you for participating in the study and online meeting. Your comment will be included in our summary and for future project reviews.

6. Rowley: A resident of Rowley, Iowa; but also the Chamber Director in Independence. I appreciate the recommendations of the new turning lanes in rural settings. I am not in favor of Alternative 1 in regard to the downtown Independence changes. The negative economic impact from 3rd Ave NE to 5th Ave NE on 1st St. E would be significant. We have a very vibrant downtown area.

7. Independence: Interesting report. All recommendations make sense. Traffic flow through Independence is my biggest concern.

8. Independence: These changes would be great and make it safer. Would be nice to have a wide paved shoulder for a bike route as well

9. Independence: Independence's downtown has had incredible growth and turnover to younger and more motivated business owners. I feel putting one-way streets in will hurt those business owners and put the growth and prosperity of a City that is excited, motivated, and evolving in jeopardy.

10. Independence: I think the turn lanes and passing lanes are needed ...I'm not liking turning two-way streets in Independence to one ways....

11. Independence: This study is an answered prayer. Thank you for getting this project started. The design for the Super 2 passing lanes looks great. I just want to reiterate how important the new centerline rumble strips are. I'm curious why they stop a few miles north of Urbana? It's like the project manager forgot to put them in. That's the question I would like an answer to. I saw the aftermath of a bad motorcycle accident on 150 this year. We need to get this project started. It's the only road where I fear for my safety to a degree. The proposed options for 150 through downtown Independence aren't my favorite, but I don't have any other alternative ideas. Alternative 2 is much better than Alternative 1. Having a one way on 1st St E would be not ideal. I cannot wait for this project to get started. I want to feel safer on my daily work commute on 150. Hopefully the next step doesn't take 11 months. You have no idea how excited I am for this project. How long until this project gets started?

IA DOT Response: We have received your comments on the IA 150 Study. We understand you are concerned with the lack of rumble strips at Urbana and a timeframe of projects. Regarding the lack of rumble strips, it is our practice to not place them within the city limits due to additional noise they can cause. The city limits of Urbana are irregular through the IA 150 stretch. During the 2021 resurfacing, we were of the understanding this area will develop, so no rumble strips were placed on the north leg of IA 150 between the roundabout and the I-380 interchange. There may be opportunity in the future to add them if determined necessary. Currently there are no projects planned but as future projects are designed, they will incorporate elements from the study in final design. The one-way alternatives for Independence will be a joint decision with city officials and with more public input. There are no projects or meetings planned for that at

this time. We appreciate you taking the time to participate in the study and sharing your observations.

12. Independence: In Independence if it must become a one way, I would support Alternative 2. Having 1st St E remain 2 way is important for the community. This is a heavily used route during the school year and taking away the 2 way on 1st St. would, I believe, cause more congestion. I still feel that the industrial area along 150 is not being well enough addressed. The industrial park does not have adequate turning nor does it have a light. This center of industry for the community of Independence has been petitioning the DOT for years to fully address this turn area. With potentially addition retail in this area as well, we are struggling to understand why this continues to be underrepresented.
13. Pella: A bypass of Independence is critical.
IA DOT Response: We have received your comment regarding a bypass of Independence. This study did not examine an Independence bypass as a solution to managing future traffic along Iowa 150. A bypass would be a high impact, high cost alternative and won't be considered at this time. We thank you for participating in the online meeting and reviewing the documents.
14. Independence: 1st St E in Independence needs to remain two-way, making it one way would affect access to local businesses. Even better, get the semi-truck traffic OUT of town. MAKE A BYPASS around the east side of independence. There's way too much traffic for such a small town.
15. Independence: 150 south of Independence to Interstate 380 can be extremely dangerous during the winter!! Many large snow drifts! Snow fencing is also needed!! I'm in favor of the turning and passing lanes during the summer; many tractors on this road can be hard to get around. The snow issue is the most important to me and the many people that drive the highway daily!
16. Independence: I like the passing lane ideas. One idea for the City of Independence to help with traffic. When we had construction before, we had a few one ways put in, I wonder if you put a one way in for NB traffic and another in for SB traffic, this would help keep traffic moving. One thought would be make SB traffic turn on 2nd St NE and go West 2 blocks. NB traffic could take 3rd ST SE and go East 2 blocks, then turn North. I like the ideas you got going so far!
17. Independence: Additional areas for passing between Oelwein and Independence would benefit safety. Oelwein project would seem to improve safety on the route. This route has little room for passing and turning.
18. Vinton: Future planning should include going around Independence as well as Hazelton. Additionally, consideration should be given on reducing winter weather hazards on Hwy 150 between Urbana and Independence
19. Independence: The proposed one ways in downtown Independence do not take into account that a lot of heavy traffic will be passing in front of the Catholic Church. Not only will this cause traffic issues when there is a funeral (the funeral procession lines up in front of the church), but that is a tight turn for semi traffic. Semis already had a rough time turning into those side roads when traffic was re-routed in 2022 for road construction. I would like to see more capacity for the traffic going through town, but I don't think the current one-way proposal is going to be sufficient.
IA DOT Response: We have received your concerns the one-way proposal through Independence. They will be included in the meeting summary and future project considerations. Any changes to traffic operations would be a joint decision with the city after more public input and discussion locally. We appreciate your participation in the study.

20. Oelwein: After watching this video I believe the DOT is spot on with what needs to be done to improve this stretch of road. 150 is a very frustrating road to drive on because of the lack of turn lanes and the Downtown area of Independence.
21. Oelwein: Concerned about the traffic issues during construction.
22. Independence: Creating a one way one first street in downtown Independence and sending traffic through residential roads is less than desirable as semis would be passing people's houses. Also, an additional turning lane south of Independence near the power plant (at least it's a small one) would be desired as that is one place where many turn - even though it's a gravel road.
23. Independence: I do not believe the downtown solution for independence is an actual feasible solution for the residents of independence. As someone who lives on the east side of town and works on the west, it is one of the dumbest solutions. Hwy 150 needs a truck bypass; the one way streets will hurt our downtown businesses.
24. Independence: Please do NOT make one way streets in Independence. They don't work for large trucks which was proven when both north and south 150 through town was just redone the last 2 years. The side streets were ruined and residents have to pay additional assessments to fix them. They are not necessary now and why would you spend all the money to fix those road sections just to not use them as planned. I am in favor of the plan for outside of town, but not the in-town possibility of one way roads and damaging those side streets.
25. Maynard: I believe this project would definitely improve safety and traffic flow on highway 150.
26. Independence: Making 1st E one way in a portion of downtown Independence would affect the parking and shopping convenience for a portion of the downtown district. Would there still be parking on both sides of the street in the area that would be one way?
27. Independence: Based on traffic I see and plenty passing options; lanes NB #3 and SB #3 isn't needed
28. Independence: NB #3 and SB #3 will negatively impact farmland and is plenty flat area to allow passing; traffic south of Independence is light enough where added lanes aren't needed; didn't have enough room on first comment or able to scroll down.
Additional Comment: Unsure if my comments were saved before, but NB# 3 and SB #3 proposed would take out valuable farmland and plenty of passing opportunities; also **added comment** turning lanes at 240th Street would mess up utilities and private property there.
- IA DOT Response:** We have received your comments regarding the IA 150 study and certain improvements impacting adjacent land. No projects in the corridor are planned at this time. A future project will incorporate elements from this study into final design. A passing lane or turning lane and roadway widening may require additional right of way to achieve improvements for traffic operations. Utilities and necessary ROW are carefully considered and designed be minimally impactful. Generally, the public is informed as a project is in development and design. Thank you for participating in the online study and reviewing the documents.
29. Oelwein: It seems like this is long overdue and will benefit everyone along the IA 150 corridor both economically and in terms of safety.
30. Fayette: Please please please reroute Hwy 150 around Independence!!!
31. Walker: I feel the improvements discussed are warranted. However, the areas between passing lanes (resident & field driveways) could become more accident prone due to speeding & in-attentive drivers. As this is a very busy commuter artery, I believe the efforts should be employed to get the design right the first time, rather than say shoulda, coulda, woulda after a less-than-ideal design be implemented Also, will the project

necessitate widening the right-of-way? What are current allowed distance from right-of-way to a residence? Is the road bed in need of re-grading? When the asphalt over-lay and lane widening was done recently there were concerns by the contractor with the condition of the underlying road bed, that it was not built to sustain the current traffic load. How long would the road be closed for construction?

IA DOT Response: Thank you for sending comments and concerns regarding improvements to IA 150. Regarding right of way and proximity to a home, each situation is evaluated individually. Depending on existing right of way, the type of improvement and future needs, a project design will include only necessary right of way. Each location is unique due to type of improvement, existing width, terrain, drainage and pavement width needs. We hold public meetings to display and discuss right of way needed that will impact property. Currently, we do not have funding for a project and right of way is not being sought. Roadway closure for construction is dependent on the type of work. Generally, we have one lane open at a time during a construction season and open the roadway for winter travel. Contractors are required to work with home owners when a driveway is going to be impacted by construction so everyone is prepared. Before a resurfacing project, the history and condition of a roadway is reviewed and tested, alongside a 20 year traffic forecast to determine the strength of resurfacing to be constructed. I hope this helps answer your concerns.

32. Oelwein: 3 stop lights, dollar fresh/kwik star, yellow flashing needs a stop light, by Bryan heavy equipment. Maybe continue the bike trail to fontana connect.
33. Independence: What consideration was there in the intersection of 17th St SE in Independence and HWY150? The growing volume of delivery and shipping trucks/semis combined with local traffic for commerce to grocery, hardware, and general goods stores as created issues for several years at this intersection with south bound traffic having to perform a left turn while waiting for north bound traffic to clear. This often causes southbound traffic to backup and become a safety hazard for faster moving traffic as speed zones increase through this area. As someone who works along 187th St, I've seen many near misses at this intersection.
34. Independence: My concern is traveling northbound from 14th street in Independence with farm equipment. I must make a left turn near mile marker 44 into a farm field. This is a proposed 3rd lane passing area with slower traffic to the right. How do I cross the passing lane to make a left turn from the right hand slow lane?
- IA DOT Response:** Thanks for your comments regarding turning traffic north of Independence for slow moving vehicles. Wider paved shoulders are planned on both sides of Iowa 150 and that should aid farm equipment to utilize before checking for on-coming traffic and also accelerating traffic from behind before slowly working to the proposed passing lane to make a left turn into a farm field. Patience and due diligence are necessary in an environment where varying class of vehicles and speeds share the roadway. There are no projects in the corridor planned at this time, but future projects will incorporate elements from the study in the preliminary and final design. We appreciate you participating in the online meeting and reviewing the documentation.
35. Independence: With a turning lane proposed at 14th St, this would likely further endanger this intersection as it would remove the buffer of traffic turning on to 14th from slowing down additional northbound traffic. Currently residents in the North Ridge subdivision have no turning lane and often have traffic accelerating to 50 mph trying to pass or slow down abruptly to allow vehicles to turn off into this neighborhood. If the turning lane is installed at 14th St, traffic will only further be allowed to accelerate to 50 mph in this speed zone without any obstruction from cars turning off at 14th. This is a concern for safety for the residents and young families in the North Ridge subdivision. Even a minor right would be an improvement here over the no turn lane that currently

exists. Considering this is technically a residential zone in the city limits a reduced speed zone through 16th street would be a compromise if a widened turning area can't be implemented. Southbound traffic is also hard to see coming from the north over the hill, and at 50 mph doesn't allow for residents to turn left on to southbound 150 without having to rapidly accelerate. I would encourage you to revisit this intersection.

IA DOT Response: We received your comment about traffic on IA 150 and at 14th Street North. 14th Street is a connecting route to and from rural Buchanan County. We've proposed a southbound left turn lane at 14th Street to help alleviate the flow of traffic along IA 150. Future northbound turning traffic volumes and safety analysis at this intersection could warrant a separate right turn lane as you suggest. There are no projects in the corridor or the city planned at this time, but future projects will incorporate elements from the study in the preliminary and final design. Thank you for participating in the online meeting.

36. Allison: Interesting study, glad you do this type of work.

37. Independence: I would strongly suggest revisiting alternative options beyond the two presented for downtown Independence. Understandably the roadway grid and infrastructure doesn't present a lot of grand options that make this issue an easy fix for anyone. Specifically, the increased volume of commercial vehicles and traffic from Oelwein to Hwy 20/I-380 has brought this issue on and my concern is that these options don't really solve the problem, they just are a low cost attempt at improving the status quo without really addressing the issues of traffic flow, ease of navigation, and safety. Bringing additional traffic across 2nd St NE is a head scratcher to me as you have the Catholic Church there which sees frequent traffic congestion for funerals and school traffic. The parking lot along 2nd St and 4th Ave NE is used for both public and parochial school bus traffic, parents going to and from etc. Adding semi trucks and other commercial vehicle traffic here seems to be a bad idea from the start. Not to mention the DOT already frowns upon shutting down IA 150 through downtown for parade activities and now wants to further embed portions of the traffic onto the staging area and early parade routes. I'm not sure how much input the DOT got for cultural and civic usage as quoted in the presentation video or just didn't consider local jurisdiction and needs in general but realistically disrupting main street traffic patterns, civil service routes with the fire station and city hall along main street, school traffic, and general community and religious traffic, not to mention pedestrian traffic that is already hard to cross 150 in many areas is just a bad idea all around for the use of 2nd St NE. Again, I understand there are not many good options. How non-viable is a bypass around Independence if the City infrastructure and usage doesn't present favorable alternatives? Could a bypass not be made from a Super 2 south of Independence near the Hwy 20 interchanges to route east on Hwy 20 and build an offramp or overpass on to W35 north crossing the intersection of D22 following Lee Ave and bank to the northwest to reconnect at D16 and 150. This would be very comparable to the bypass completed around New Hampton on Hwy 63. Allow a Business 150 around the city limits for commercial traffic and a historic 150 or downtown 150 to continue as is without need of turning lanes and rerouting via one way through downtown via the reduction of heavy commercial traffic. This would allow continuous traffic flow for commercial vehicles with less traffic lights, less turning lanes, less needs to stop and start, less slow speed sections, and less conflicts for pedestrians and turning traffic, this would solve issues in downtown Independence, the intersections of Lovers Lane, 16th St/Three Elm Spark Road and 17th St Southeast into the industrial park. Don't try to put a band aid on a broken arm, Let's fix this right the first time. Furthermore this alternative route would use the existing Hwy 20 river bridge, and remove IA 150 from the floodplain going north into Independence near Lovers Lane and across the existing bridge to 5th St SE. This also

bypasses two large cemeteries that can be the traffic pattern for funeral processions that can interrupt commercial traffic and further congest downtown due to backed up traffic. Considering the vast arguments I've presented, I would be curious, other than cost, the reasoning not for considering a bypass as a 3rd alternative? I welcome your feedback and insight. Thanks for your consideration.

IA DOT Response: This study did not examine an Independence bypass as a solution to managing future traffic along Iowa 150. A bypass would be a high impact, high cost alternative and won't be considered at this time. The city officials were consulted during the alternatives development in Independence. Any future project will include the city as well as more public input. IA 150 is a joint jurisdiction roadway between the city and the Iowa DOT. We appreciate understanding your concerns with the one way pairs and the impacts to the community.

38. Oelwein: I support the proposed improvement project. This is much needed for many reasons. Safety being the first reason. The second, it would relieve the congestion I experience on this roadway daily.

39. Oelwein: I am interested in this project. I have traveled this section of road regularly for over 45 years and know how difficult it is to pass. I have seen several close calls through the years of people getting impatient and passing carelessly. A lot of the time when I am traveling this route. I am in a semi hauling grain to Cedar Rapids. It can be rather frustrating.

IA DOT Response: We have received your positive support for the Super Two concept for the IA 150 corridor. At this time, no projects are planned, however, elements from this study will be incorporated into a final design of a future project. Thank you for participating in the online meeting and reviewing the documents.

40. Walker: When is construction expected to begin? Will individual driveways be impacted?

IA DOT Response: We have received your question regarding the IA 150 Super Two corridor. Currently we do not have projects planned. However, when a future project reaches final design, elements from this study will be incorporated. With that, designers will include driveway reconstruction if widening of the travel lane or shoulder is needed. A contractor is required to stay in communication with property owners when travel on the drive is impacted temporarily. I hope this answers your questions. Thank you for participating in the online meeting and reviewing the documents.

41. Oelwein: This is a must for traffic flow. Merges for turning in blind spots. Passing allowed maybe 60 mph in straight areas like south of Independence.

IA DOT Response: We have received your supportive comments for the IA 150 Super Two planning study. While we currently do not have projects planned at this time, future design will include the elements from this study. Thank you for participating in the online meeting and reviewing the study documents.

42. Walker: Overall, good recommendations. Two suggestions. (1) You need a S-bound left turn lane immediately N of I380 at Hutton Drive. (2) Bypass Independence altogether. I know you don't want to do this, but let's solve the traffic flow problem there. Your proposal won't cut it.

43. Fayette: At the end of the day, you will need to bypass Independence.

44. Independence: If individual drivers would obey traffic laws, stay off their phones and pay attention to their driving, incidents would decrease significantly. It seems to me we are encouraging drivers to increase speeds and pay less attention to traffic laws with this proposal. It also appears this project is targeted to commercial traffic such as semis. Has a study been done on how much semi traffic would be reduced on 150 south of Hwy 20 with the elimination of the weigh station on I380? Iowa Highway Patrol/DOT Enforcement knows truckers are bypassing the weigh station, Any revenue lost by doing this could be made up with red light cameras at the bottom of each off ramp form

- Hwy 20 to Hwy 150. Creating turn lanes at major intersections such as 290th St, and Otterville Blvd makes sense, the rest of it does not.
45. Oelwein: I like the idea of having alternating a super passing throughout all of 150. However, there are always so many accidents at Fontana turn, why add any more confusion there?
46. Independence: Eliminate the corner turns in downtown Independence and run straight north and south starting at the bridge over the Wapsipinicon River going through campgrounds and heading north.
47. Fairbank: So we have work done here the past 2-3 years from I-380 to Independence. We have delayed people and wasted all that just to do it again? Seems like a HUGE waste to only be redone again. Either make it all 4 lane, or let it fall to nothing. But stop wasting our time and money.
48. Oelwein: I like all of the concepts that are proposed for the rural areas of the project. But I do believe that the plan for Independence needs more review. The downtown section of Independence should be bypassed completely to allow for better traffic flow and to remove the bottleneck it creates. I know the City is not in favor of any downtown bypass but if you look at the communities that have been completely bypassed Decorah, Fayette, New Hampton and Charles City to name a few, they are doing just fine if not better because of it. Travelers do not stop in a town and shop when passing through, they continue on to their destination. Thank you for your time in developing this plan. I look forward to the implementation.
49. Oelwein: Please finish Hwy 150 all the way through Oelwein to Hwy 3. Hwy 150 on North Frederick is pathetic and needs attention immediately.
IA DOT Response: We will have a patching and pavement grinding project this next construction season through the City of Oelwein. This will improve the ride. Thank you for participating in the IA 150 online meeting.
50. Oelwein: The recommended addition for passing lanes and turns lanes will improve 150 and are needed. More studies should occur in Independence for a bypass. The additional turn lanes south of Oelwein are needed. The Benton and Buchanan County meeting point is not safe and is treacherous in the winter.
51. Hazleton: It appears as if a passing lane goes right by house. I assume it will use existing row and not encroach on my land also be aware there might be Indian areas involved.
IA DOT Response: We have received your comments regarding proposed improvements along IA 150 and through Independence. A passing lane is proposed in the southbound direction south of Hazleton. Future design would consider the "best fit" scenario that minimizes impacts to land outside of our Iowa DOT right-of-way (ROW) in order to add an extra passing lane. Sometimes that means following the current center line or favoring to one side or the other. You are correct that cultural considerations will absolutely play into any future design decision along the corridor. There are no projects in the corridor or the city planned at this time, but future projects will incorporate elements from the study in the preliminary and final design. We appreciate you participating in the online meeting and reviewing the documentation.
52. Oelwein: I recommend Alternative 2 in the City of Independence.
53. Oelwein: Safety concerns of 150 between Oelwein and Hazelton are not appropriately addressed. A housing addition, construction of a funeral home, and an auction site have added to the traffic congestion to this area. School bus stops and pedestrian travel are not appropriately addressed by this plan. While some improvement may appear better than nothing - this plan does not go far enough to protect the safety of students and pedestrians.
54. Oelwein: Turning lanes are needed and supported here.

55. Independence: Please do not move traffic in front of St. John's Church in Independence. This will be a pedestrian hazard to those attending church, regular mass, funerals, weddings, and other events. Additionally, children of St. John School walk to the church several times a week. This is not only a pedestrian hazard, but a personal safety concern with all of the traffic seeing these children with the rise of crime and human trafficking. Additionally, this will disrupt our worship, as we will be hearing and feeling traffic from large semis, and all other types of vehicles. As a parishioner and a mother of students at that school, I am begging you to reevaluate this proposal and keep our children and community members safe! It is not worth the risk! In addition, my family lives along 150; however still within city limits in Independence. If you put a turning lane before our neighborhood, northbound traffic will continue to speed at even higher rates, and it could be very dangerous for us and our neighbors slowing down to turn into our neighborhood. It is already dangerous with vehicles following too closely behind and passing us while turning. However, the one-way in front of St. John's Church is the most concerning to me. PLEASE reevaluate this and remove this option!
- IA DOT Response:** We have received your comments regarding one-way traffic through Independence and traveling past your church. As well as concerns for a turning lane and speeding northbound traffic. Any decisions to change traffic in the city of Independence will be made with the city officials and after more public input. No projects and meetings are scheduled at this time. Your comments will be included in this meeting summary and reviewed for future considerations. We appreciate you taking the time to participate in the online meeting, reviewing the power point and vision document.
56. Oelwein: This would be a major improvement to IA 150 Corridor. The truck traffic has greatly increased over the past 5 years from 380 to Oelwein and WILL only continue to increase more in the future!!!
57. Stanley: We need passing lanes. This is a heavily traveled road and often traffic slows everyone else.
58. Oelwein: Nearly 60 students utilize school transportation and live in Hazelton. Traffic on 150 great an enormous risk for school bus traffic, bus stops, and turning. A bypass is the best and most viable solution.
59. Oelwein: I think the overall concept is good and long overdue. I drive this route routinely and from my experience this study does a good job of identifying the most common areas of concern. From my observation the single largest bottle neck is downtown Independence specifically the lighted intersection where 150 turns south in Independence. The timing of the yellow is on the lower end of standards and the left turn arrow isn't nearly long enough to allow traffic to flow smoothly.
60. Oelwein: I appreciate all of the work that has gone into this study. As a person who drives this road frequently, it is extremely frustrating. A super two would make for better ease of driving and increase safety. It will also make the northernmost section more accessible to many people and open the door for further growth.
61. Independence: I am wondering if your ROW acquisition will seek to utilize existing ROW before acquiring additional adjacent ROW and if you will be seeking to expand shoulders and ditches beyond existing ROW limits on roadway not affected by construction.
- IA DOT Response:** We received your comment regarding use of existing right of way for future projects. We design projects such as paved shoulders and turning lanes to use minimal right of way for construction and future maintenance. There are instances when additional right of way is needed to construct a new turning or passing lane, or to lengthen a culvert. Each location will be different. We do not have projects funded at this time and additional right of way is not currently being reviewed. When a project is in development, we will hold a public meeting for input on any right of way needs. Thank you for participating in the IA 150 Study and for your time submitting your thoughts.

Additional Comment: You didn't really answer my question. Are you going to modify AASHTO standards for highway construction, or are you going for full 12' driving lanes with 10' shoulders and full ditches?

Additional IA DOT Response: The roadway design and amount of right of way is determined during preliminary design and final design. At the time of project development, the type and size of project for this level of highway will be determined by a project management team. Currently, this planning study used current design standards of 12-foot lanes and full paved shoulders. A project's funding and facility needs will be evaluated in the future when design begins. At that time a public meeting will be held for input to the design and right of way needs.

62. Decorah: My main comment/concern has to do with pedestrian safety on the corridor as it passes through community areas. I'd like to see enhanced pedestrian safety countermeasures implemented at all intersections of IA-150 as it passes through the communities on the corridor.

63. Oelwein: The IA 150 corridor super two project is very exciting. It would absolutely improve the safety of the corridor. It is a very heavily used corridor, especially by tractor trailers and agricultural vehicles. Personally, I have witnessed crashes and countless near misses due to motorists attempting to pass without adequate space or failure to slow down for turning traffic. Given the volume and average speed of vehicles, we need this improvement. The initial layout looks good. The dedicated turns lanes are a must. Good job. The locations of the NB and SB pass lanes also look adequate. I think the downtown Independence layout should be Alternative 1. You need both lanes going north. Presently, NB traffic is so heavy that there is often not enough left-turn lane on 1st St. E. for vehicles. I'm excited about the improved the accessibility to communities along the corridor. This project would add a lot of value.

IA DOT Response: We have received your supportive comments on the IA 150 PEL Study and alternatives for Independence. We do not have projects planned at this time, but future design for a project will include elements from this Study. Any changes in Independence would be made with the City officials as well as more public input. Thank you for participating in the study and for reviewing the documents.

Additional Comment: Thanks for the reply.

64. Oelwein: I would encourage moving forward with these improvements to help with traffic flow and safety. I travel all or portions of this stretch weekly and it can have some heavy traffic and turning lanes would help a lot. Farm use during spring and fall causes some issues and the passing lanes would help then also.

65. Oelwein: There is no doubt that there are safety concerns along this stretch of IA 150, I believe any improvement to keep traffic moving at a steady pace and allowing for safe entering and exiting of the roadway makes great sense.

66. Independence: Passing lanes, acceleration lanes, and turning lanes will be a major safety improvement. One way traffic will be a concern.

67. Stanley: Make a bypass around independence and make it a toll road.

68. Independence: If they were to put a road around Independence the traffic won't be jammed up so much.

69. Independence: I have traveled 150 south of Independence for 30 years at least 3 times a week with my destination being Rowley. I would love to see a roundabout at Rowley Road which would be 290th Street. I have seen lots of near collisions at this intersection which has passing lanes. The problem is drivers see turn signal of oncoming but forget there is passing lane that is still going 55 so they pull out because of car turning is blocking view of passing lane traffic. So I think passing lanes will only make more crashes.

IA DOT Response: We have received your comments on the IA 150 study. We understand you support a roundabout at the Rowley corner/290th Street. You have also described shadowing of an oncoming vehicle by a turning vehicle, to a driver wanting to enter IA 150. When a project is designed for this corridor and includes turning lanes, the study proposes to design them as off set, meaning, there will be a painted gore area and space between the turning vehicle and the oncoming vehicle, so that entering vehicles can see beyond the turning vehicle. This type of design requires roadway widening and at times the purchase of right of way. While there are no projects planned at this time, future design will incorporate the elements from this study for a Super Two corridor. Thank you for your valuable input and participation in the online meeting.

70. Independence: For the section of 150 located in downtown Independence, I think 2nd design makes the most sense.
71. Stanley: I recommend consideration of building an access from Hwy 20 to W33 approx. 1 mile east of Independence. W33 is in good shape, has little traffic, and can bypass both Independence and Oelwein, which is advantageous for semis. It is an ideal thoroughfare if desiring to any endpoint north of Oelwein to Northeast Iowa. Thank you for your consideration.
72. Independence: How many turning lanes and where are they located are scheduled?
73. Independence: The Super 2 Concept is appropriate at this time.
74. Stanley: I would like to suggest an on/off ramp and section of road from Hwy 20 to W33 (Nathan Bethel Avenue) east of Independence. This would allow for traffic desiring to bypass Oelwein and Independence to do so.
75. Stanley: Critical is removing the Oelwein Police Chief's automated speed trap on the Hwy150 truck route around east side of Oelwein. Also Oelwein needs begin maintaining, to standard, East Charles St portion of Hwy 150 thru downtown area. Super 2, as proposed, for last several years would be a huge improvement. NO more of the silly roundabouts as at Urbana Hwy 150. Let that fad die. S of Hwy 20 is the main area of concern. I drive this regularly. Need to suppress Hazelton's planned automated speed trap. There are sightline problems at intersection with C57 primarily due to cars parking on Hwy 150. This needs to become a NO PARKING zone. In Independence North bound needs to be one way on 2nd St SE. 1st St E needs to be two way as this is a major business road as well as major artery for E/W traffic. Good to see this finally moving. Relocating to W33 route is just not supportable/prudent.
76. Kennesaw, GA: I approve and support the Iowa DOT's recommendations for the IA-150 Corridor Study.

IA DOT Response: Thank you for writing to us about your support of our study. No projects have been identified or funded at this time.

77. Oelwein: This will be a great improvement to this road.
78. Oelwein: This project would be a great improvement to help with the increased truck traffic between Oelwein and I-380. The added passing lines would reduce congestion, and the added turn lanes would decrease the risk for turning vehicles. Alternative 2 for downtown Independence would be a great option for better truck flow through Independence, but also allow efficient cross flow traffic on Old Highway 20.
79. Independence: Have you considered the impact of widening the roadway around families homes and safety the residents and children? What about property values when widening the road you move it close to the houses that are already close enough. Property taxes have already gone up by twenty percent so this is another burden when have to cope with. In conclusion I think it is a waste of tax payers money to pave a shoulder of a road that the only traffic it is going to see is overweight farm equipment that is going the break and destroy it. It will cost far more to repair than it is worth, gravel is far better and cheaper to repair. I am against this whole project and wasteful spending

of taxpayers money on this type of project instead of fixing what we have already and yes are roads are in disarray.

IA DOT Response: We have received your concerns regarding proposed improvements along IA 150 and through Independence. Any decisions for changes within the city limits will be made with the city officials and with more public input. Paved shoulders are a design standard for resurfacing projects that provide safety and maintenance. The highest crash type is vehicles that run off the roadway. Paved shoulders with rumble strips help to deter that type of crash. Also, the paved shoulders help our maintenance of the roadway, preventing edge rutting, and the need for maintenance forces to be out there blading more often. There are no projects in the corridor or the city planned at this time, but future projects will incorporate elements from the study in the preliminary and final design. We appreciate you participating in the online meeting and reviewing the documentation.

Additional Comment: That's great you will let the public have input within city limits but I do not live within city limits so by what you just stated I will have not input or bearing on the final planning or decisions that possibly may affect my property. I also have concerns about government officials imposing (Imminent Domain) and taking property that I worked hard for to raise my children on. Is this proposed project going to work within the confines of existing property boundaries, if not how much of my property will you take? In the previous question I pinned the general area that is of concern.

Additional IA DOT Response: Any project along the IA 150 corridor will have more public involvement. We design to keep roadway improvements within the existing right of way of the highway corridor as much as possible lessening a need for right of way and related costs. There are instances that construction requires a temporary easement for changes to drainage or ditches for example, but also instances where right of way is needed to purchase for the construction of turning lanes or passing lanes. When a project is in need of right of way, we hold public meetings for property owners to review maps showing the needs. The meetings allow us to connect with property owners to explain the needs, as well as hear from property owners on particular concerns or unique items of interest within the project. Those meetings and public input help shape the final design. This study provides a preliminary plan to include improvements into future projects. At this time we do not have projects funded to construct improvements. I hope this helps.

- 80. Hazleton: Hwy 150 needs to be wider and made safer for traveling.
- 81. Independence: HWY interchange at 240th Street. Room to make right turn or left turn would mean that you need to move electrical boxes and a large electrical pole. May need to rethink that design.
- 82. Independence: The downtown Independence changes are a bad idea. Southbound going in front of a church, near a bus stop, one way on 1st St would make traffic impossible.
- 83. Hazleton: Please install curbs and possibly storm water management through downtown Hazleton water ponds on the road south of C57 but mostly north of Sufficool St. in front of the two homes.
- 84. Oelwein: This project upgrade is LONG overdue. Traffic on this corridor has increased very much over the last 10 years and looks to continue that increase. I believe this project would greatly increase the safety of those who use this corridor and also the traffic flow in the project area.
- 85. Independence: I agree with almost all proposals but I can tell you that the most controversial will be the downtown independence ones. Certainly needs to be looked at with all the truck traffic but short of an widening I don't see how it improves anything.
- 86. Urbana: Make it 4 lane

IA DOT Response: We received your comment regarding IA 150 and your preference for a four lane. This study did not examine an Independence bypass or a four lane as a solution to managing future traffic along Iowa 150. Either option would be a high impact, high cost alternative and won't be considered at this time. We appreciate you taking the time to participate in the online meeting for the IA 150 corridor.

87. Independence: I think option 2 in the downtown independence area is the best of the two choices given. Putting a one way in the middle of Main Street that you have to go down would be detrimental to small downtown businesses. Knowing the types of businesses that are located downtown, I believe it might make more sense to flip that and have the one way roads a block to the south vs the north.

88. Brandon: Would be best to have an Independence bypass or truck route.

89. Independence: Just make the entire thing 4 lanes - the amount of CMV traffic justifies it. Extend 5th Ave South to Wapsi River and add bridge so all northbound 150 can be on 5th Ave, then use 3rd Ave exclusively for southbound 150.

90. Rowley: Passing lanes would be great.

91. Independence: Biggest bottleneck is Independence but I believe that there is no viable solution to bypass the city. Additional passing lanes between independence and intersection of I-380 would be a great improvement and improve safety.

92. Independence: Would like to follow this project.

IA DOT Response: We thank you for participating in the online meeting and reviewing the documents. At this time we do not have any projects or future meetings planned, We will keep the public informed when future projects develop.

93. Independence: The one way street option northbound at 2nd Street in Independence is too hilly of a grade and may be too dangerous to climb when gets icy.

IA DOT Response: Thank you for submitting your concerns regarding the alternatives for re-routing traffic through Independence. Any proposed changes will be made with the concurrence of the city officials and after more public involvement. We appreciate your participation in the Study and submitting comments for review.

94. Independence: Would a by-pass on the east side of Independence be considered part of a 150 project? It would cut down traffic on the 2-lane road making it safer.

IA DOT Response: We received your comment regarding a bypass of Independence. This study did not examine an Independence bypass as a solution to managing future traffic along Iowa 150. A bypass would be a high impact, high cost alternative and won't be considered at this time. Thank you for participating in the online meeting and reviewing the documents.

95. Urbana: Making a bypass around Independence or a faster way through Independence would be much appreciated.

IA DOT Response: We received your comment regarding a bypass of Independence. This study did not examine an Independence bypass as a solution to managing future traffic along Iowa 150. A bypass would be a high impact, high cost alternative and won't be considered at this time. Thank you for participating in the online meeting and for reviewing the documents.

96. Urbana: As East Penn Mfg grows, many more 18 wheelers will be traveling on 150. It is very important to widen the ditches and increase local, county, state law enforcement because of the lack of respect from 4 wheelers.

IA DOT Response: Thank you for submitting your concerns for IA 150 traffic. Your comments will be reviewed for consideration as we design future projects for the corridor. We appreciate your time and participation in the IA 150 Study.

97. Anonymous: Hwy150 between US 20 and Wapsi river bridge is highly congested. High need for turning lanes. I do think the Wapsi river bridge should be addressed with this

- project (widening and elevation due to previous high water having to close highway during flooding) and or relocating the bridge altogether! Thank you!
98. Marion: The 150 Corridor is definite in need of an update. This update could help provide a safer route- much too narrow -
- IA DOT Response:** We have received your supportive comments for the IA 150 Super Two concept in the planning study. Currently we do not have projects planned however, in the future the study elements will be included in project design. Thank you for participating in the online meeting and reviewing the study documents.
99. Independence: I approve of this, this has been a much needed safety for this road, I typically avoid 150 because of how dangerous it currently is from independence to Oelwein.
100. Independence: This is much needed from Independence to Oelwein I avoid 150 now as much as possible because of how dangerous it currently is
101. Independence: The point in Independence at which traffic on 3rd Ave NE faces oncoming traffic turning (or going straight) on Hwy 150 (aka 3rd Ave SE) is dangerous as vision at the stoplight is limited and drivers cannot tell the intentions of vehicles facing them (especially any vehicles behind the front vehicle.) A turning lane or additional green arrow traffic controls would be safer for the intersection for North-South traffic as it is for East-West traffic.
102. Anonymous: Needs to be done
103. Independence: The idea of creating one-way traffic through downtown Independence is horrible. Your plan would route all southbound 150 traffic directly past the St. John's church. The amount of traffic in the St. John's area is already congested with church and St. John's school bringing a lot of cars and buses into that area. In addition, it will put the many children who walk back and forth from the school to the church and back at risk with all of the large truck traffic travelling on 150. The Independence downtown area is horrible due to the large trucks needing to travel on 150. It is time to permanently solve this issue and create a bypass around Independence. Do NOT route this traffic through downtown - the number of elderly persons and little kids going to and from the St. John's church will be at risk. I am in favor of redesigning Hwy 150 overall, but definitely not doing the downtown this way.
104. Independence: Heavy traffic both north and south and also on and off 14th St. north of Independence, coming and going both ways
- IA DOT Response:** We received your comment about traffic on IA 150 and at 14th Street North. 14th Street is a connecting route to and from rural Buchanan County. We've proposed a southbound left turn lane at 14th Street to help alleviate the flow of traffic along IA 150. Thank you for participating in the online meeting.
- Additional Comment:** I believe you should also do a traffic check for right turning north bound traffic at the 14th Street location. I think you might be surprised !
105. Independence: So glad they're finally going to do this. I always try to avoid 150 Independence to Oelwein because it's so dangerous and everyone passes in the double yellow lines.
106. Independence: So glad they're finally going to do something about the stretch from Independence to Oelwein. Everton also passes in the double yellow line. I try to avoid 150 due to all the safety areas. Dangerous stretch of road.
107. Oelwein: The area in Independence just south of US 20, is there any considered for growth for this industrial area? Also I understand a private K-8 school is being developed on the west side of 150 in this area just south of US 20. In Independence, the truck traffic seems to have challenges negotiating the downtown area. Second, I had a concern 150 and 218 interchange in Oelwein do to truck traffic but it seems it has been addressed.

108. Cedar Rapids: As someone who does the Urbana to Independence stretch (and back) on the daily, I am pleased to see passing lanes. The locations proposed are exactly where one finds the need to pass! All suggested improvements are well thought. I am concerned about 1st becoming own way for the two blocks in town. This will significantly snarl local traffic.
109. Vinton: Passing lanes are absolutely needed. This is a great idea.
110. Oelwein: Regarding traffic flow in Independence, the addition of one way streets and separate routes, does not solve the problem. The one-way alternatives make it even more complicated and difficult for semi drivers and people pulling campers to navigate through the Independence downtown area and impacts access to businesses located along those routes. It also introduces heavy traffic into church and residential areas. The major repaving project just completed by Independence shifted traffic to some of these routes and the result was less than ideal. In rural areas, passing lanes would be an acceptable solution as long as the roadways will be wide enough to accommodate the super-sized farm equipment and still leave room for the automobiles sharing the road. The same concern would apply to turn lanes.
111. Independence: 1st St. E should not be considered for a 'one way'. The traffic pattern during the school year is already troublesome getting to the west side of town.
112. Oelwein: Bypass around Independence. Making it four lane in spots to increase passing opportunities.
113. Oelwein: I think this a project that is far overdue. I feel the intersection of highway 150 and 281 is an area that needs addressing. This is a congested intersection at times and there is a safety issue that needs addressing also. I feel there needs a redesigning of this intersection to help with the issues stated above.
- IA DOT Response:** We received your concerns with the IA 150 and IA 281 intersection. The Study noted on IA 150, a northbound right turn lane would be warranted, as well as a southbound left turn lane. This would help turning traffic be out of the way of the through traffic. A project is not yet scheduled or funded, but as projects develop in this portion of the IA 150 corridor, elements from this study will be incorporated into final design. Thank you for participating in the online meeting and for sharing concerns.
114. Oelwein: Make sure passing lanes is long enough for a semi or truck and trailer to get around others.
115. Oelwein: I travel this section of the road every week for treatments in Iowa City. I see more close calls with people passing in no passing zones and on hills. Very dangerous to other travelers.
116. Oelwein: The proposed changes would be a vast improvement vs today. I drive this route every day from Oelwein to 380 so I'm very familiar with every aspect including the variables of time of day impact. Passing opportunities are very limited and often cause for traffic issues. It is very important for this study to progress to the next steps as it will change the dynamic of this roadway and allow for better flow and reduced likelihood of traffic related incidents. The challenges of downtown routes through Independence can be overcome and will become the norm over the course of time like any changes. Passing lanes and turn off lanes are key to improving safety related aspects. Also by adding both of these aspects winter travel allows for those not comfortable driving in all conditions to have a lane that allows for others to safely hop around them. Thank you for continuing this process.
117. Oelwein: That would be wonderful. Very much needed.
118. Oelwein: Making this stretch at a minimum a super 2 would improve traffic flow - both commercial and non commercial. While a 4 lane would be a better alternative, a super 2 would be an attractive alternative for business and industry in the area.

119. Urbana: I always wondered why we couldn't make it a 4 lane highway like they are doing to highway 30 across Iowa.

IA DOT Response: We have received your comment for a four lane of IA 150. This study did not examine an Independence bypass or a four lane corridor for IA 150 as a solution to managing future traffic along Iowa 150. Either option would be a high impact, high cost alternative and won't be considered at this time. Thank you for participating in the online meeting.

120. Vinton: My thought is bypassing both Independence & Oelwein with a new highway from roughly 5 miles east of Oelwein on Hwy 3 (K Ave) south to west of Winthrop on Hwy 20. I'm guessing a lot of traffic thru Independence and Oelwein goes further north on Hwy 150.
121. Center Point: It would be great if this could be a 4 lane highway instead of a Super 2 highway. Please include more passing and turn lanes.
122. Cedar Rapids: widen 150 to accommodate farm equipment.
123. Hazelton: In Favor of Project.
124. Independence: Going southbound before I-380, there needs to be a left turn lane to Hutton Lane. I have been nearly rear-ended there numerous times waiting behind vehicles yielding to northbound traffic. I have never understood why they put in a left turn lane a little further down at Blue Creek Drive but not at Hutton Lane where there is also a hill, shortening reaction time as well.
125. Rowley: I like the idea of passing zones and turn lanes outside of the lane of travel for Highway 150, especially the turn lanes in higher traffic areas around town. I feel that like would alleviate the need to bypass Independence as that would be my largest concern with the project. I drive a tractor trailer and frequent Highway 150 so the need for passing zones and turn lanes are very important in a hurry whether it's someone who would like to pass me or if I come up on slow moving traffic. I would like to say that putting in roundabouts anywhere in this project would be a serious hindrance on commercial traffic though none have been proposed. I think that one way traffic on the two separate streets in independence downtown would be a fairly good idea as navigating around the current intersection can be a serious problem with a tractor trailer currently. Adding the paved shoulders to super 2 standards would be an excellent improvement as well in all safety related aspects.
126. Independence: Passing and turning lanes look great. It is hard to imagine one way streets in Independence, but I trust that the analysis showed potential improvements with it!
127. Jesup: Alternative 1 in downtown Independence would interfere with the east-west flow of traffic on D-22/1st Street through Independence.
128. Winthrop: I believe that Main Street should remain as is 2 way traffic and not change to one way.
129. Independence: I think that it all sounds great especially the passing lanes throughout the highway. I travel 150 north out of independence daily for work and get stuck behind people going way under the speed limit. Having passing lanes would be great. The one way traffic situation in downtown independence would be a major change but I guess it seems like a logical modification.
130. Dubuque: I'm concerned about the Hwy 150 Bridge over the Wapsipinicon at the south side of Independence being sustainable if left alone due to the levels that flooding has reached multiple times in the recent past. It doesn't support major flood level flow through and also has spalling exposing rebar underneath.

IA DOT Response: The bridge in Independence will be replaced in the near future. It is inspected regularly and will continue to have necessary maintenance. The future bridge

design will update hydrology and address local concerns for traffic and connectivity. Thank you for participating in the IA 150 Study and submitting your concerns.

131. Independence: Passing lane additions and turn lane improvements are much needed along this corridor. The amount of commercial traffic and commuter traffic highly impacts safety concerns, especially in the winter time when visibility is impaired.
132. Oelwein: Have traveled 150 from Oelwein to Urbana/Cedar Rapids. While Recent improvements are appreciated, very heavy truck traffic & narrow design make it very dangerous. Have personally known two people killed on that section of road & at least 3-5 who were seriously injured in the past 15 years.

IA DOT Response: We have received your concerns regarding the existing design of IA 150. The proposed improvements will be incorporated into the future design of a project. Thank you for participating in the Study and for submitting your concerns.

133. Oelwein: I absolutely agree something needs to be done about this stretch of road! I drove from Oelwein to Cedar Rapids for 15 years and so many close calls and witnessed one accident. I think the city of independence thinks that the businesses downtown will lose out if the route goes around Independence. The truth of the matter is most people are trying to get through Independence as quickly as possible so I think their worries are for not! People will continue to get to 20 and Walmart. With in increased semi traffic on all the roads it has to be a nightmare to drive through Independence as a truck driver! The simplest solution should be the right one. Make a 4 lane highway from Oelwein to 380, bypass Hazleton and Independence. Place exits where necessary which would still provide access to these towns for those wanting to stop but would make the commuters happy as well as the truck drivers. Most of the people that live up here in Oelwein drive to Waterloo or Cedar Rapids having to go through Independence. I would think the less high volume traffic would be better for the residents of independence than worrying about the business their businesses get after all the people who live in Oelwein, Hazleton and the other small towns will still go to Independence for shopping, eating and Walmart. I wonder why nobody opted for this solution?

IA DOT Response: We received your comments regarding a four lane highway from Oelwein to I-380, which would bypass Hazelton and Independence. This study did not examine an Independence bypass as a solution to managing future traffic along Iowa 150. A bypass would be a high impact, high cost alternative and won't be considered at this time. We appreciate understanding your concerns with traffic and the impacts to the community.

134. Oelwein: Completely agree that changes are necessary on this strip of road.
135. Oelwein: The video plan would do a great job in addressing personally observed traffic flow and safety concerns especially during key planting/harvesting seasons. I regularly drive this section between Oelwein & Urbana. I have seen risky/dangerous driving to other vehicles and farmers due to slow driving. This proposals would help alleviate frustrations of reasonable drivers knowing that passing lanes are coming or sufficient turning lanes for traffic. Other than an Independence bypass and 4 lanes in all rural areas which is likely fiscally irresponsible, I think this is a good plan to address current problems along this route. Thanks for the time researching, developing and explaining this plan. I hope it will be approved for the safety and economic benefits it would bring to NE Iowans.
136. Oelwein: I believe that at the corner of 150 and 281 there should be something done that corner is so busy and there is so many accidents there as well. There is times that you can sit there and wait 10-20 minutes before you can even turn onto 150. The corner of 150 and C57 is also a bad corner, and it is hard to see if there are car coming before you go to turn.
137. Oelwein: I hope this endeavor transpires, turning lanes would definitely be beneficial.

138. Oelwein: Should be done to the best possible construction mobility infrastructure. Money should not be a consideration. Safety for our residents.
139. Independence: It will be good.
140. Hazleton: Wondering what is planned.

IA DOT Response¹: No funding has been identified but here are some summary thoughts about the corridor:

RECOMMENDATIONS

• TURN LANE IMPROVEMENTS AT FULLY PAVED OR PARTIALLY PAVED INTERSECTIONS

The findings of the Study recommend improving some of the existing turn lanes and proposes new turn lanes at many of the fully paved or partially paved intersections. Currently, there are an estimated 348 points of access along IA 150 in the Study corridor, including 68 intersections. Based on the turn lane evaluation, there are 10 locations where new right-turn lanes are proposed (7 minor right, 3 major right). There are 2 locations where it is recommended that a minor right-turn lane storage be lengthened to provide a major right-turn lane. There are 11 locations where a new left-turn lane is proposed.

• PROPOSED PASSING LANE LOCATIONS

The findings of the Study recommend adding a total of 10 passing lanes, 5 in the northbound direction and 5 in the southbound direction.

• SPOT ROADWAY IMPROVEMENTS

The findings of the Study recommend some spot improvements to include shoulder widening, fencing or snow borrow, highway profile adjustments, guardrail protection, signing, as well as various improvements in Hazleton and Independence.

Additional Comment: Can you discuss the improvements in Hazleton

Additional IA DOT Response: At this time, we do not have funding for a project along the corridor or in Independence. Any future project will include elements from this study and more public input during development.

Additional IA DOT Response: Any improvements through Hazelton will be a joint decision with the city. We have discussed crosswalks and parking areas which are fully a city responsibility. The through travel lanes will be maintained or resurfaced as pavement conditions require it.

141. Independence: How will residents with driveways on 150 be able to exit or enter with their vehicle while 150 is under restructuring?? Will this improvement increase our property taxes?? How will the extra width of the improvements be appropriated from the landowners??

IA DOT Response: Typically our contractors and personnel work with people on how to access their driveways during construction. Since these are more spot like improvements, long stretches of Iowa 150 will not be under construction at the same time. Property taxes are not used for state highway funding in Iowa. If we need land, we use a process for valuing it before and after conditions and negotiate a price with the owner. at this time, no funding has been identified for any project(s).

142. Oelwein: I have been a big proponent of improving and expanding Highway 150 from Oelwein to I-380 since 380 was built. For a long time. This will open up commercial/ industrial expansion for the 150 Corridor clear up to Oelwein. And we need that. It will also make for a safer and faster travel experience. I would suggest that you study the efficacy of roundabouts throughout the 150 Corridor for reasons of safety and smoother

¹ IA DOT has updated the numbers and types since this PIM #2 response was written. See updated information in Table 2 of the Vision Report.

transit. I especially believe that a Roundabout just south of Oelwein at Highway 150 and 20th Street would be a big improvement in safety at that dangerous intersection.

IA DOT Response: We appreciate hearing your support for the future Super Two improvements along IA 150 for improved traffic flow. Roundabouts can be a good solution to intersections that meet the need, and receive the local support. At this time, no projects are funded for construction. When a project's development begins, the design will incorporate the particular elements from this study. Thank you for taking the time to participate in the Study.

143. Independence: While I do believe that Hwy 150 improvements are needed, I do have questions about turning lanes & the impact on Independence.

144. Independence: Enjoyed your video- have already posted 3 questions for you. I just wanted to mention that I received 3 identical postcards for this video- you might want to check with your customer media relations people- hope everyone didn't get 3 cards- quite a waste of postage and paper on their part.

IA DOT Response: Sorry for the multiple mailings and we appreciate you letting us know.

145. Independence: There are very few safe segments for passing along this route. I drive part of it almost daily and traffic is often backed up due to inability to pass. It also desperately needs full size shoulders for vehicles to pull off. There is currently nowhere safe for someone to pull over who is experiencing car trouble. I experienced a serious car accident on this road and know without a doubt that it could have been avoided had these improvements already been in place. I appreciate the thoughts on improving traffic flow in downtown Independence but I am not sure about running highway traffic immediate outside of a church.

146. Fayette: The Highway 150 from Oelwein north thru West Union is worse than where you all want to fix. I think you should check out the rest of highway 150 north of Oelwein.

IA DOT Response: Iowa DOT was asked to jointly fund and participate in a Super Two Planning Study from the Regional Council of Governments that include Buchanan County, to review future travel and mobility needs. We extended the planning limits to the south city limits of Oelwein and to the I-380 interchange as a commuter and business corridor. The Super Two study outlined areas for passing and turning lane opportunities. As future projects are developed due to pavement condition, the elements from the study will be incorporated into preliminary and final design. Pavement conditions on other segments of IA 150 will be maintained as needed through maintenance. There will be a pavement patching and grinding project through Oelwein this coming construction season.

147. Independence: I didn't get clear input on the one way in Independence and the turning lane north of Independence at 14th Street. My driveway is the 14th Street location and I have observed a lot of traffic both north bound and south bound turning at this location, including semi's turning off of highway 150 from both north and south bound and turning off of 14th Street going both north and southbound. I feel a closer study should be looked in to. Thank you.

148. Maynard: I believe this project is very important for safety and traffic flow along this corridor.

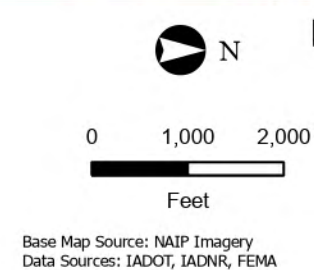
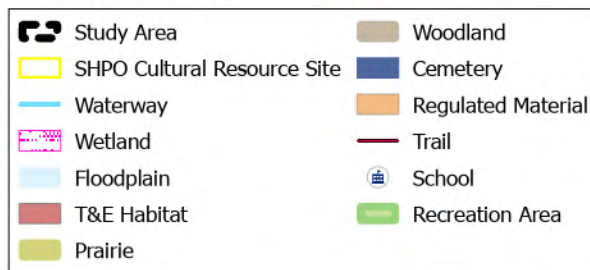
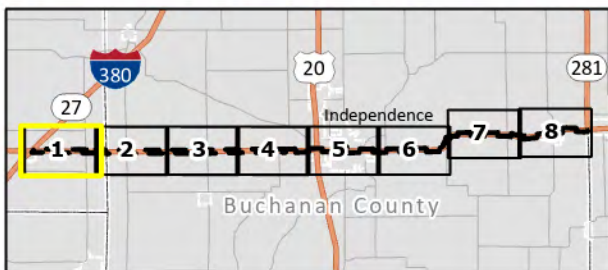
149. Walker: Hill south of D47 should be lowered to improve visibility.

150. Decorah: These improvements are long overdue. Travel in this corridor is consistently slow and congested which makes drivers attempt dangerous, multi-vehicle passes at higher speeds due to this. Also, Independence is horrible to get through and I often utilize other county roads if possible.

151. Vinton: Blizzard snowstorms can block lanes along this stretch. Is additional land needed for passing lanes? Can topography changes be made at west fencelines?

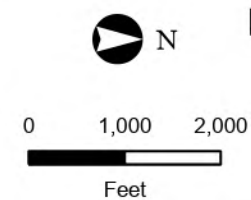
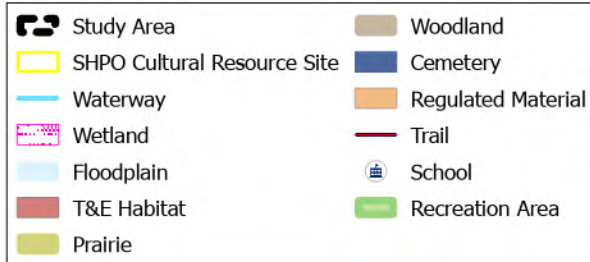
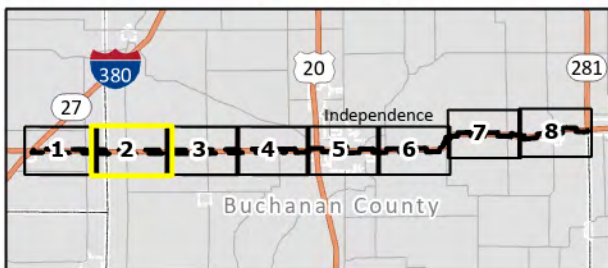
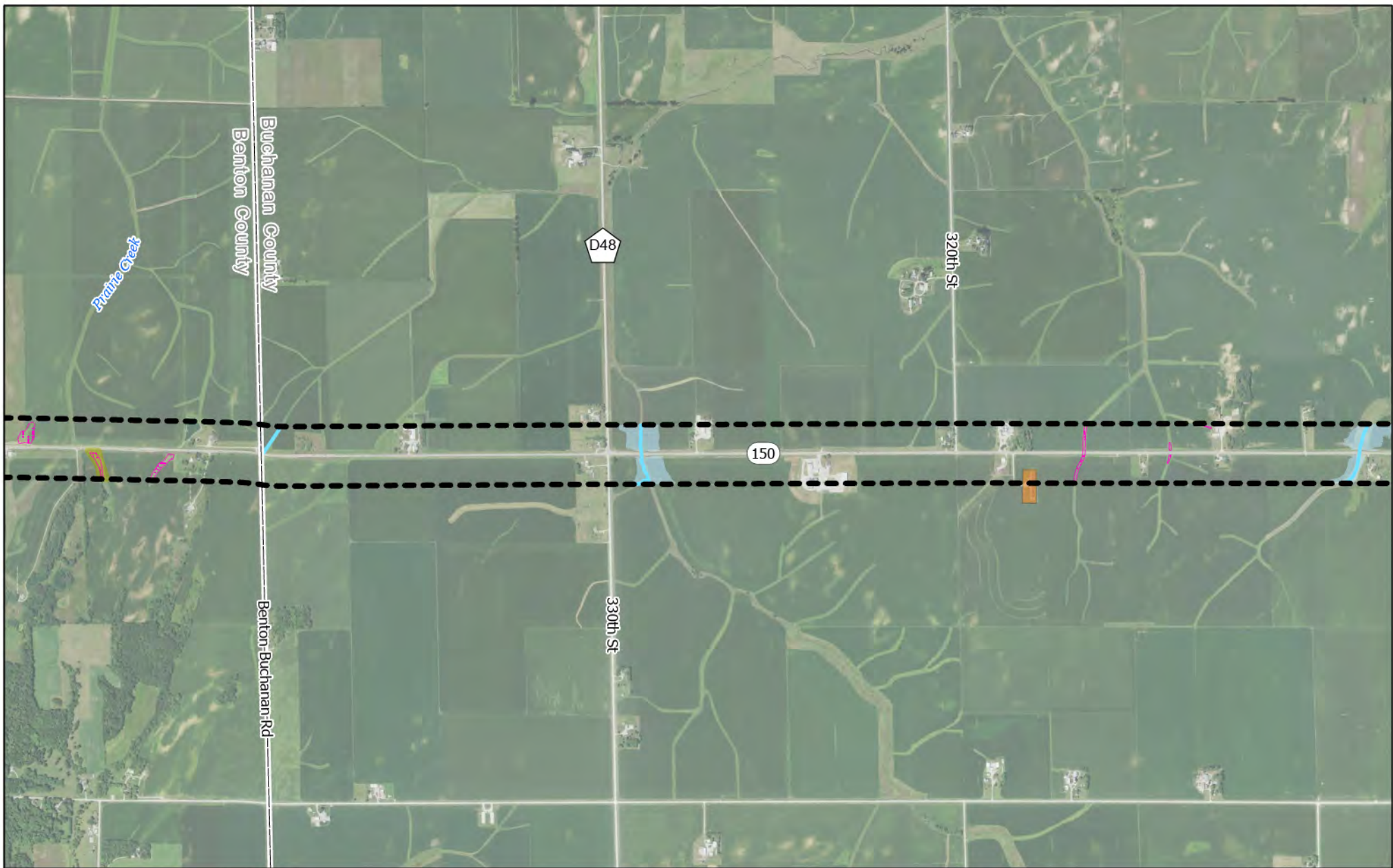
152. Oelwein: Much needed
153. Independence: Hwy 150 is a dangerous roadway. Since speeding seems to be the norm along this road, passing lanes and widening the lanes could be helpful. Passing is difficult in areas because visibility and adequate passing space is limited.
154. Independence: I like everything planned outside of Independence as they are necessary changes that should make traveling 150 safer and less stressful. I do wish a 4 lane improvement was an option. My concern is parking and store front access on 3rd Ave NE. Right now there is quite a bit of north bound traffic flow that would be removed which decreases business exposure. I realize this can be picked up by the new southbound traffic, but if parking is removed neither are a great option.
IA DOT Response: We have received your comments on the IA 150 planning study. You noted concerns with business exposure and reduced parking regarding one way traffic in Independence. Any changes to traffic flow through Independence will be with the city officials and more public input. There are no projects or meetings planned at this time. This study did not examine a four lane as a solution for traffic along Iowa 150. A four lane or a bypass would be a high impact, high cost alternative. The proposed passing lanes and turning lanes would help alleviate 'friction' in the corridor. Thank you for taking the time to participate in the online meeting and study documents.
155. Oelwein: You need to fix 150 that goes through Oelwein. Going up North Frederick is awful!
IA DOT Response: Thank you for sending us your comments about Iowa 150 condition. We will continue to maintain the roadway as needed until such time a project may be funded. We thank you for participating in the online meeting and reviewing the documents.
156. Independence: Need to consider what needs to be done at the Three Elms intersection in Independence with the two grocery stores there. Main Street Independence needs to remain two way traffic due to shopping areas for people visiting the City.
157. Independence: I'd be interested in looking into one ways in downtown Independence. Wondering if you could take NB traffic and have them turn east on 2nd or 3rd Street SE and go 2 blocks East to 5th Ave SE then turn north and connect to the existing Hwy 150. For SB Hwy 150 have them turn west on 2nd Street NE and go west 2 blocks to 3rd Ave NE then turn south connecting to the existing Hwy 150. One ways seem like a good option to allow for the bigger trucks to swing without having traffic blocking them and you can focus local traffic away from these areas and allow for 150 traffic to move more fluid. Thanks for allowing my input.

APPENDIX D – DESKTOP ENVIRONMENTAL CONSTRAINTS WITHIN THE STUDY AREA



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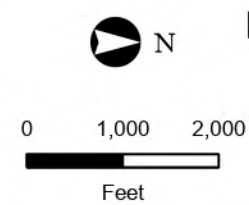
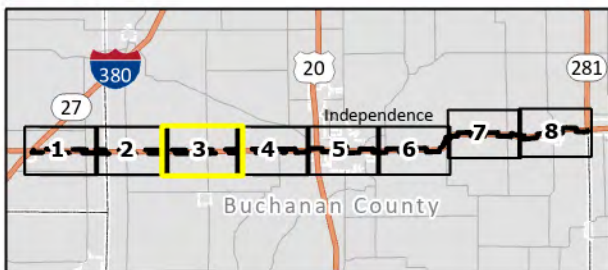
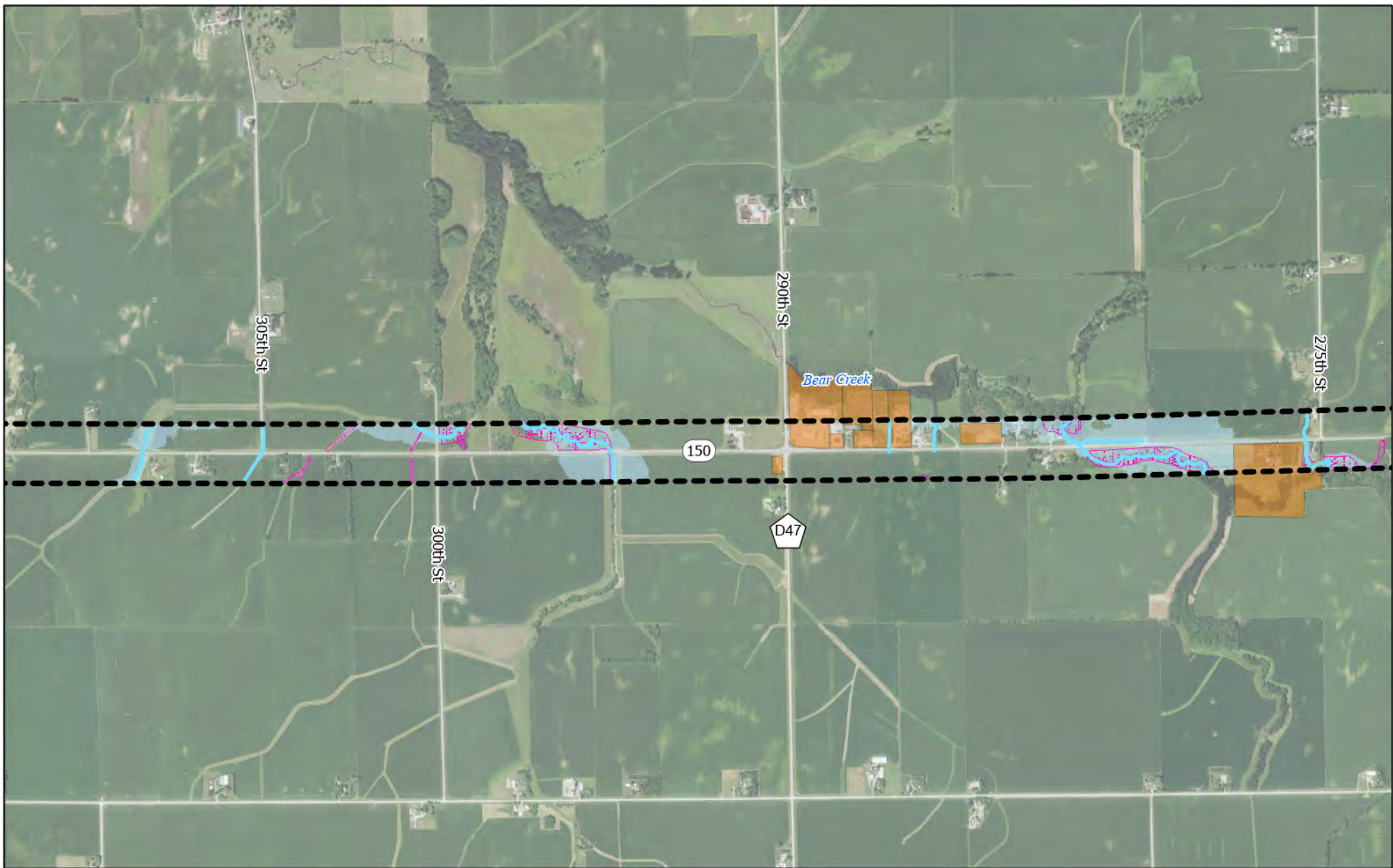


Base Map Source: NAIP Imagery
Data Sources: IADOT, IADNR, FEMA

Environmental Constraints IA 150 Super Two Study

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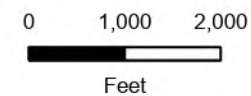
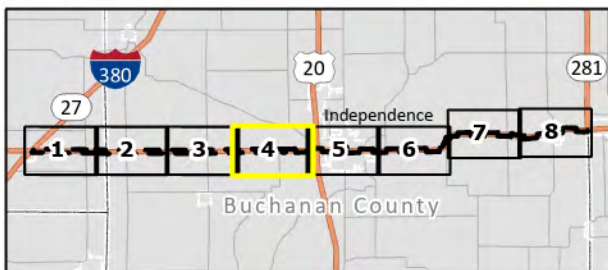


Environmental Constraints IA 150 Super Two Study

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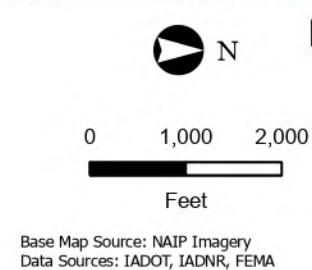
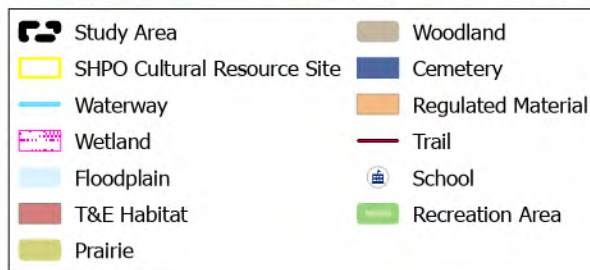
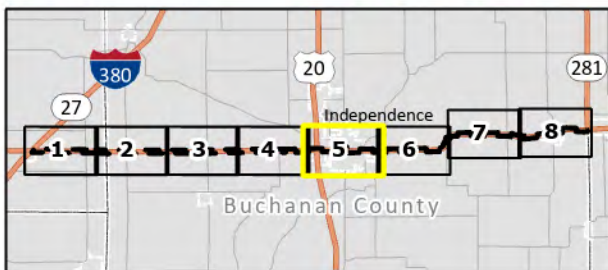
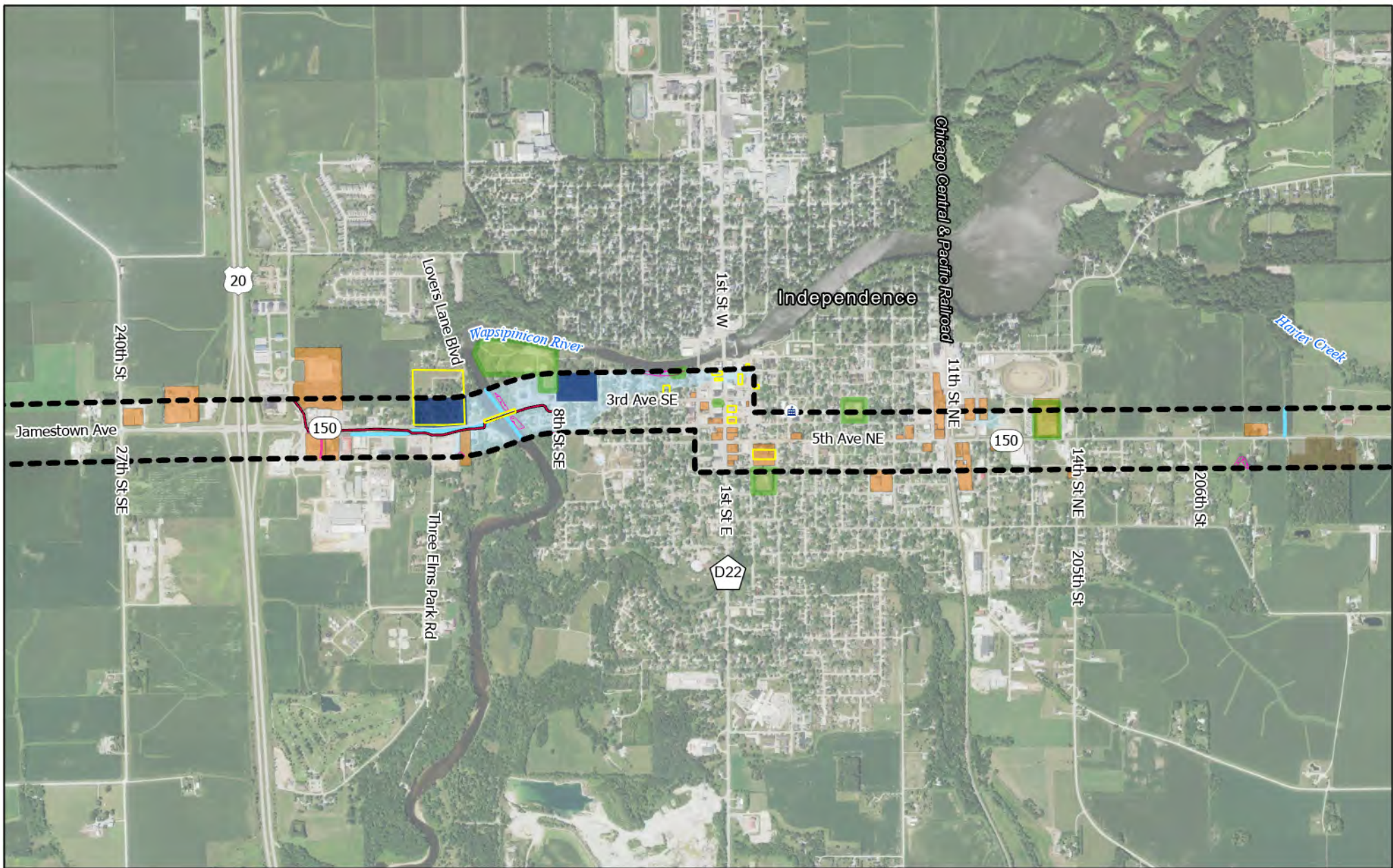


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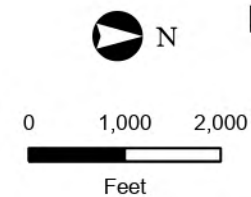
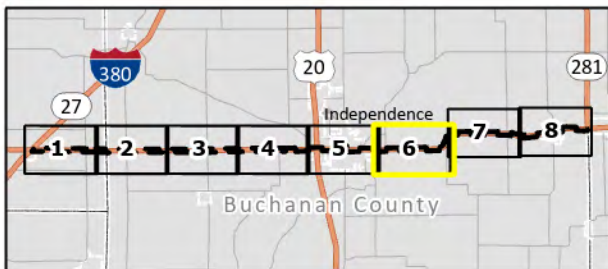
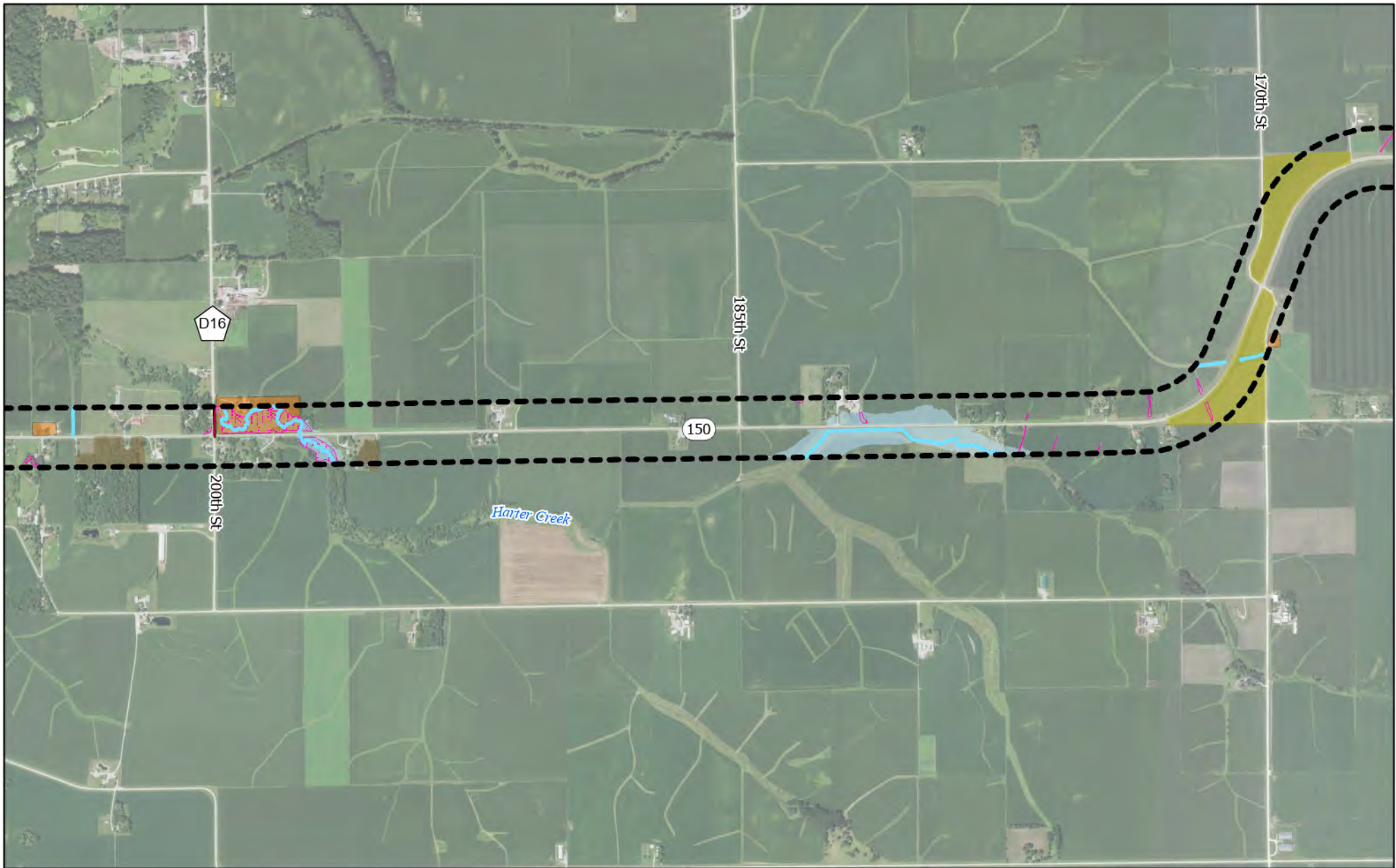
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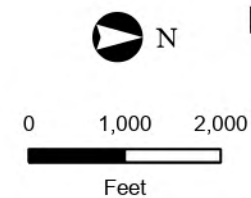
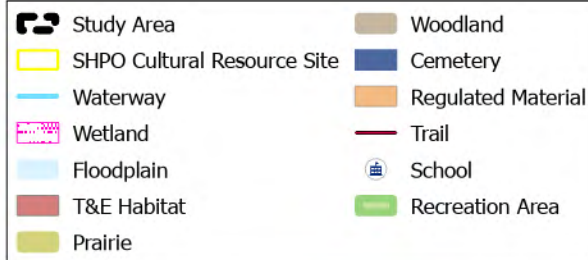
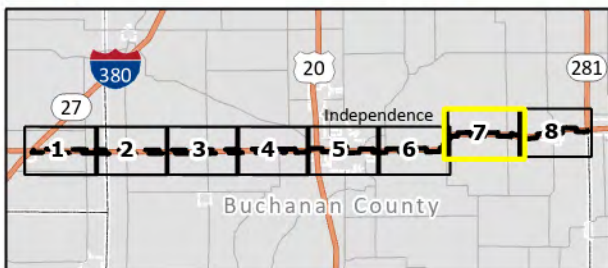


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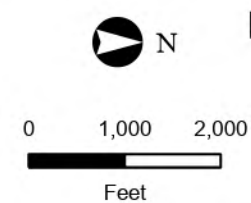
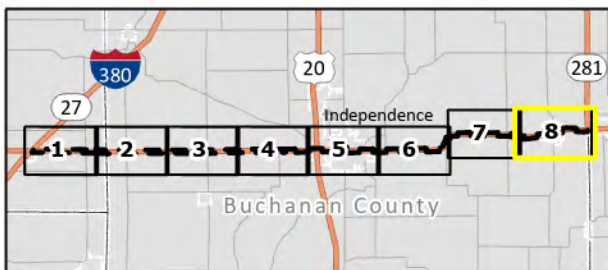
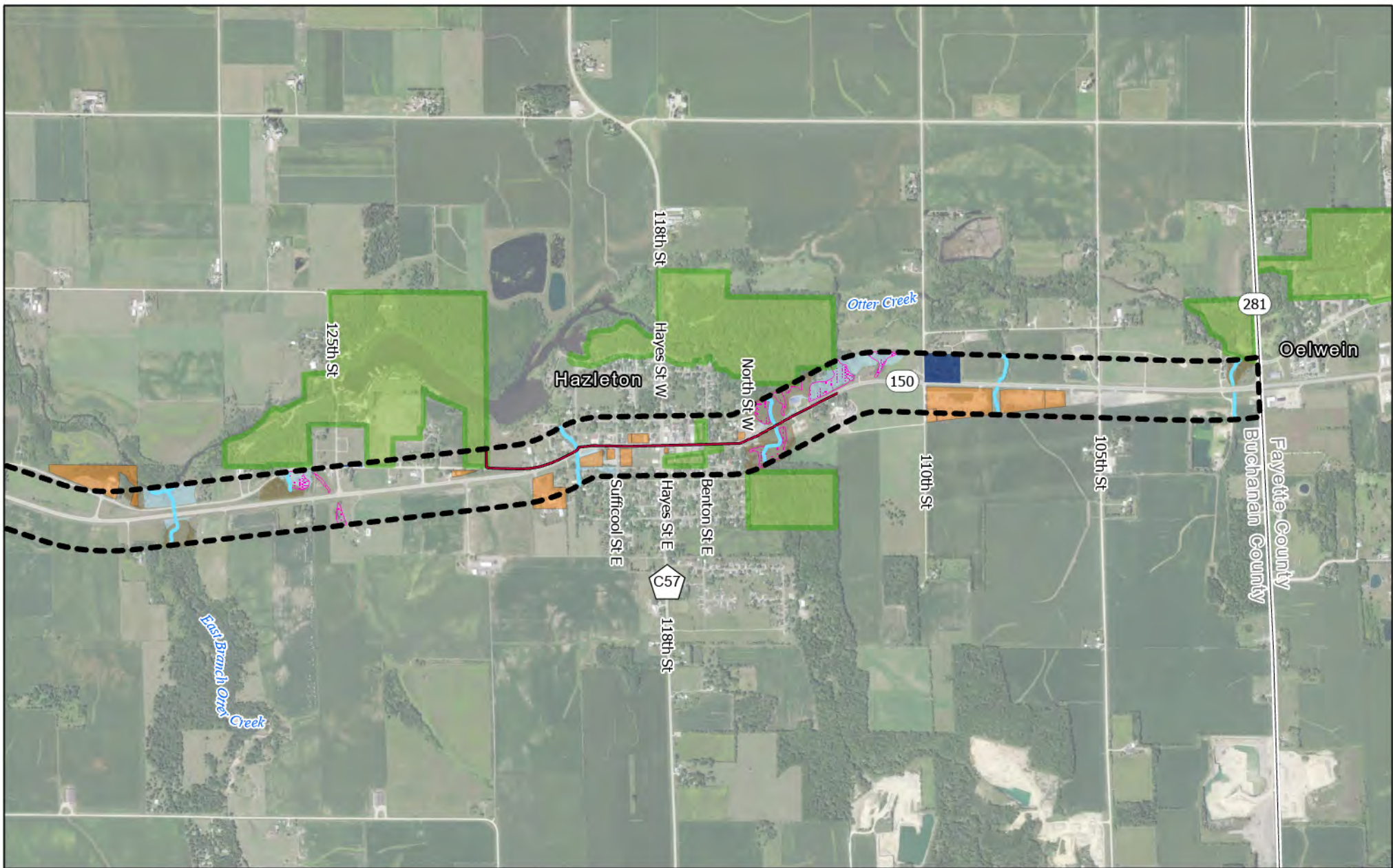


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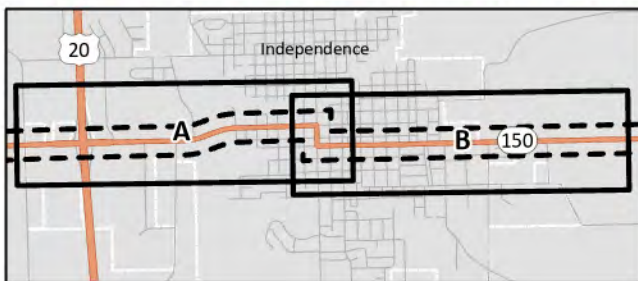
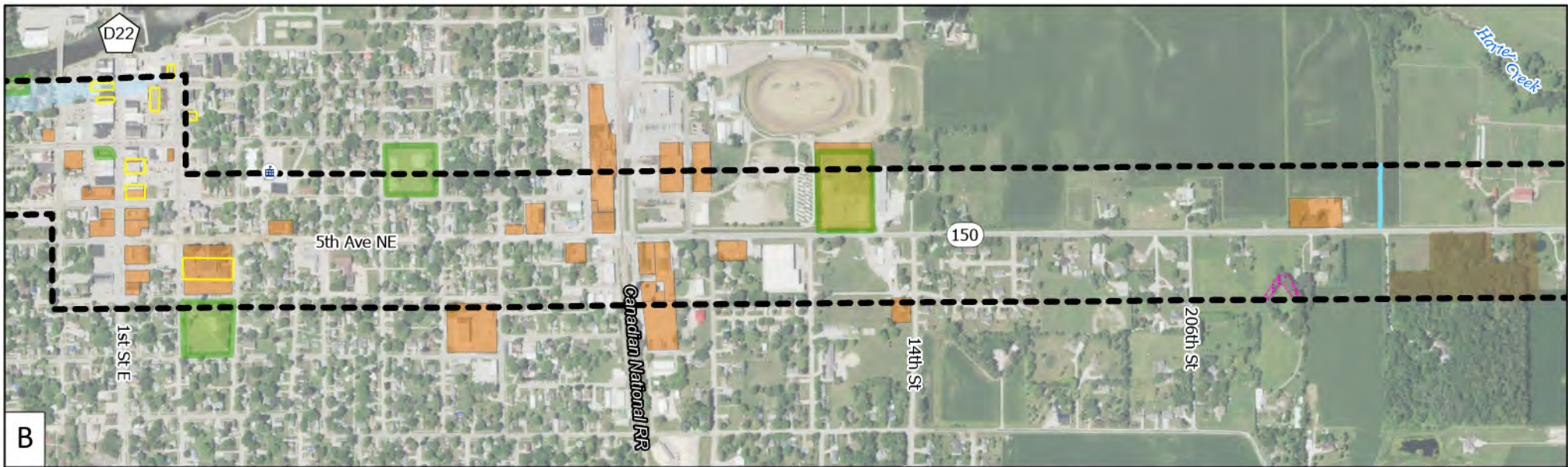
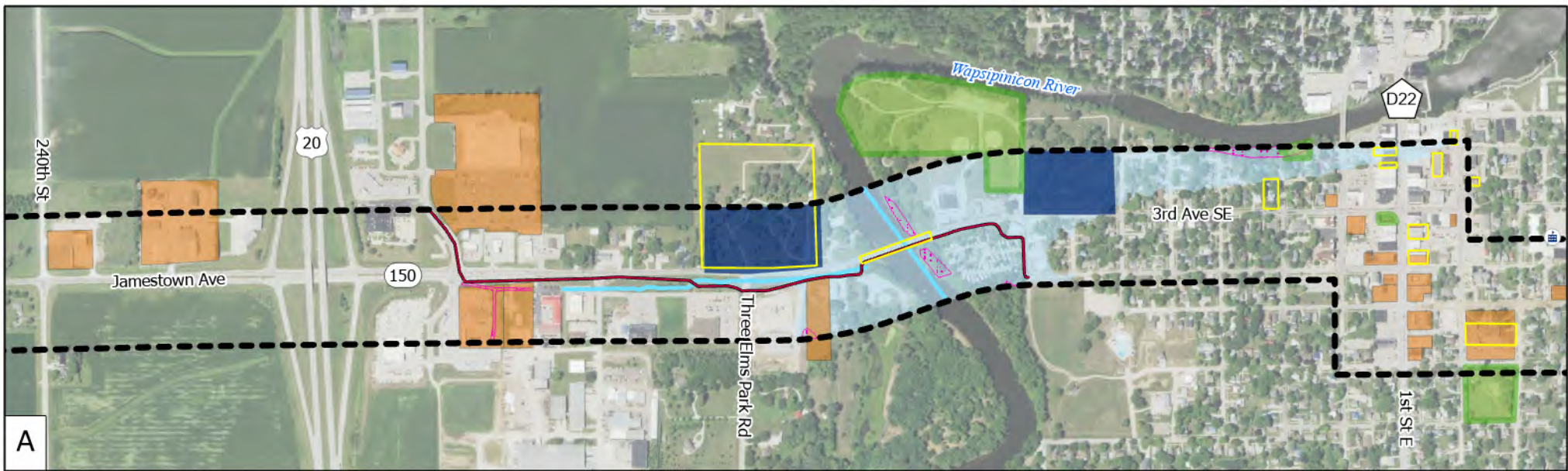


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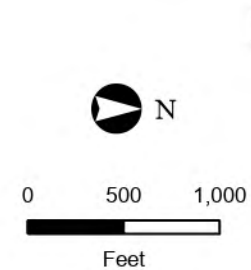
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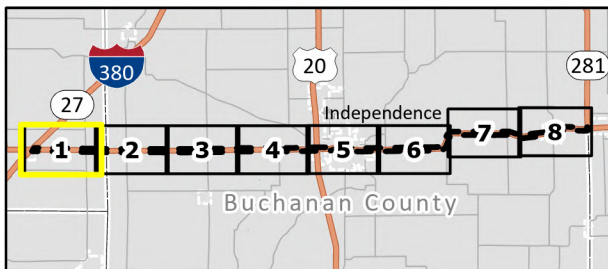
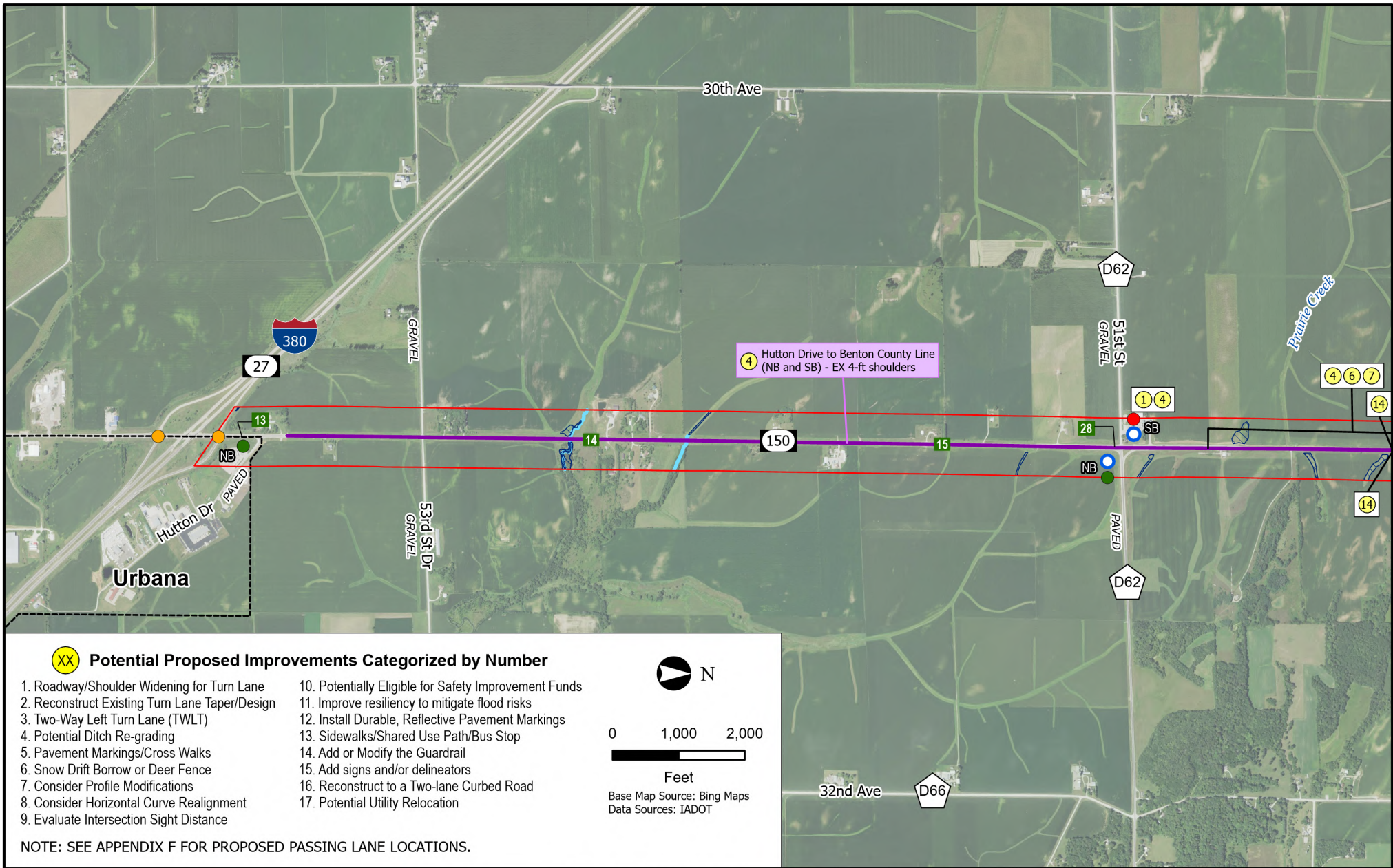
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Environmental Constraints IA 150 Super Two Study City of Independence



APPENDIX E – PROPOSED IMPROVEMENTS



IA 150 Corridor Legend

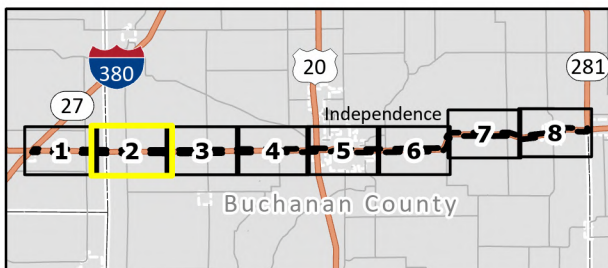
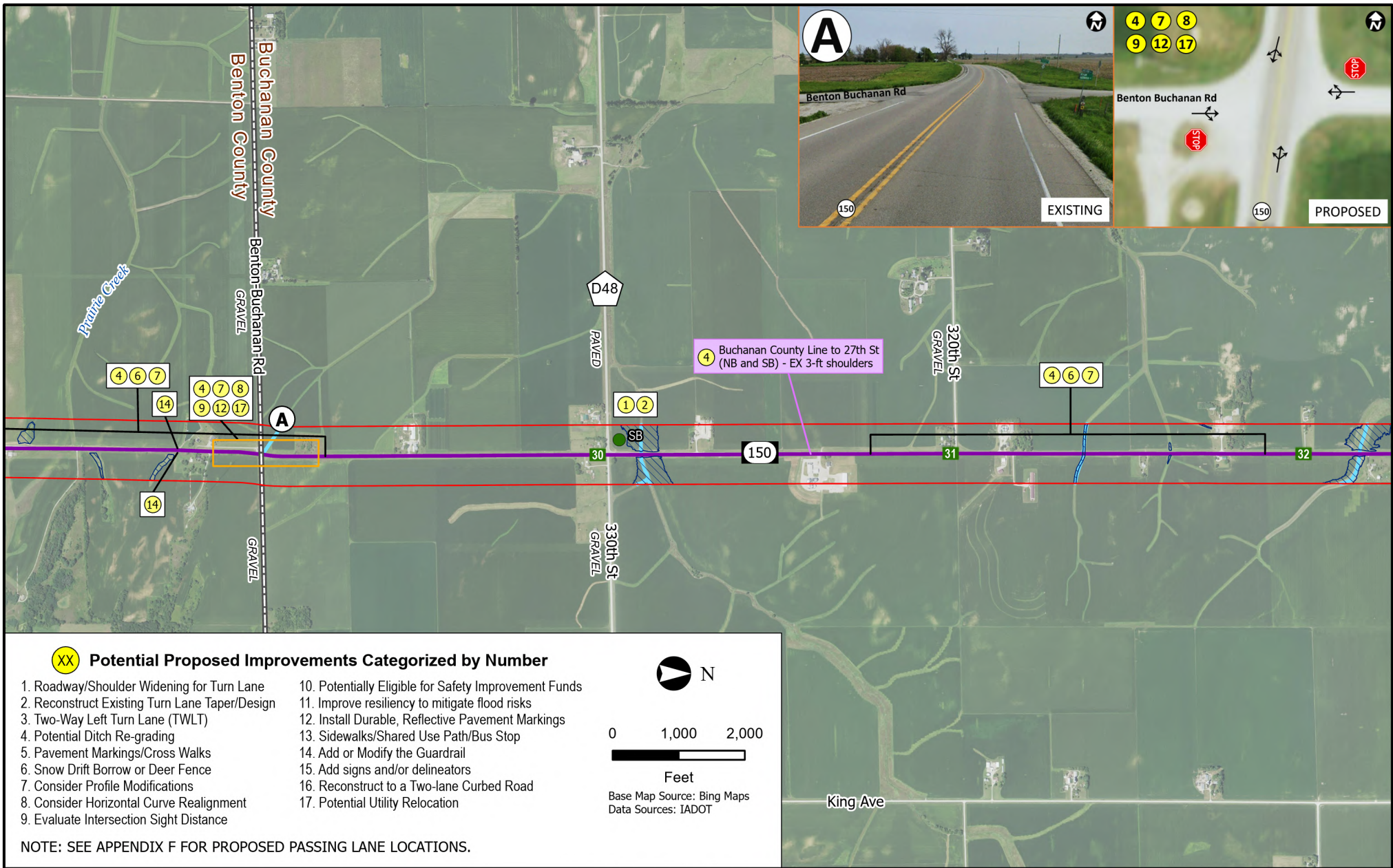
- Study Area
- City Limits Boundary
- IA 150 Mile Post
- Signalized Intersection (Existing)
- Existing Climbing/Auxiliary Lane
- Shoulder - 10 ft Paved
- Existing Floodplain/Wetland
- Outside Scope of Study
- Adequate Left Turn Lane
- Proposed Left Turn Lane
- Adequate Right Turn Lane
- Proposed Offset Right Turn Lane
- Upgrade to Offset Right Turn Lane
- XX Proposed Improvement

Intersection Inset Legend

- ⇌ Existing Lane Configuration
- Re-stripe to a thru lane
- ↵ Left Turn Lane
- ↵ Offset Right Turn Lane
- Signalized Intersection
- Proposed Design Element

IA 150 Super Two Study Proposed Improvements

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IA 150 Corridor Legend

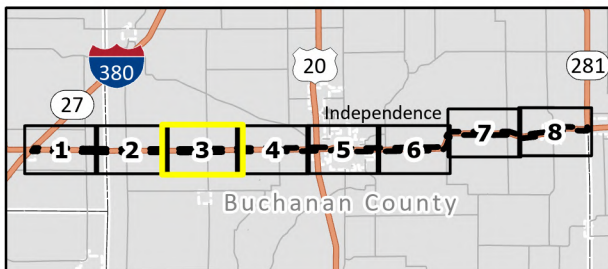
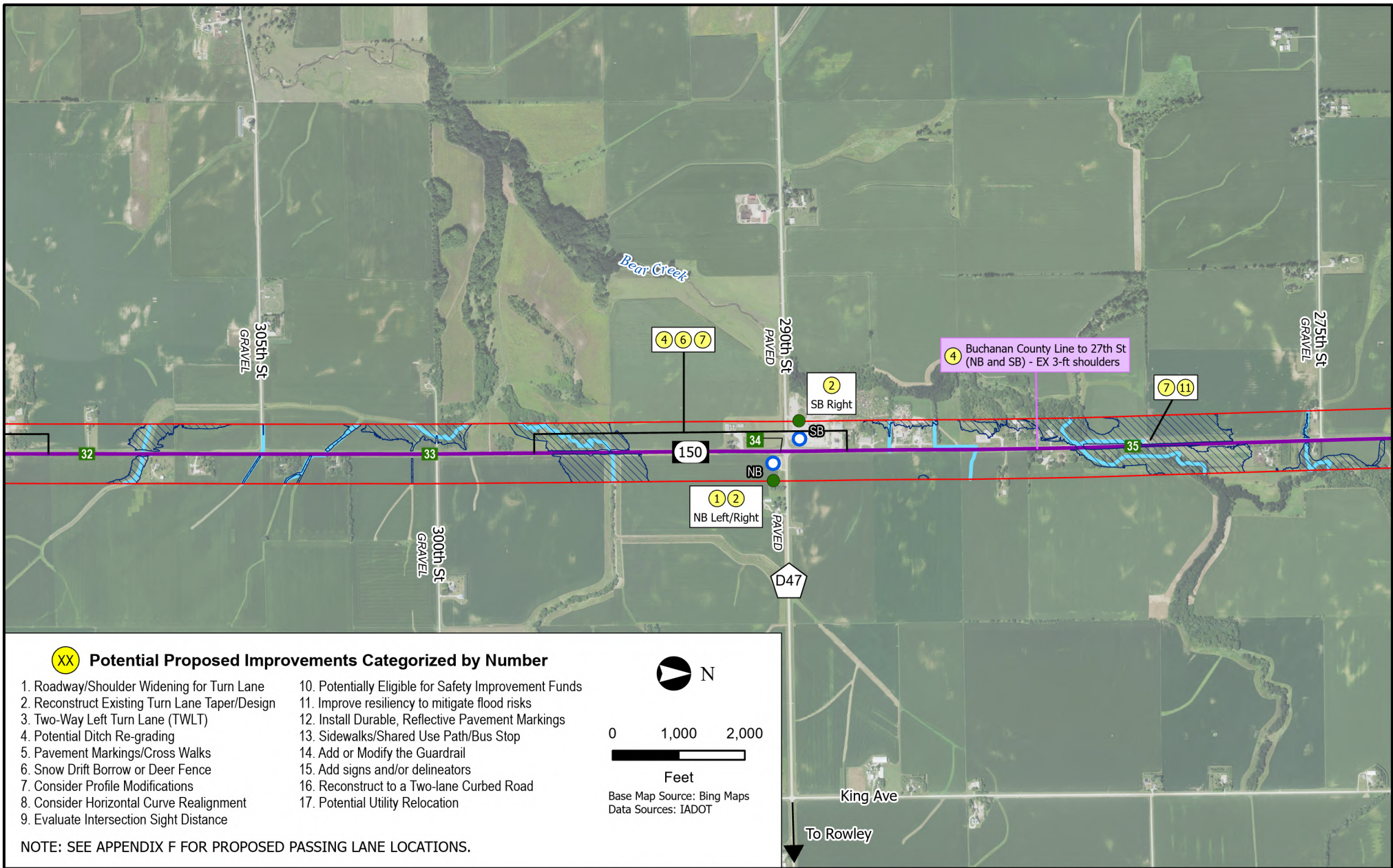
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- Proposed Left Turn Lane
- Adequate Right Turn Lane
- Proposed Offset Right Turn Lane
- Upgrade to Offset Right Turn Lane
- XX Proposed Improvement

Intersection Inset Legend

- ⇌ Existing Lane Configuration
- Re-stripe to a thru lane
- Left Turn Lane
- Offset Right Turn Lane
- Signalized Intersection
- Proposed Design Element

IA 150 Super Two Study Proposed Improvements

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IA 150 Corridor Legend

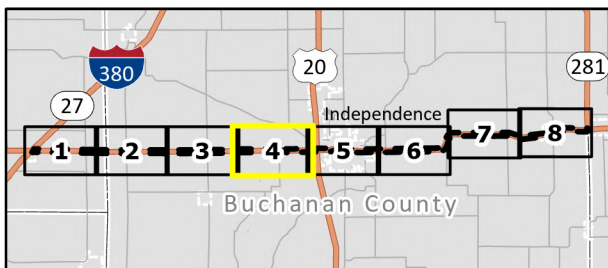
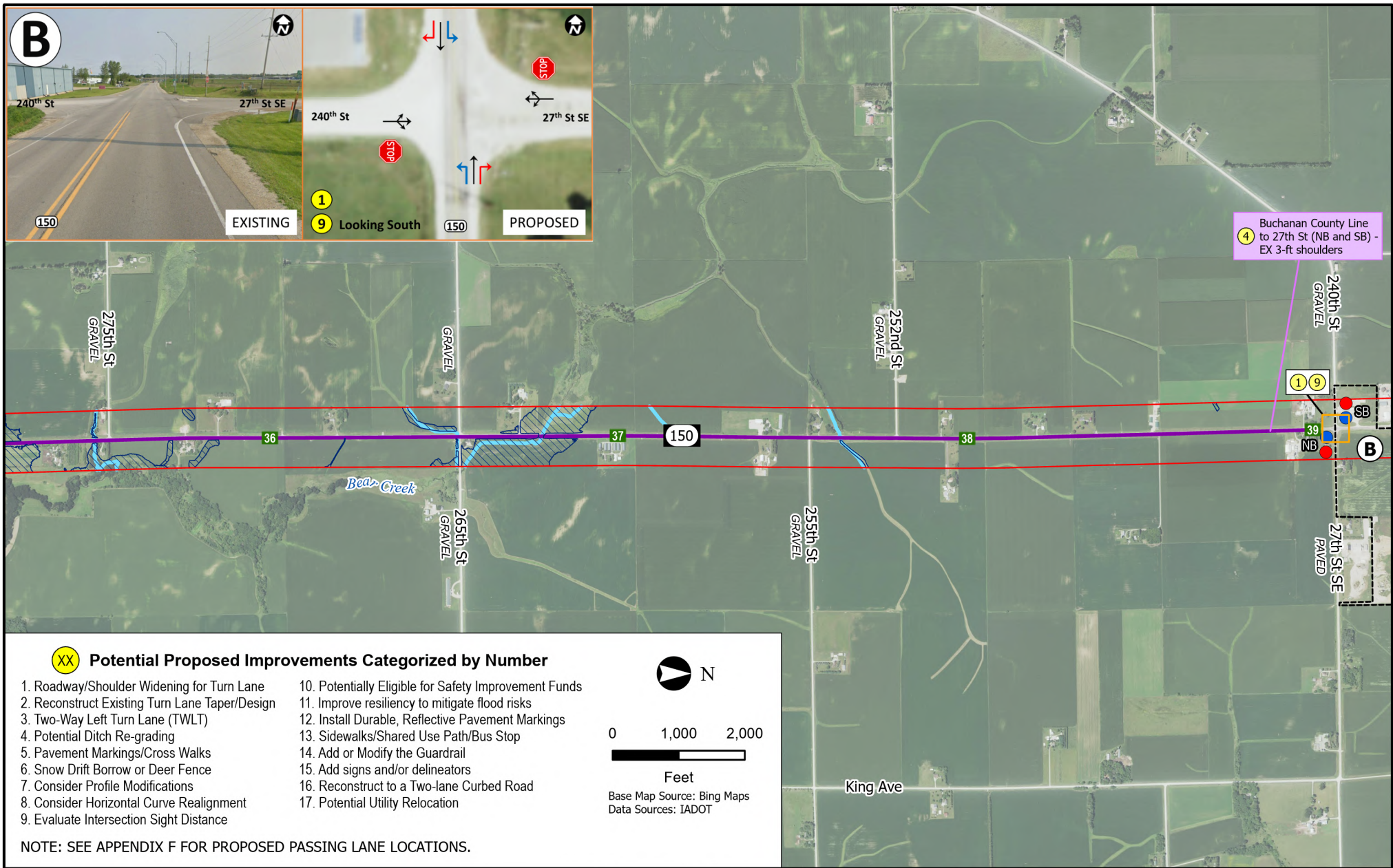
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- Proposed Left Turn Lane
- Adequate Right Turn Lane
- Proposed Offset Right Turn Lane
- Upgrade to Offset Right Turn Lane
- XX Proposed Improvement

Intersection Inset Legend

- Existing Lane Configuration
- Re-stripe to a thru lane
- Left Turn Lane
- Offset Right Turn Lane
- Signalized Intersection
- Proposed Design Element

IA 150 Super Two Study Proposed Improvements

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IA 150 Corridor Legend

- Study Area
- City Limits Boundary
- IA 150 Mile Post
- Signalized Intersection (Existing)
- Existing Climbing/Auxiliary Lane
- Shoulder - 10 ft Paved
- Existing Floodplain/Wetland
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- Adequate Right Turn Lane
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- Upgrade to Offset Right Turn Lane
- Proposed Improvement

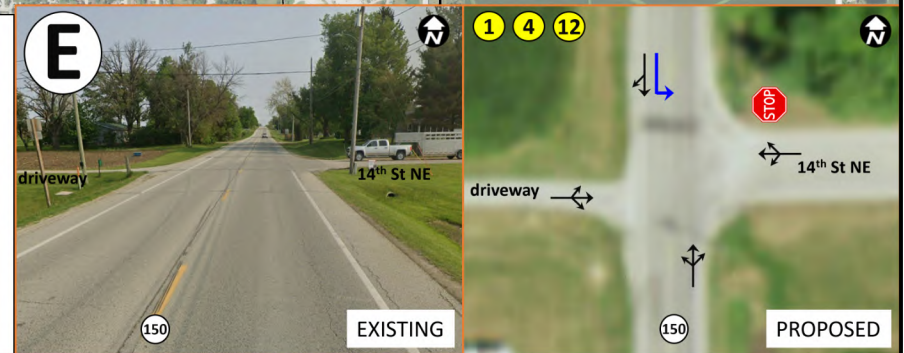
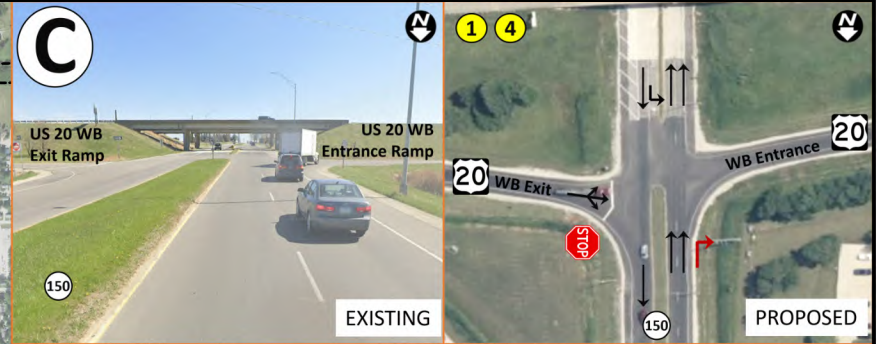
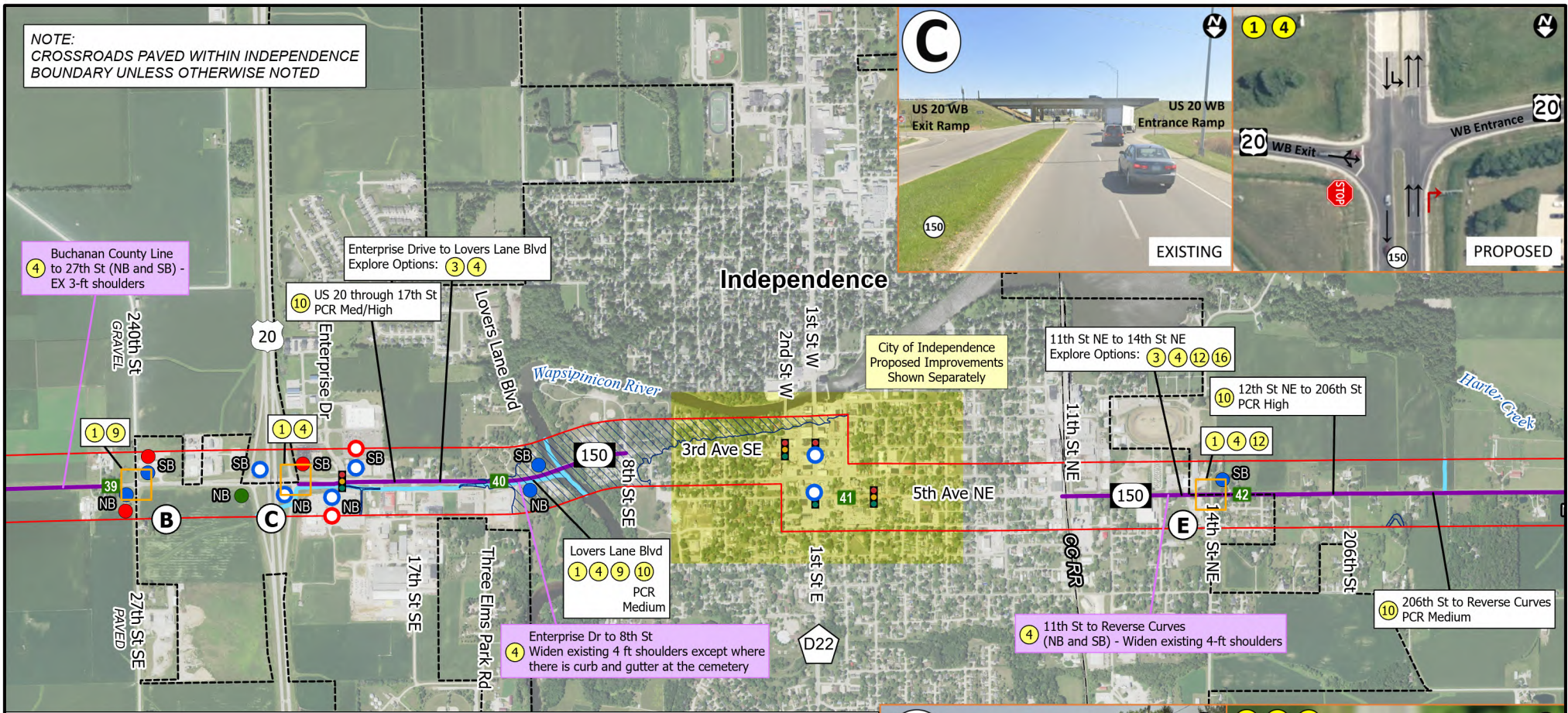
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- Signalized Intersection
- Proposed Design Element

IA 150 Super Two Study Proposed Improvements

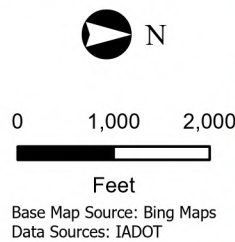
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NOTE:
CROSSROADS PAVED WITHIN INDEPENDENCE
BOUNDARY UNLESS OTHERWISE NOTED

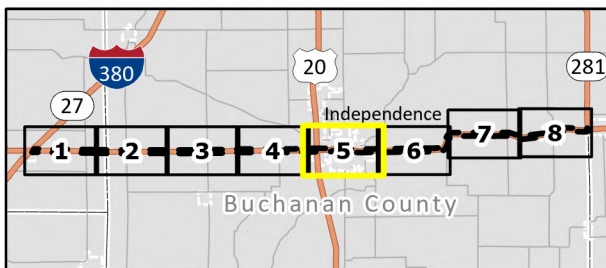


XX Potential Proposed Improvements Categorized by Number

1. Roadway/Shoulder Widening for Turn Lane
2. Reconstruct Existing Turn Lane Taper/Design
3. Two-Way Left Turn Lane (TWLT)
4. Potential Ditch Re-grading
5. Pavement Markings/Cross Walks
6. Snow Drift Borrow or Deer Fence
7. Consider Profile Modifications
8. Consider Horizontal Curve Realignment
9. Evaluate Intersection Sight Distance
10. Potentially Eligible for Safety Improvement Funds
11. Improve resiliency to mitigate flood risks
12. Install Durable, Reflective Pavement Markings
13. Sidewalks/Shared Use Path/Bus Stop
14. Add or Modify the Guardrail
15. Add signs and/or delineators
16. Reconstruct to a Two-lane Curbed Road
17. Potential Utility Relocation



NOTE: SEE APPENDIX F FOR PROPOSED PASSING LANE LOCATIONS.



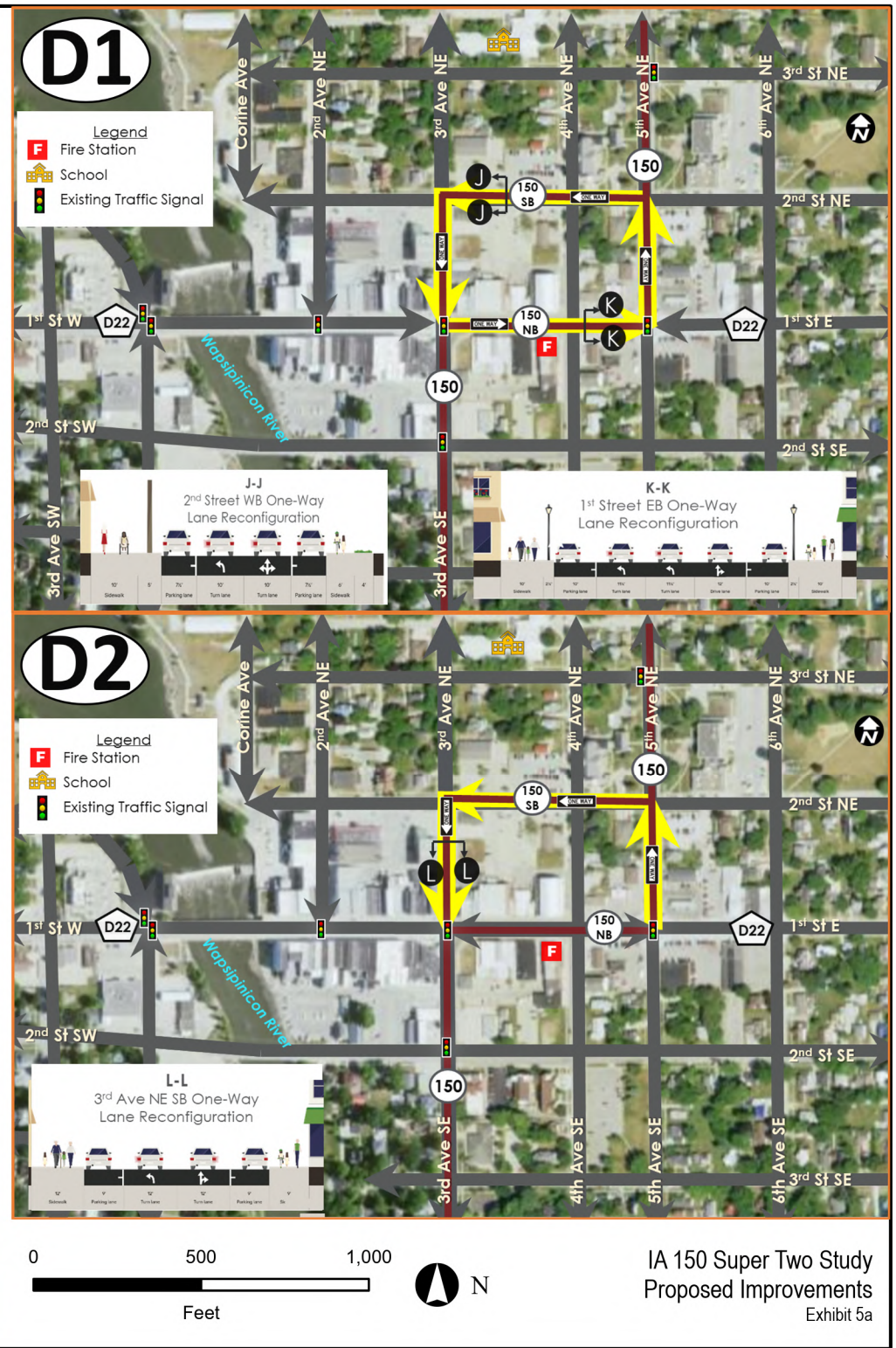
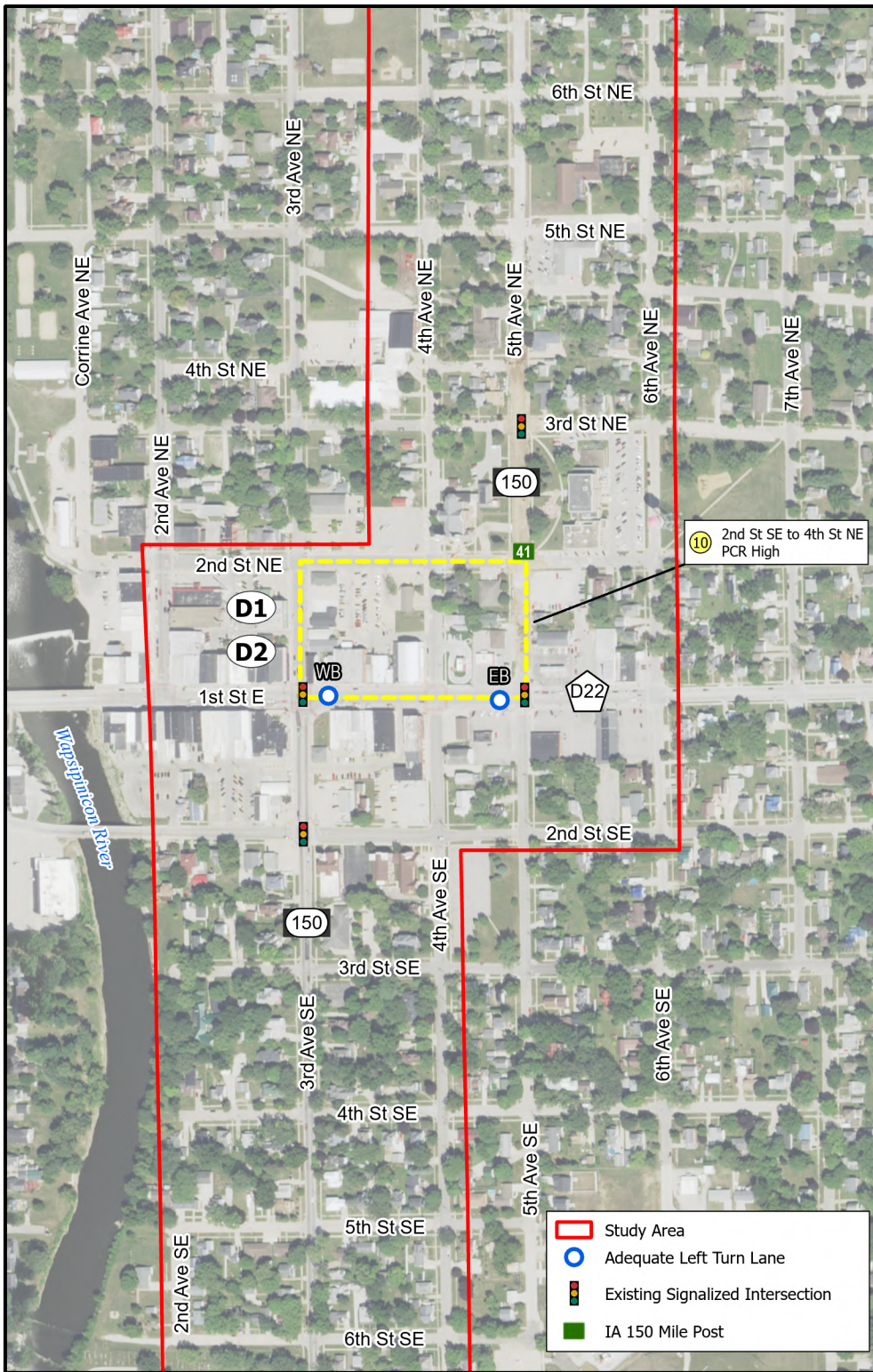
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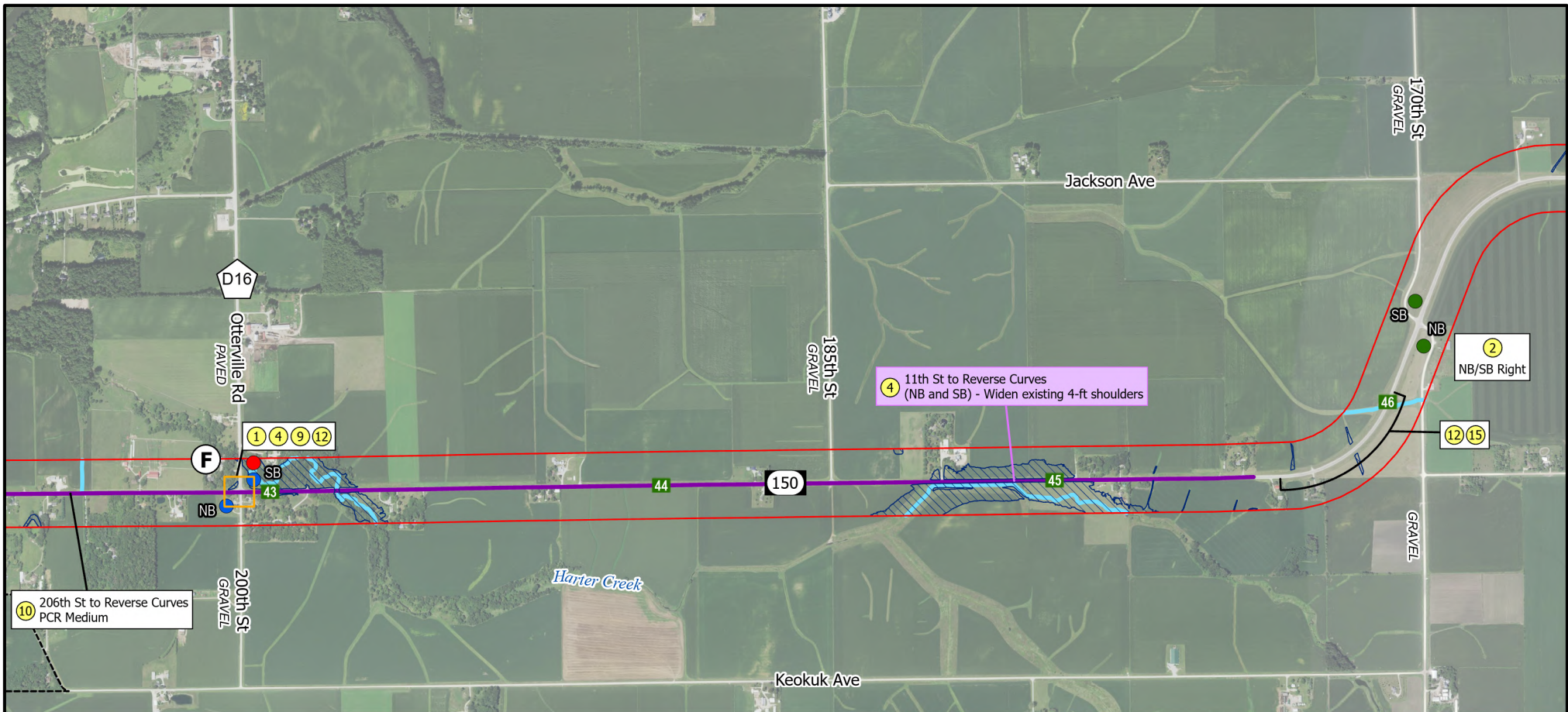
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- Adequate Right Turn Lane
- Proposed Offset Right Turn Lane
- Upgrade to Offset Right Turn Lane
- Proposed Improvement

Intersection Inset Legend

- ↔ Existing Lane Configuration
- ↔ Re-stripe to a thru lane
- ↔ Left Turn Lane
- ↔ Offset Right Turn Lane
- Signalized Intersection
- Proposed Design Element

IA 150 Super Two Study Proposed Improvements

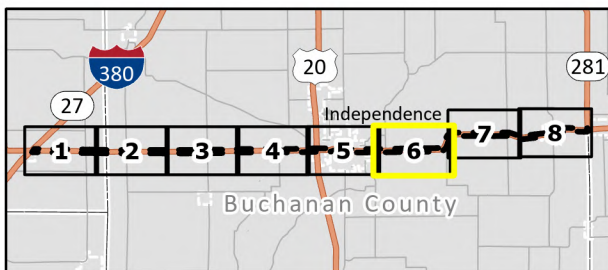
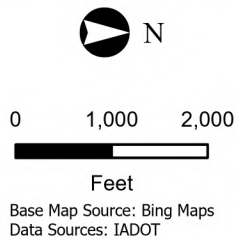




XX Potential Proposed Improvements Categorized by Number

- | | |
|--|---|
| 1. Roadway/Shoulder Widening for Turn Lane | 10. Potentially Eligible for Safety Improvement Funds |
| 2. Reconstruct Existing Turn Lane Taper/Design | 11. Improve resiliency to mitigate flood risks |
| 3. Two-Way Left Turn Lane (TWLT) | 12. Install Durable, Reflective Pavement Markings |
| 4. Potential Ditch Re-grading | 13. Sidewalks/Shared Use Path/Bus Stop |
| 5. Pavement Markings/Cross Walks | 14. Add or Modify the Guardrail |
| 6. Snow Drift Borrow or Deer Fence | 15. Add signs and/or delineators |
| 7. Consider Profile Modifications | 16. Reconstruct to a Two-lane Curbed Road |
| 8. Consider Horizontal Curve Realignment | 17. Potential Utility Relocation |
| 9. Evaluate Intersection Sight Distance | |

NOTE: SEE APPENDIX F FOR PROPOSED PASSING LANE LOCATIONS.



IA 150 Corridor Legend

- | | |
|------------------------------------|-----------------------------------|
| Study Area | Outside Scope of Study |
| City Limits Boundary | Adequate Left Turn Lane |
| IA 150 Mile Post | Proposed Left Turn Lane |
| Signalized Intersection (Existing) | Adequate Right Turn Lane |
| Existing Climbing/Auxiliary Lane | Proposed Offset Right Turn Lane |
| Shoulder - 10 ft Paved | Upgrade to Offset Right Turn Lane |
| Existing Floodplain/Wetland | Proposed Improvement |

Intersection Inset Legend

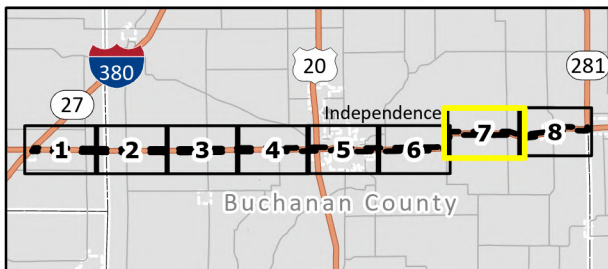
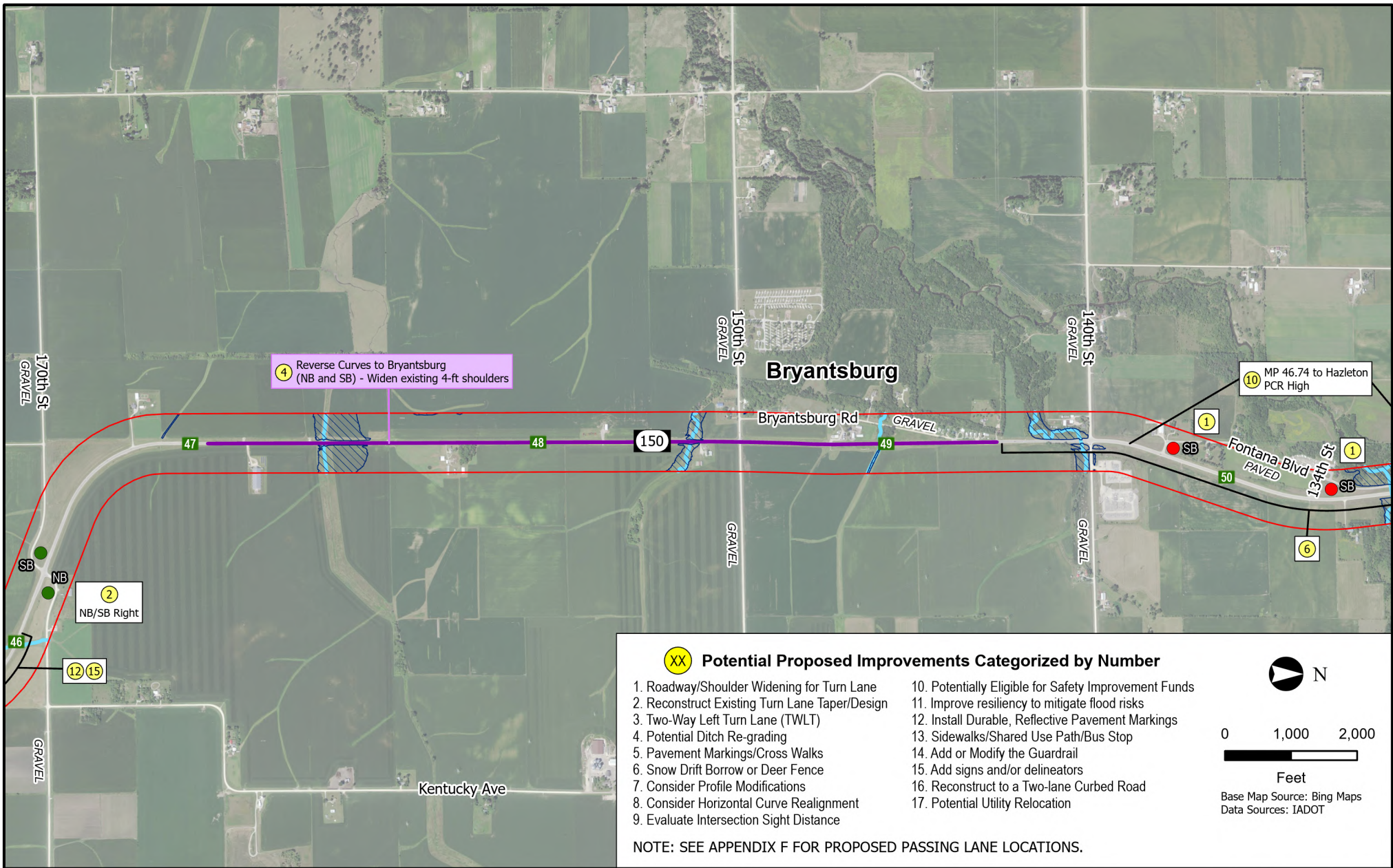
- | |
|-----------------------------|
| Existing Lane Configuration |
| Re-stripe to a thru lane |
| Left Turn Lane |
| Offset Right Turn Lane |
| Signalized Intersection |
| Proposed Design Element |

IA 150 Super Two Study Proposed Improvements

Page 6 of 8



April 1, 2024



IA 150 Corridor Legend

- Study Area
- City Limits Boundary
- IA 150 Mile Post
- Signalized Intersection (Existing)
- Existing Climbing/Auxiliary Lane
- Shoulder - 10 ft Paved
- Existing Floodplain/Wetland

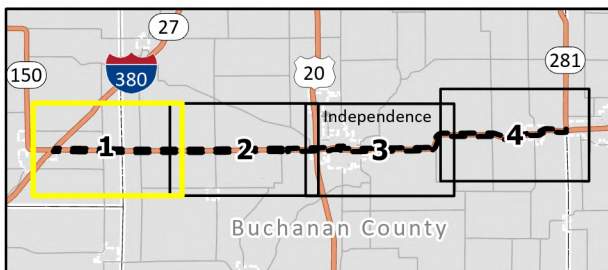
- Outside Scope of Study
- Adequate Left Turn Lane
- Proposed Left Turn Lane
- Adequate Right Turn Lane
- Proposed Offset Right Turn Lane
- Upgrade to Offset Right Turn Lane
- Proposed Improvement

Intersection Inset Legend

- Existing Lane Configuration
- Re-stripe to a thru lane
- Left Turn Lane
- Offset Right Turn Lane
- Signalized Intersection
- Proposed Design Element

IA 150 Super Two Study
Proposed Improvements
Page 7 of 8

APPENDIX F – PROPOSED PASSING LANE LOCATIONS



- Study Area
- Proposed Northbound Passing Lane
- Proposed Southbound Passing Lane
- Existing Bridge
- Existing Multiple Barrel Reinforced Concrete Box Culvert
- Stream
- IA 150 Mile Post



0 2,000 4,000
Feet

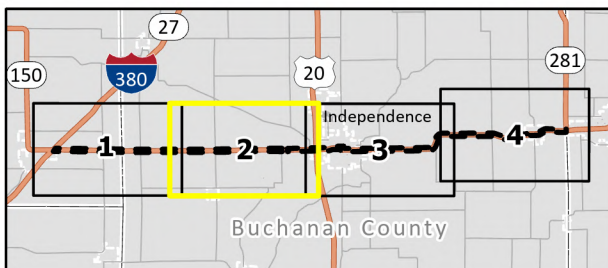
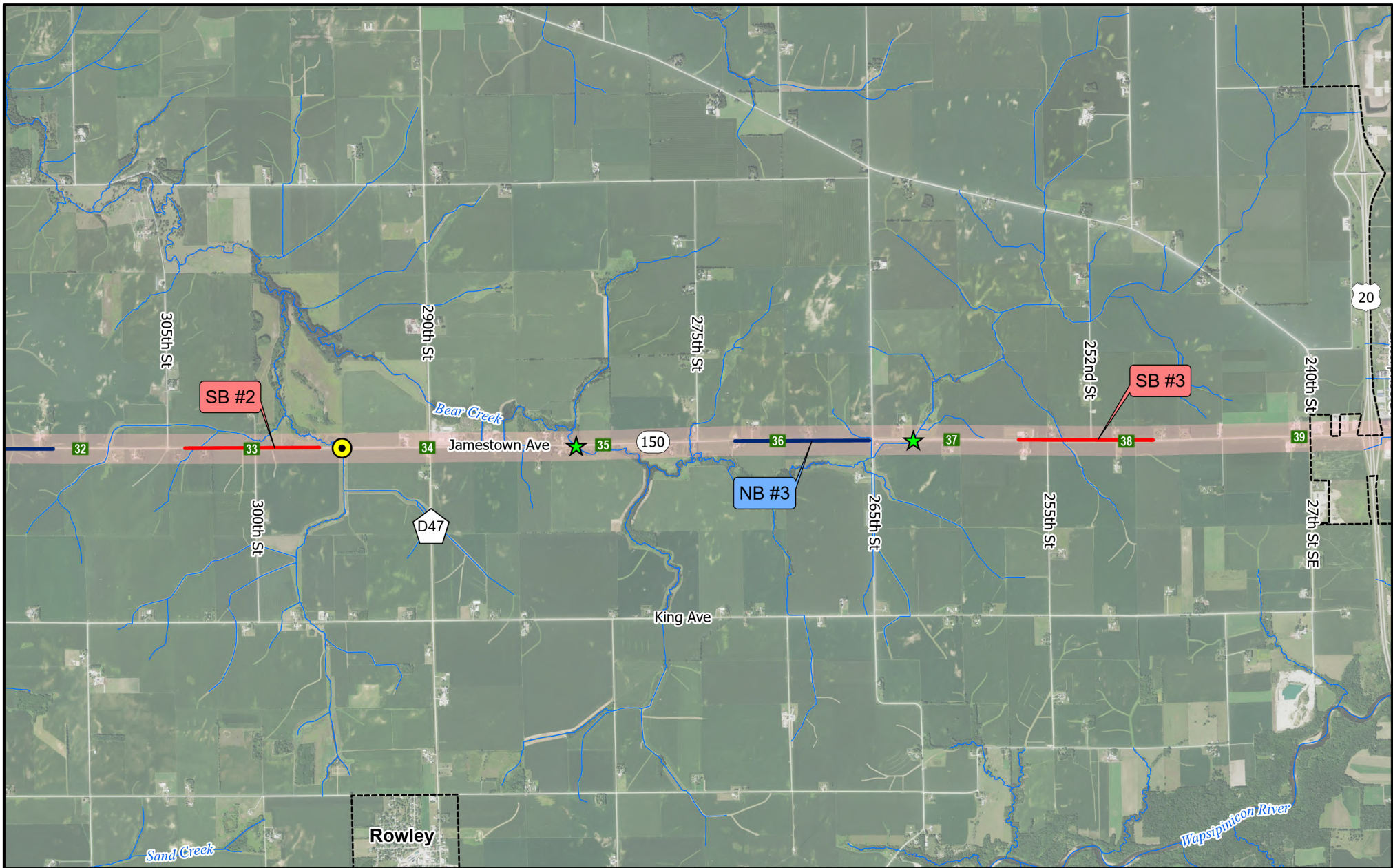
Base Map Source: NAIP Imagery
Data Source: IADOT

IA 150 Super Two Study
Proposed Passing Lanes
Page 1 of 4

Jacobs

12/12/2023





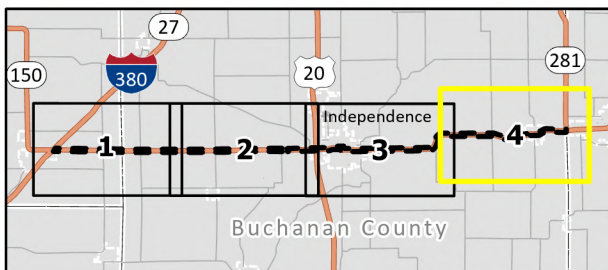
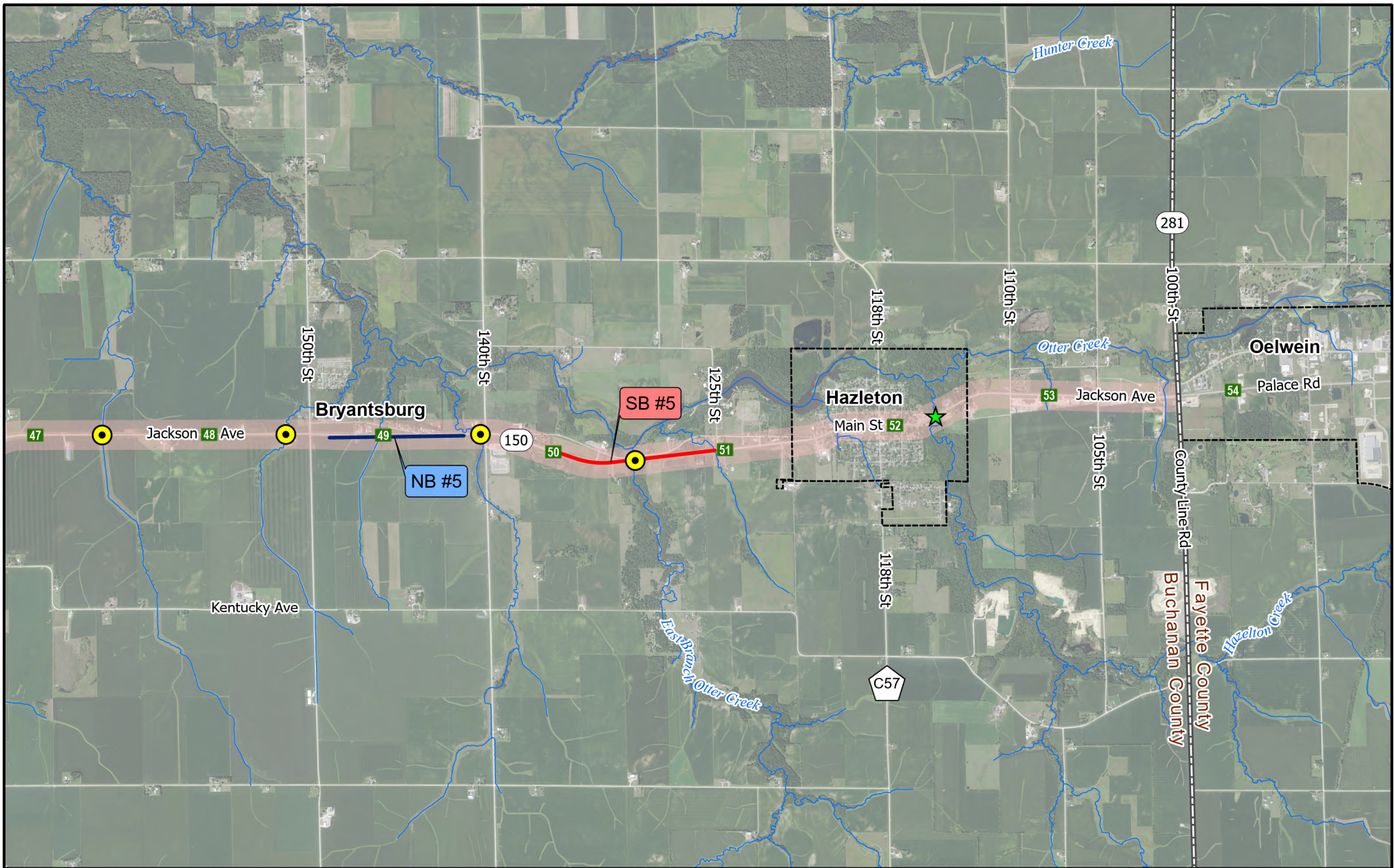
- Study Area
- Proposed Northbound Passing Lane
- Proposed Southbound Passing Lane
- Existing Bridge
- Existing Multiple Barrel Reinforced Concrete Box Culvert
- Stream
- IA 150 Mile Post



0 2,000 4,000
Feet

Base Map Source: NAIP Imagery
Data Source: IADOT

IA 150 Super Two Study
Proposed Passing Lanes
Page 2 of 4



- Study Area
- Proposed Northbound Passing Lane
- Proposed Southbound Passing Lane
- Existing Bridge
- Existing Multiple Barrel Reinforced Concrete Box Culvert
- Stream
- IA 150 Mile Post



0 2,000 4,000
Feet

Base Map Source: NAIP Imagery
Data Source: IADOT

IA 150 Super Two Study
Proposed Passing Lanes
Page 4 of 4

Jacobs

12/12/2023



APPENDIX G – IMAGES OF BEGINNING AND END OF PROPOSED PASSING LANES

Start of NB #1 Looking North



End of NB #1 Looking South



Start of SB #1 Looking South



End of SB #1 Looking North



Start of NB #2 Looking North



End of NB #2 Looking South



Start of SB #2 Looking South



End of SB #2 Looking North



Start of NB #3 Looking North



End of NB #3 Looking South



Start of SB #3 Looking South



End of SB #3 Looking North



Start of NB #4 Looking North



End of NB #4 Looking South



Start of SB #4 Looking South



End of SB #4 Looking North



Start of NB #5 Looking North



End of NB #5 Looking South



Start of SB #5 Looking South



End of SB #5 Looking North



APPENDIX H – STAKEHOLDER CORRESPONDENCE

**Email from Central Iowa Power Cooperative
(Received 01/25/2023)**

From: Adam Clymer
Sent: Wednesday, January 25, 2023 2:05 PM
To: Billhorn, Krista
Cc: Dan Ketchum; Chad Hildreth; Tim Root

Subject: IA 150 Planning Study - NHSX-150-2(30)--3H-06

Krista,

CIPCO received the DOT letter regarding the Hwy 150 Super-2 planning study. CIPCO has a 69kV transmission line along the route from Hwy 20 south 5.5 miles to 290th St which is west of the town of Rowley. CIPCO has all private easement for this line(s). If the DOT plans to acquire additional ROW, the CIPCO line will need to be moved at the expense of the DOT.

Please keep CIPCO informed regarding the progress of the project.

Thanks,
Adam Clymer
Senior Transmission Engineer
Central Iowa Power Cooperative (CIPCO)
Main: 319.734.4323 Cell: 319.521.7263

Letter from Hazelton Resident
(Received 02/01/2023)

Krista

I live along Hwy 150 south of Hazelton about a mile across from Jaspers RV. My street is 133rd. I have a creek which the state put a culvert in when they rebuilt Hwy 150 years ago. I think the project would be a good idea,

Here is my concern a couple of years ago I applied to have some creek bank erosion fixed the project was approved but for one item. The state archeologist had information there were Native American settlements here and needed to do a study. I did not proceed with my project.

If you proceed with yours you might want to go back when they rebuilt the road and check that study so you don't run into the same issue.

Again, I think your plan is a good one

Record of Conversation (01/25/2023)

Media Contact

SUBMITTED BY

Submitted by: Krista Billhorn

Submitter's email: Krista.Billhorn@iowadot.us

Bureau/Division: Transportation Development

CONTACTED BY

Contacted by: Jeff Holmes

Business/Office: Vinton Newspaper

City: Vinton

State: IA

Phone: 319-472-2311

Email:

DISCUSSION

Discussion summary:

Mr. Holmes called about the IA 150 PEL study and what it entailed. We discussed passing opportunities, turning lanes, and improvement alternatives in Independence. Mr. Holmes will use the map from the PowerPoint on our public meeting website as a graphic in his news article. He stated his news company has readership in all cities along IA 150 from in Calmar to Vinton.

Is any additional follow-up required? No



February 2, 2023

Leo Lodholz
1927 133rd Street
Hazelton, IA 50641-9610

Dear Mr. Lodholz,

Thank you for sending your comment regarding the potential for Native American settlements that may be protected. For each project, we must do research for any type of protected item, be it historic, and animal or plant related. We have a team of people that begin the research on known information as well as conduct research and verification on location, in some instances. We are Federally required to do so. By all means, we appreciate the reminder.

Hopefully the study will give us good information for future projects that will enhance the IA 150 highway corridor.

Thank you very much for taking the time to write to me with your information and support for the study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Krista L. Billhorn', with a stylized, cursive script.

Krista L. Billhorn
District Planner

KLB/ac

Email Correspondence (January 2023)
Media Contact

From: Billhorn, Krista
Sent: Tuesday, January 31, 2023 10:09 AM
To: XXXX; Kluesner, Terrance <TERRY.KLUESNER@IOWADOT.US>
Cc: XXXX
Subject: RE: Planning study on Iowa 150 - A proposed driveway

Good morning XXXX,
I am forwarding your request to the appropriate staff at the District 6 office in Cedar Rapids. I am a Planner that works on projects and studies before they go to engineering. You will be working with Terry Kluesner, an Engineering Operations Technician, that will review the location and if it can be done by a Permit. Thank you for contacting me.

Terry, please see the attached request for a driveway.

Thank you all,
Krista

From: XXXX
Sent: Monday, January 30, 2023 9:47 PM
To: Billhorn, Krista <Krista.Billhorn@iowadot.us>
Cc: XXXX
Subject: Fwd: Planning study on Iowa 150 - A proposed driveway

Dear Krista Billhorn,
I am resending my email as the map attached in the first email became distorted and placed markings in the wrong location. Please see the corrected map "USDA Map of farm with potential driveway location".

----- Forwarded message -----

From: XXXX
Date: Mon, Jan 30, 2023 at 9:33 PM
Subject: Planning study on Iowa 150 - A proposed driveway
To: <krista.billhorn@iowadot.us>
Cc: XXXX

Dear Krista Billhorn,

USDA United States Department of Agriculture

Bentley County, Iowa

IOWA
150

53 ST

I-380

Farm 6481
Tract 9335
Section 16-86-9 Polk

0 125 250 500 750 1,000 1,250 Feet
2015 Ortho Imagery 1 inch = 500 feet
Map Created October 26, 2016

National Wetland and SDE wetlands

- Revised Use
- Limited Restrictions
- Exempt from Conservation Compliance Provisions

United States Department of Agriculture (USDA) Farm Service Agency (FSA) maps are for FSA Program administration only. This map does not represent a legal survey or reflect a ownership, rather it depicts the information provided directly from the producer and/or National Agricultural Imagery Program (NAIP) imagery. This producer accepts the data 'as is' or assumes all risks associated with its use. USDA-FSA assumes no responsibility for actual or consequential damage incurred as a result of any user's reliance on this data outside FSA Programs. Wetland identifiers do not represent the size, shape or specific determination of the area. Refer to your original determination (CPA-026 and attached maps) for exact boundaries and determinations or contact USDA Natural Resources Conservation Service (NRCS).

Please see the attached map of the 200+ acre farm. On the map, I placed an arrow showing the proposed location, give or take. According to Google map, this location is about:

Early July 26, 2021, I spoke with Joel Keim, cell phone: 319-310-2793, of the Iowa Department of Transportation about the proposed driveway.

Best Regards,

XXXX

Pekin, IL

APPENDIX I – INDEPENDENCE STUDY

The main title of the presentation is "IA 150 Super Two Planning Study Independence Study", displayed in white text on a dark red background. The background image is a photograph of a two-lane asphalt road stretching into the distance under a blue sky with scattered white clouds. On the right side of the road, there is a grassy shoulder and a road sign that reads "NORTH 150". In the background, there are green fields, some trees, and a few buildings.

IA 150 Super Two Planning Study Independence Study

August 2023



IA 150 SUPER TWO STUDY

Today's Agenda



- Study Overview/Scope
 - Super Two Study
 - Downtown Independence Study
- Downtown Independence Alternatives
 - Study Goals and Approach
 - Alternatives Considered
 - Evaluation of Alternatives
 - PMT and Local Input
- Proposed Corridor-wide Super Two Sequencing Layouts (3 alternatives)
- Proposed Corridor-wide Improvements

IA 150 SUPER TWO STUDY

Study Overview/Scope

Study Area

- Project Limits - 28 miles in length
 - I-380 to IA 281/100th St
- Benton, Buchanan, Fayette counties

Project Purpose

- Evaluate and document existing conditions and seek stakeholder input on future needs of IA 150
- Identify possible future improvements for project development and funding

Improvements Being Explored

- Potential Super Two passing lanes
- Spot corridor improvements to address deficiencies
- IA 150 routing options in Downtown Independence

Vision Document will summarize findings and potential future improvements



INDEPENDENCE

Study Area and Scope

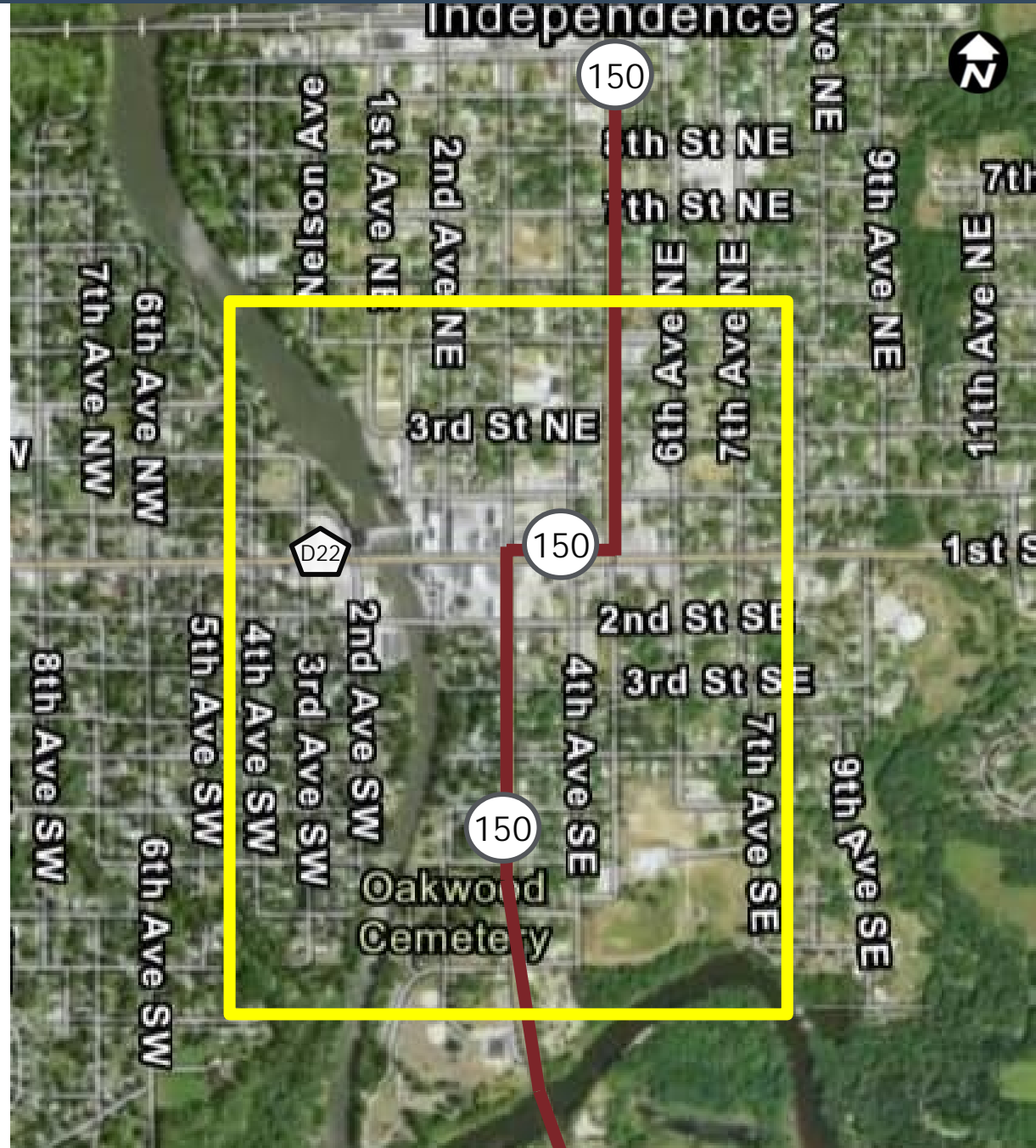
Study Area

- Downtown Independence
- Slightly expanded area of the Downtown Revitalization Plan area
- Large enough area to develop multiple options

Scope

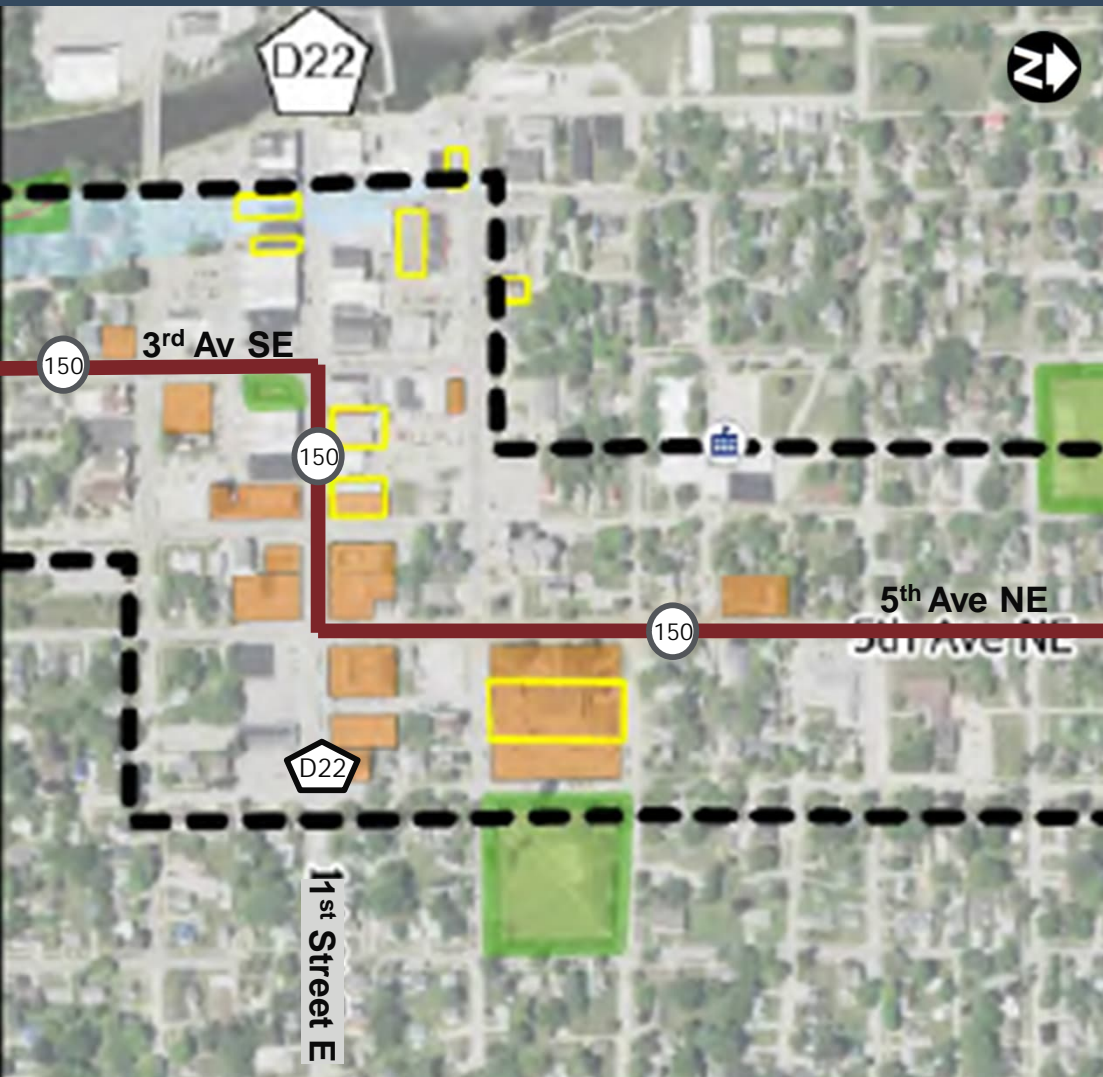
- Through town study, not a bypass study
- Develop alternatives to address travel demand along IA 150 through the downtown area
- Summarize the pros and cons of each alternative
- Screen to 2 concept alternatives, based on technical analyses and agency and stakeholder input

Downtown Independence Alternatives Development and Evaluation Process will be summarized in the Vision Document



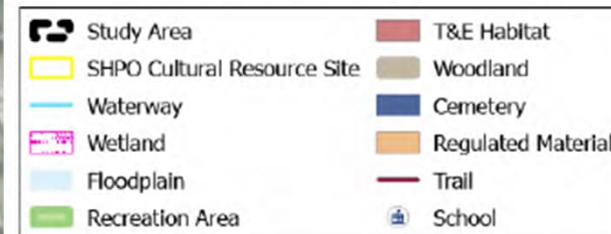
INDEPENDENCE

Environmental Resources



Environmental resources along IA 150:

- Cultural Resource/ Historic Buildings
- Recreation Areas/Parks
- Regulated Materials
- Floodplain



Base Map Source: NAIP Imagery
Data Sources: IADOT, IADNR, FEMA

INDEPENDENCE

Prior Transportation Studies

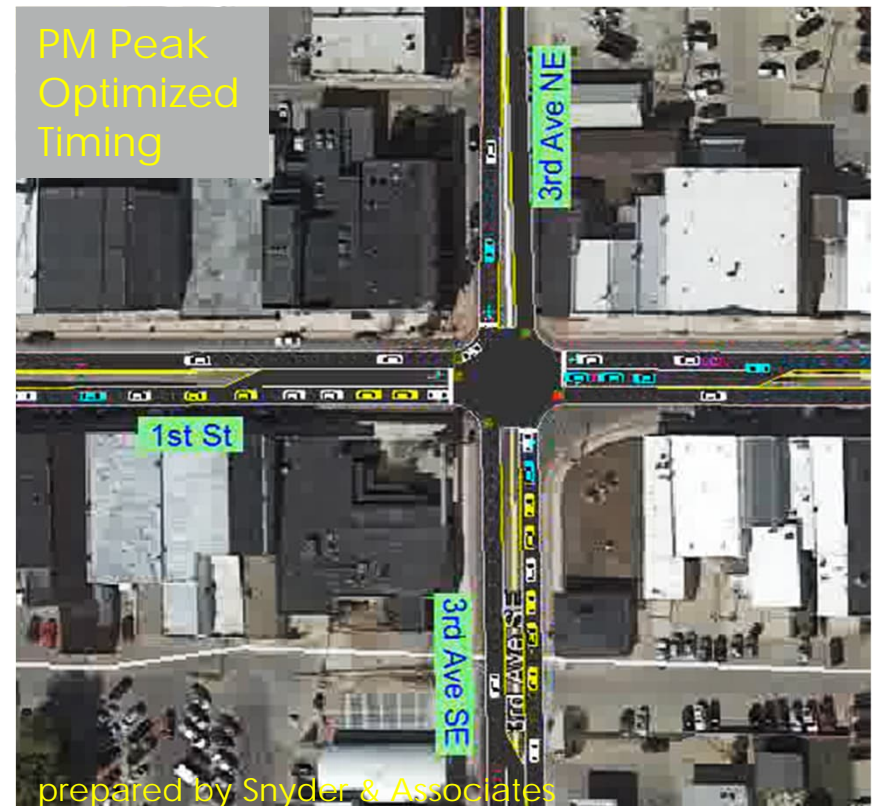
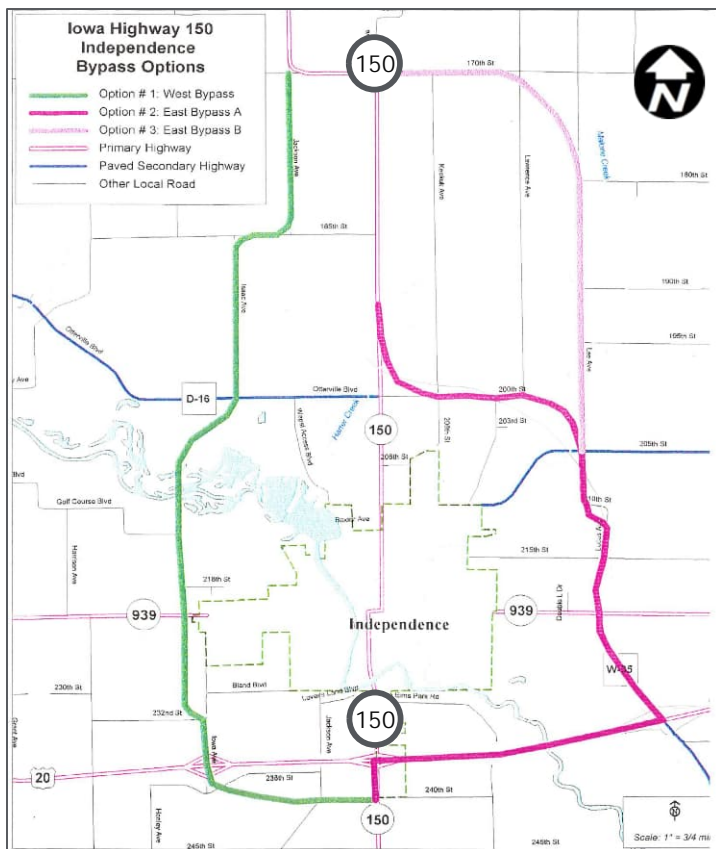
Highway 150 Corridor Study (early 2000s)

- Intended to study bypass alternatives (study not completed)
- Several issues identified >20 years ago remain:
 - No queue space between the turns
 - Pedestrian safety concerns crossing of IA 150 especially along 1st Street

Independence off-alignment alternatives are not being investigated as part of the Super Two Study

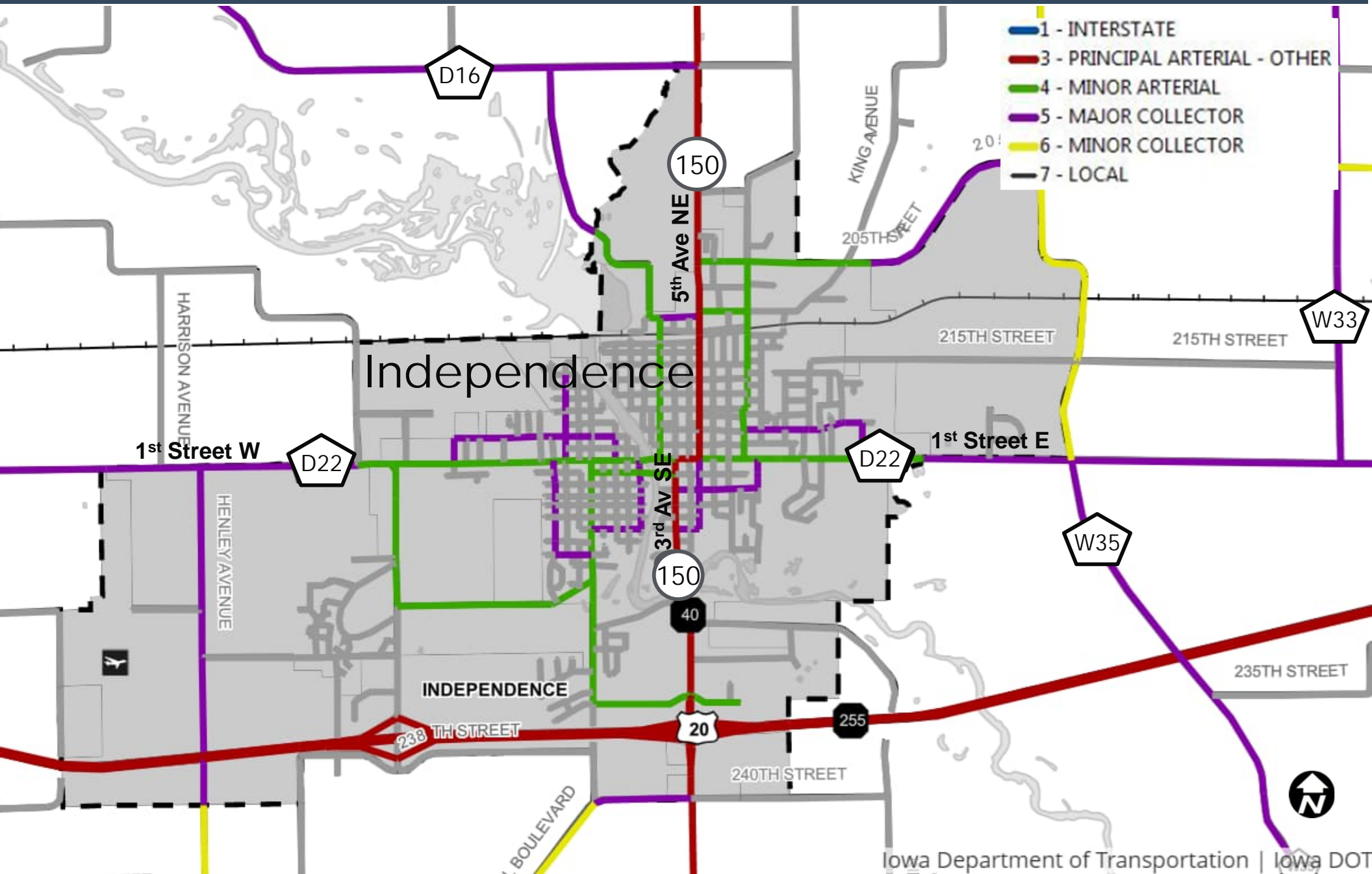
1st Street Signal Timing Improvements (TEAP study)

- Traffic signal timing was optimized to give preference to the Highway 150 movements while improving pedestrian mobility.
- AM peak and PM peak timing plans with 80 second cycles
- Additional green and all-way red time added to each movement.
- The proposed improvements are expected to increase driver delay along IA 150 and CR D22.



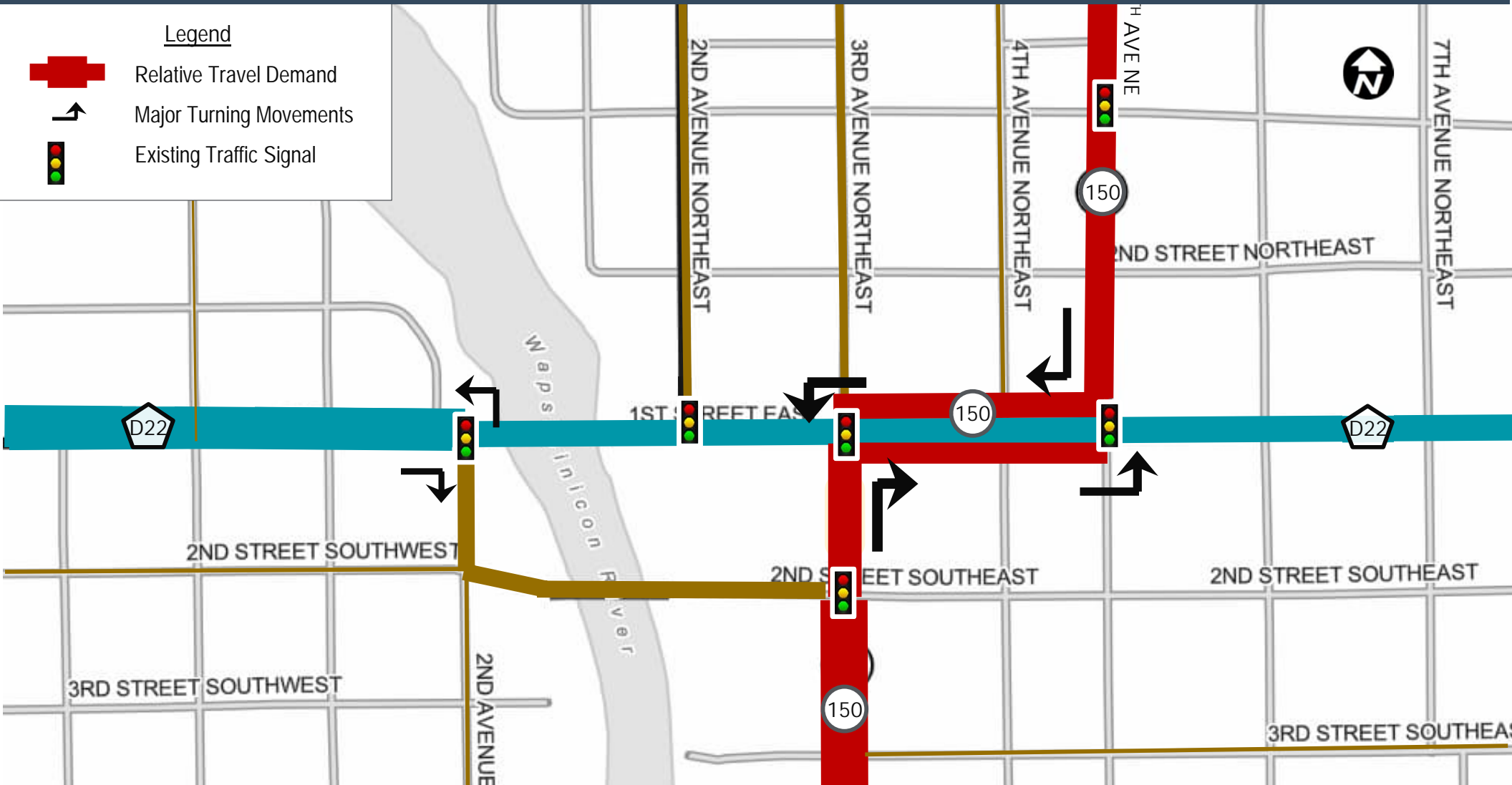
INDEPENDENCE

Existing Transportation Network



INDEPENDENCE

Existing Travel Patterns

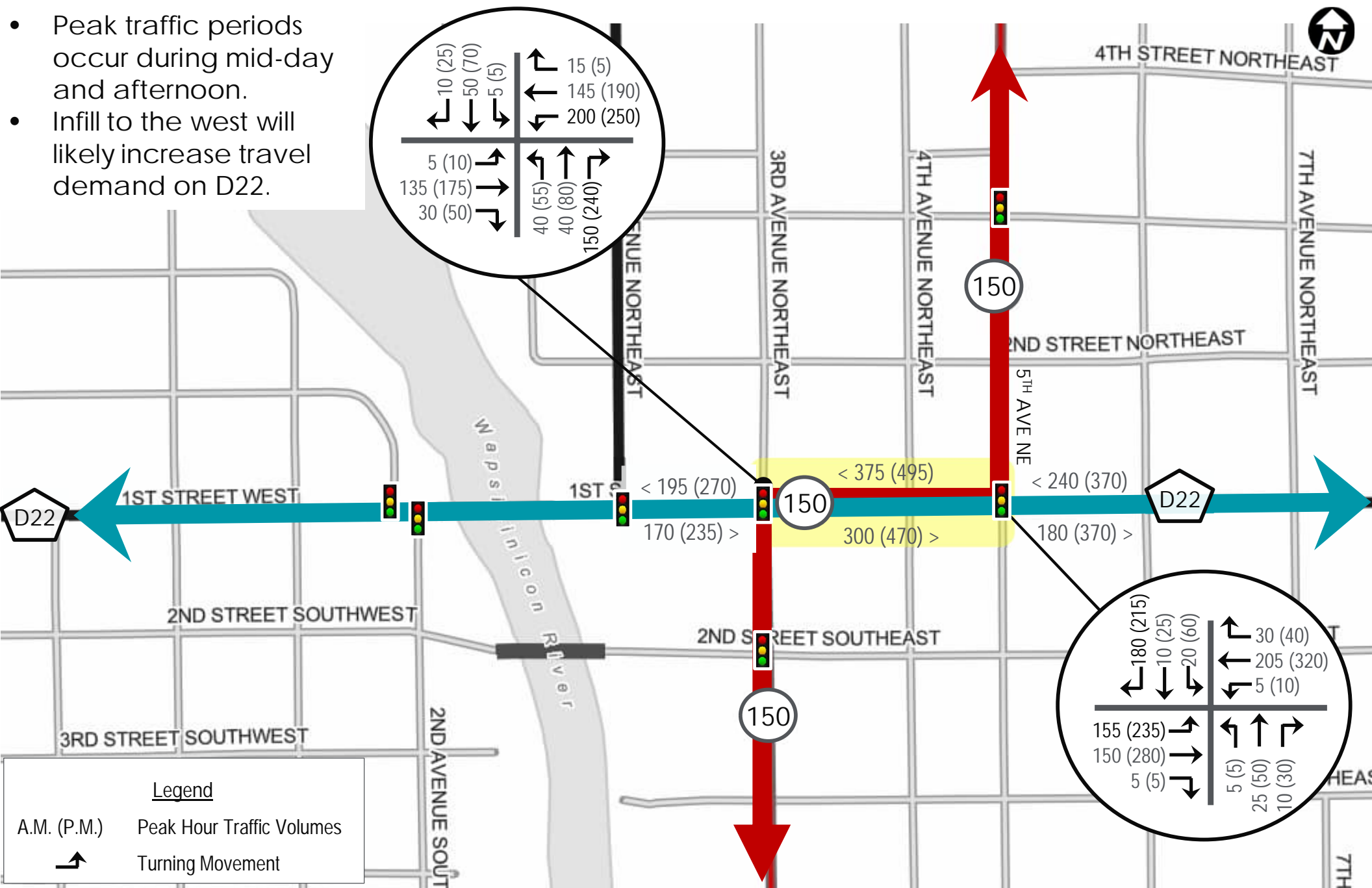


- E-W and N-S travel routes converge in Downtown Independence
- Travel demand greatest along 1st Street between 3rd and 5th Aves
- Approximately 10% trucks on IA 150
- Challenging for pedestrians to cross 1st Street intersections in this area, especially at 3rd Avenue

INDEPENDENCE

Traffic Patterns/Peak Hour Traffic

- Peak traffic periods occur during mid-day and afternoon.
- Infill to the west will likely increase travel demand on D22.



INDEPENDENCE

Downtown Revitalization Area (2021 Study)



Independence Downtown
Revitalization Plan 2021



- Revitalization plans for Downtown Independence
- Goal is to attract visitors and commerce
- Revitalization area (0.1 sq mile area)
 - W-E from 3rd Ave SW to 6th Ave SE (0.44 miles)
 - N-S from 3rd St NW/NE to 2nd St SW/SE (0.23 miles)

INDEPENDENCE

Major Travel Patterns and Future Needs Assessment

- 1st St E traffic volumes double between 3rd Ave and 5th Ave due to the combined E-W and N-S travel patterns
- IA 150 traffic volumes are not expected to decrease, including 10% trucks in the mix
- E-W traffic volumes likely to increase due to planned growth to the south and west
- Downtown Revitalization Plan (2021) is designed to attract more trips to the area
- Independence is already seeking options through TEAP to improve pedestrian walkability based on existing traffic volumes – WILL ONLY GET WORSE
- Increase in travel demand along 1st Street will continue to present challenges in addressing the City's walkability goals.



1st St E looking west towards 3rd Avenue



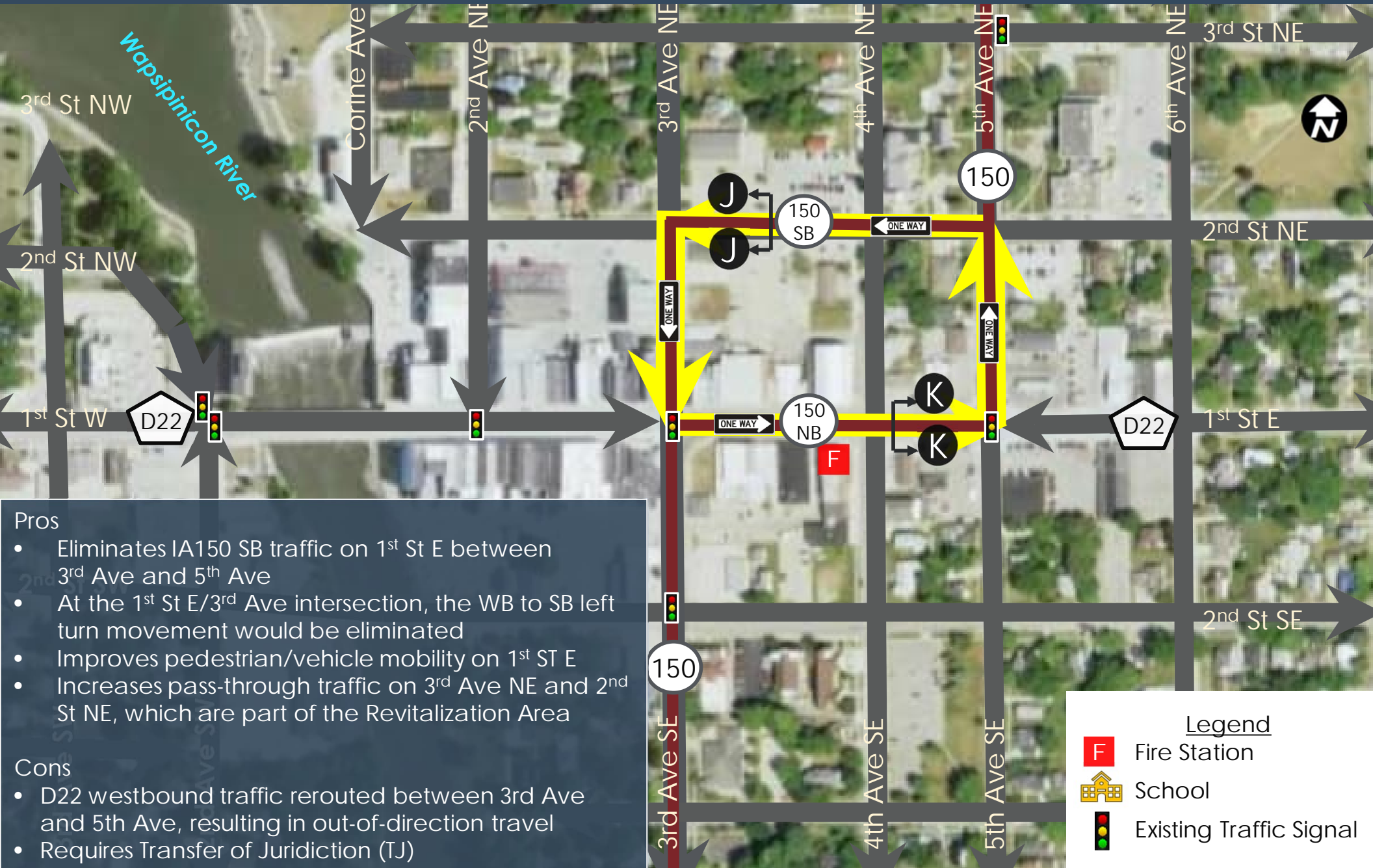
1st St E looking east towards 5th Avenue

Alternatives developed that consider existing and future needs of the City while providing safe transportation solutions for all modes of travel.



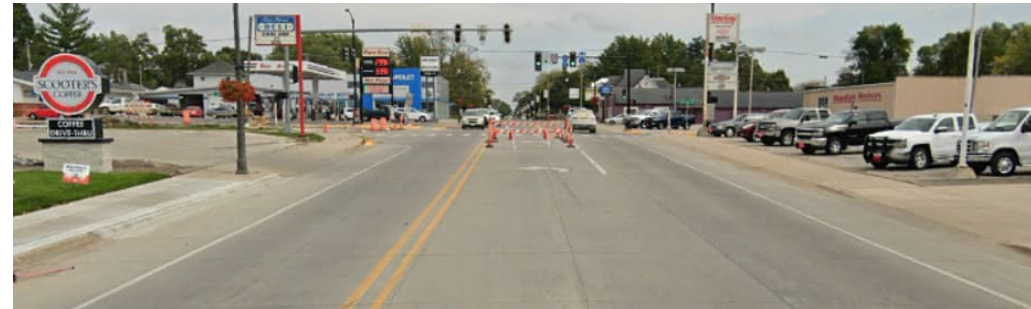
ONE-WAY PAIR ALTERNATIVES

Alternative 1 – ORIGINAL CONCEPT

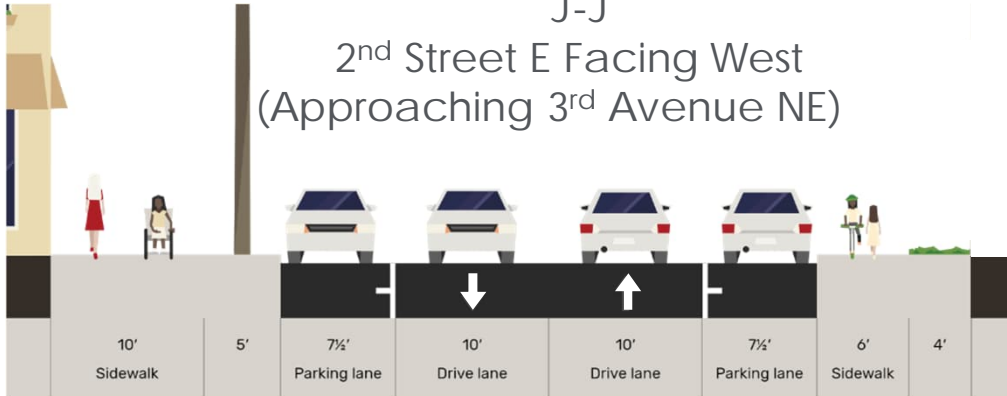




1st St E & 2nd St NE (Alternative 1) REDISTRIBUTED TRAVEL WAY



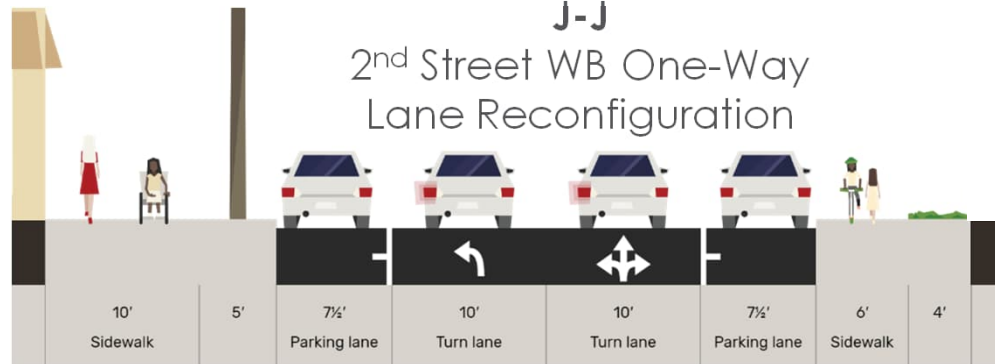
J-J
2nd Street E Facing West
(Approaching 3rd Avenue NE)



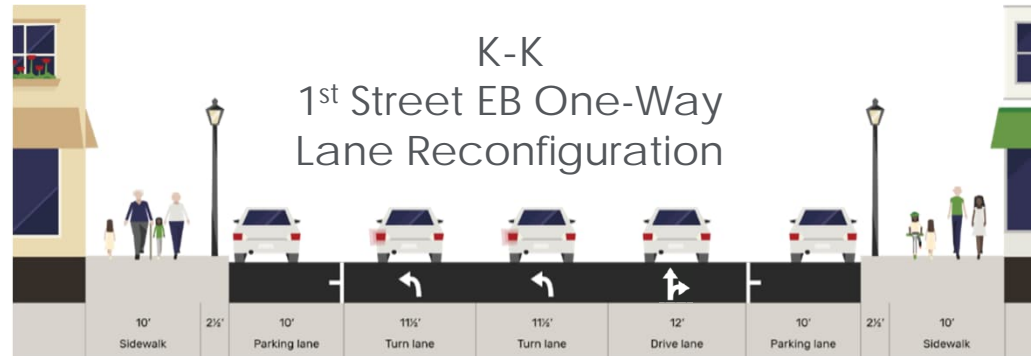
K-K
1st Street E Facing East
(Approaching 5th Ave NE)



J-J
2nd Street WB One-Way
Lane Reconfiguration



K-K
1st Street EB One-Way
Lane Reconfiguration





ONE-WAY PAIR ALTERNATIVES

Alternative 2 – IA 150 SB SHIFTED TO THE NORTH

Pros

- Reduces travel demand on 1st St E by relocating IA150 SB to 2nd St NE/3rd Ave NE
- At the 1st St E/3rd Ave intersection, the WB to SB left turn movement would be significantly reduced
- Maintains two-way traffic along 1st St E
- Increases pass-through traffic on 2nd St NE and 3rd Ave NE, which are part of the Revitalization Area

Cons

- Requires TJ



L-L

3rd Ave NE Facing South
(Approaching 1st Street E)



L-L

3rd Ave NE SB One-Way
Lane Reconfiguration





ONE-WAY PAIR ALTERNATIVES

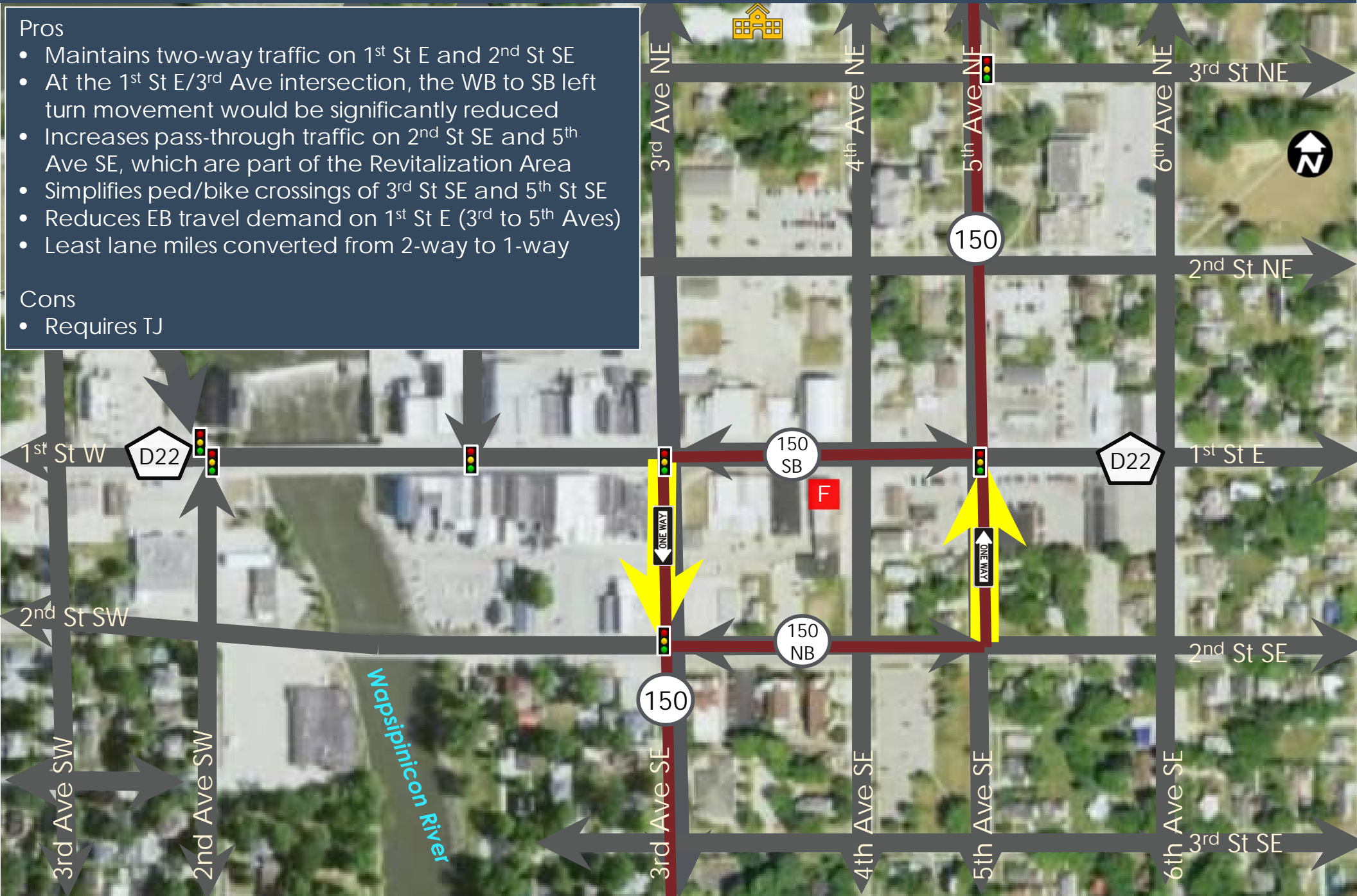
Alternative 3 – IA 150 NB SHIFTED TO THE SOUTH

Pros

- Maintains two-way traffic on 1st St E and 2nd St SE
- At the 1st St E/3rd Ave intersection, the WB to SB left turn movement would be significantly reduced
- Increases pass-through traffic on 2nd St SE and 5th Ave SE, which are part of the Revitalization Area
- Simplifies ped/bike crossings of 3rd St SE and 5th St SE
- Reduces EB travel demand on 1st St E (3rd to 5th Aves)
- Least lane miles converted from 2-way to 1-way

Cons

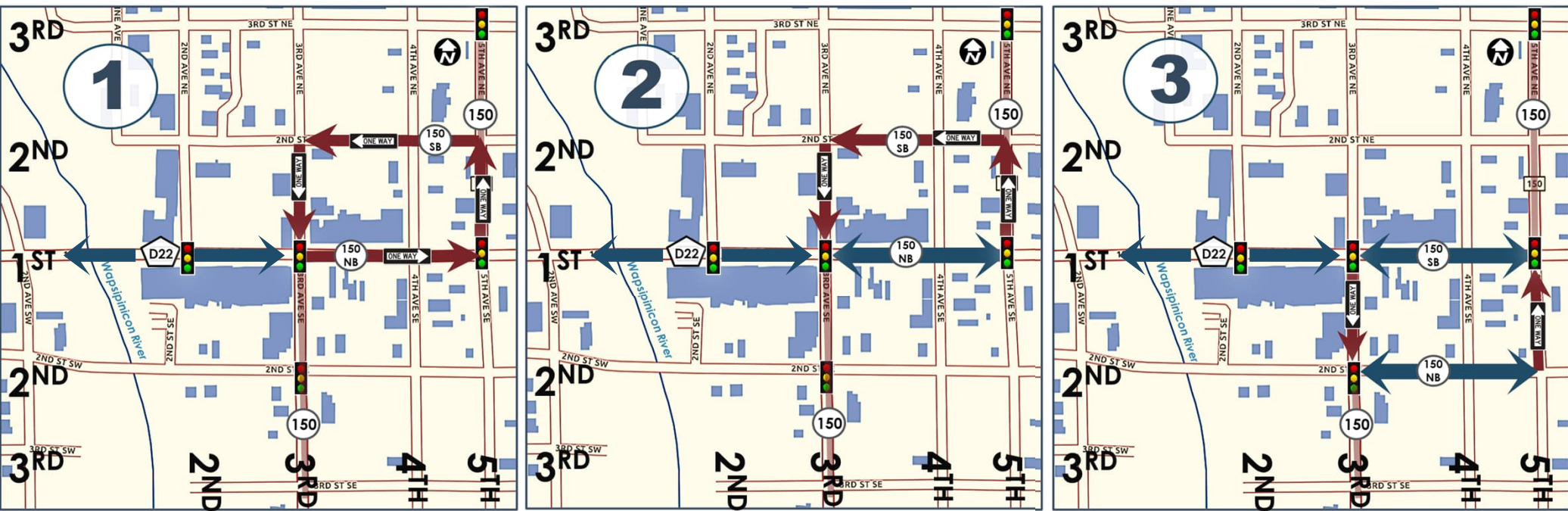
- Requires TJ





INDEPENDENCE ALTERNATIVES 1 THRU 3

IA 150 REMAINS ON 1ST ST E IN ONE DIRECTION



Alternative	In Revitalization Zone	1 st St Designated Route	N-S One-Way	E-W One-Way	Retains 1 st St as Two-Way Traffic
No-Build					
1		IA 150 NB D22 EB	NB: 5 th Ave NE SB: 3 rd Ave NE	WB: 2 nd St NE EB: 1 st ST E	One-Way EB, D22 Rerouted
2		IA 150 NB D22 EB EB/WB	NB: 5 th Ave NE SB: 3 rd Ave NE	WB: 2 nd St NE	
3		IA 150 SB D22 EB EB/WB	NB: 5 th Ave SE SB: 3 rd Ave SE		



ONE-WAY PAIR ALTERNATIVES

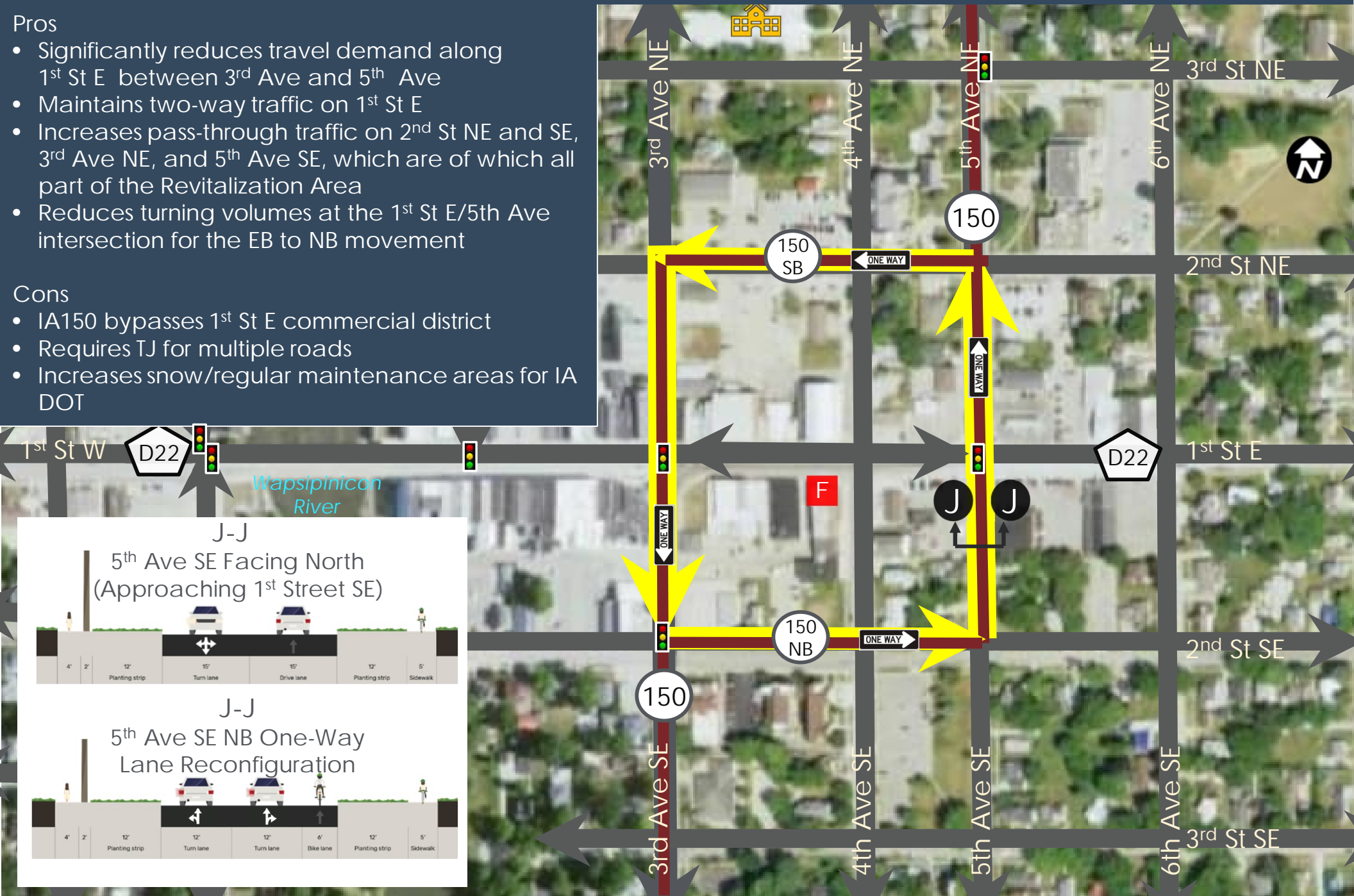
Alternative 4 – IA 150 SHIFTED NORTH AND SOUTH

Pros

- Significantly reduces travel demand along 1st St E between 3rd Ave and 5th Ave
- Maintains two-way traffic on 1st St E
- Increases pass-through traffic on 2nd St NE and SE, 3rd Ave NE, and 5th Ave SE, which are all part of the Revitalization Area
- Reduces turning volumes at the 1st St E/5th Ave intersection for the EB to NB movement

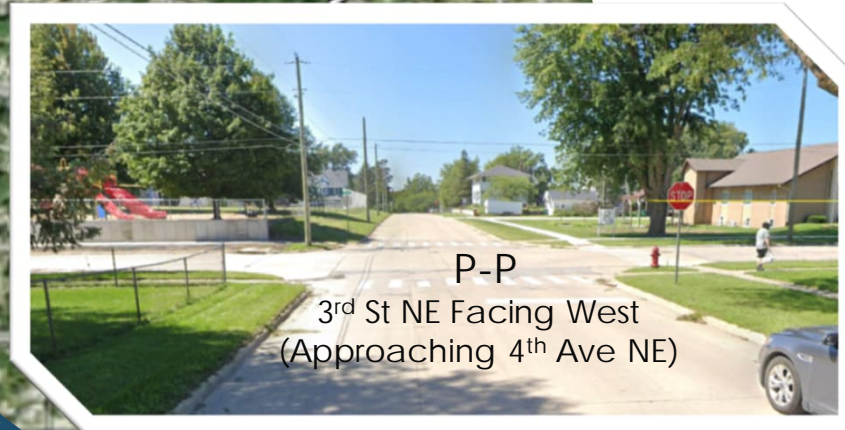
Cons

- IA150 bypasses 1st St E commercial district
- Requires TJ for multiple roads
- Increases snow/regular maintenance areas for IA DOT



ONE-WAY PAIR ALTERNATIVES

Alternative 6 – ONE-WAY PAIRS NORTH/SOUTH OF DOWNTOWN



Pros

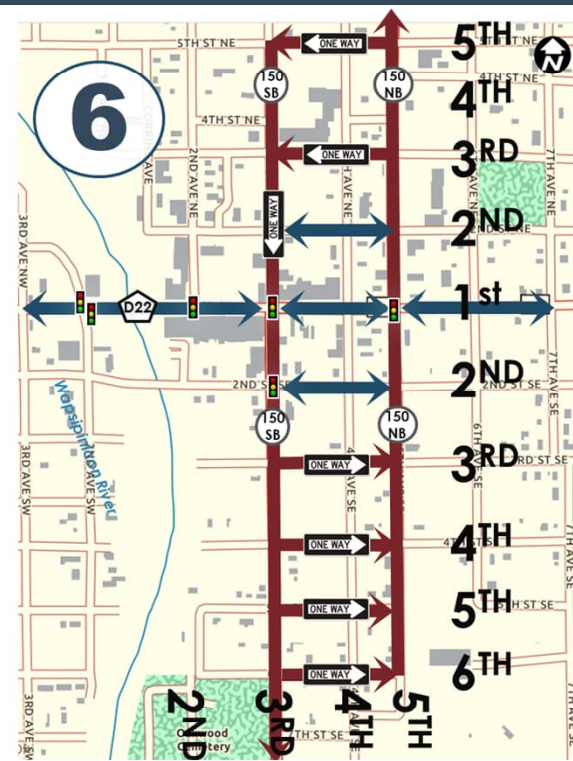
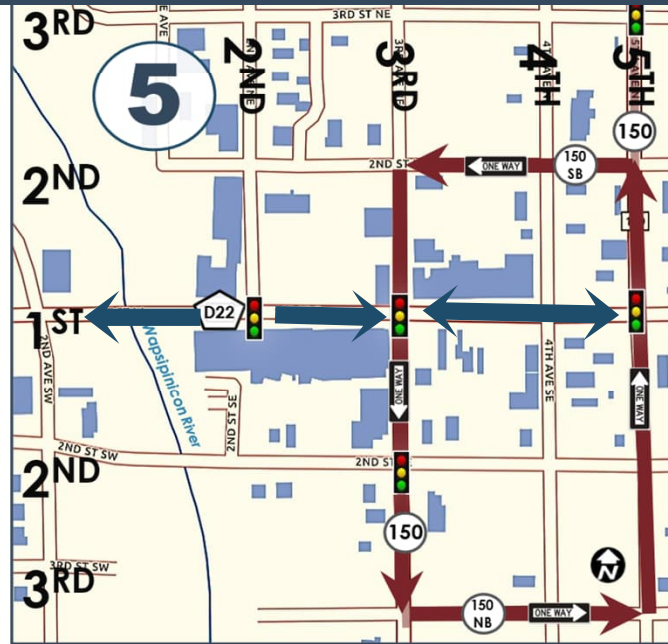
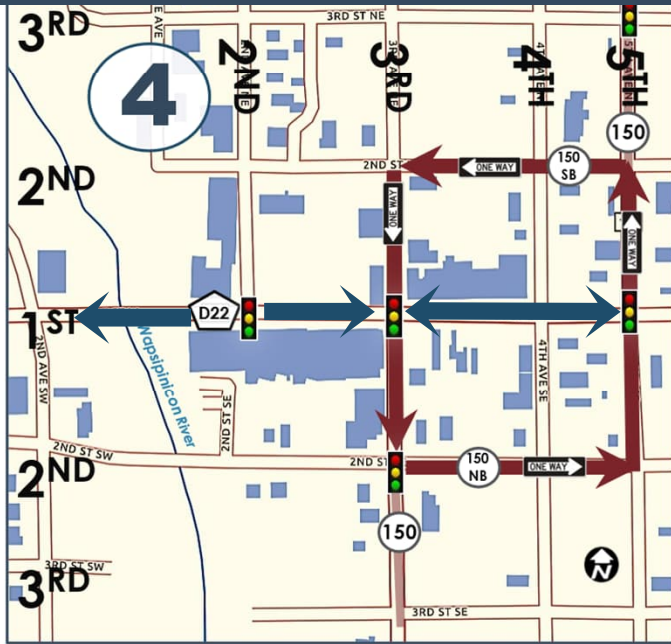
- Significantly reduces travel demand along 1st St E between 3rd Ave and 5th Ave
- Maintains two-way traffic on 1st St E
- Reduces turning volumes along 1st St E
- One-way roads beneficial for peds/bikes

Cons

- Outside the revitalization zone
- IA150 bypasses 1st St E commercial district
- Requires TJ for multiple roads
- Increases snow/reg maintenance area for IA DOT
- IA 150 NB/SB trips, including truck traffic, would be routed through residential neighborhoods

INDEPENDENCE ALTERNATIVES 4 THRU 6

IA 150 SHIFTED OFF OF 1ST ST E



Alternative	In Revitalization Zone	1 st St Designated IA 150	N-S One-Way	E-W One-Way	Retains 1 st St as Two-Way Traffic
No-Build					
4		D22 EB/WB	NB: 5 th Ave NE/SE SB: 3 rd Ave NE/SE	WB: 2 nd St NE EB: 2 nd St SE	IA 150 shifted to parallel roadways
5		D22 EB/WB	NB: 5 th Ave NE/SE SB: 3 rd Ave NE/SE	WB: 2 nd St NE EB: 3 rd St SE	IA 150 shifted to parallel roadways
6			NB: 5 th Ave NE/SE SB: 3 rd Ave NE/SE	WB: varies EB: varies	IA 150 shifted to parallel roadways



ONE-WAY PAIR ALTERNATIVES

Alternative 8 – ONE-WAY PAIR ROADWAY NETWORK

Pros

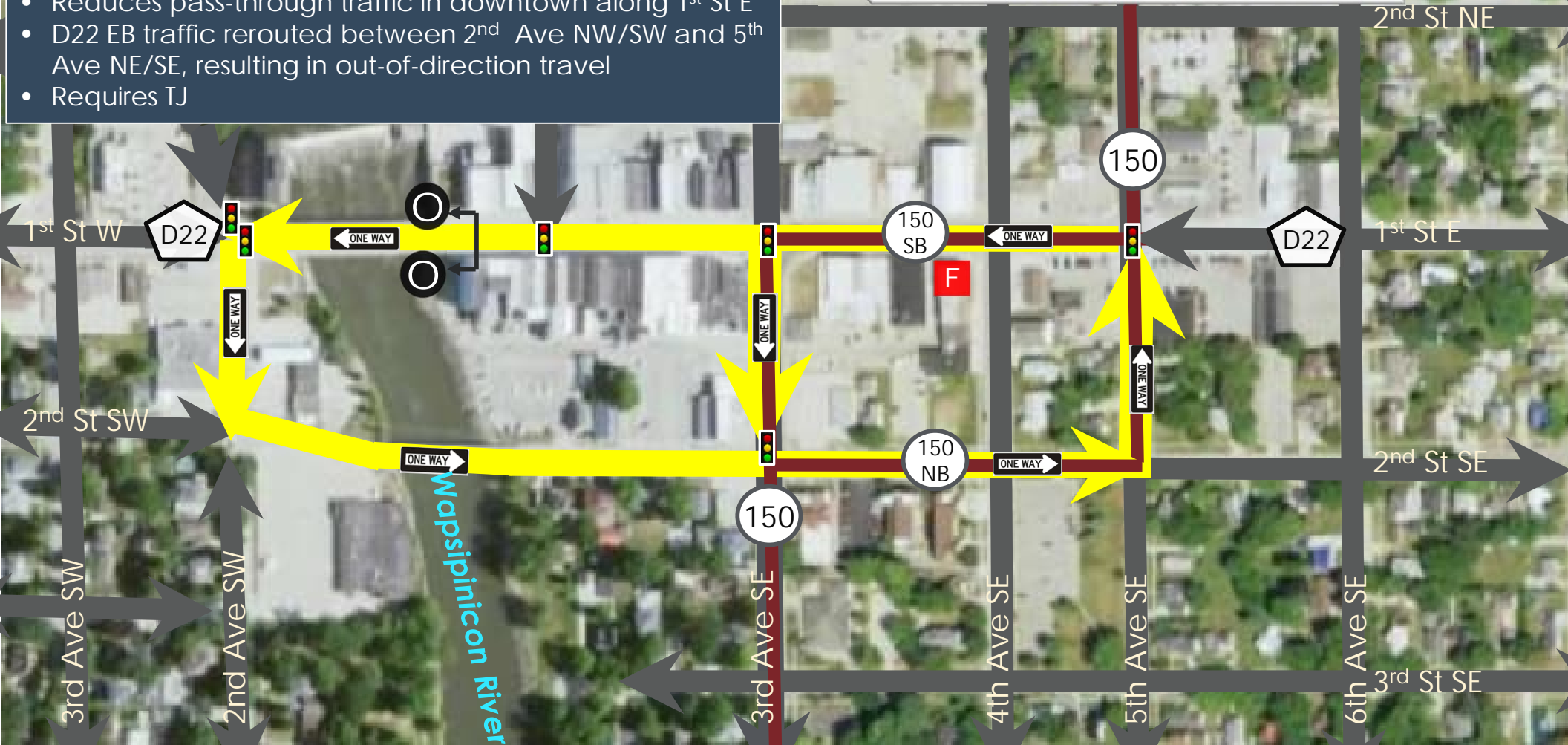
- Reduces travel demand along 1st St W/E between 2nd Ave NW/SW and 5th Ave NE/SE
- Increases pass-through traffic on 2nd St SW/SE, which is part of the Revitalization Area
- Provides opportunity to expand pedestrian/bike path along one-way pair roadway network

Cons

- Reduces pass-through traffic in downtown along 1st St E
- D22 EB traffic rerouted between 2nd Ave NW/SW and 5th Ave NE/SE, resulting in out-of-direction travel
- Requires TJ

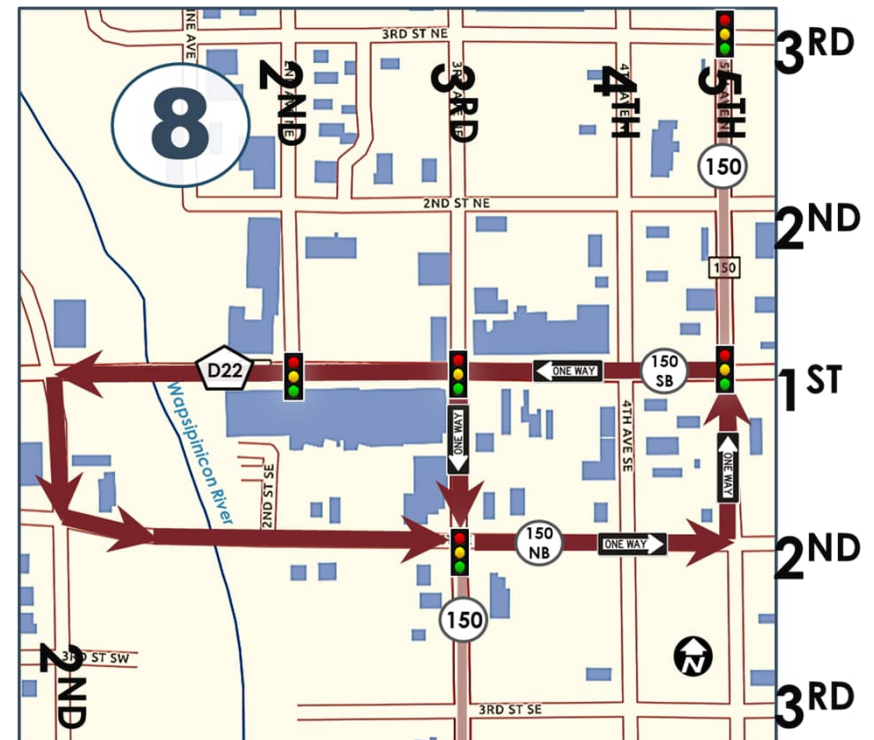
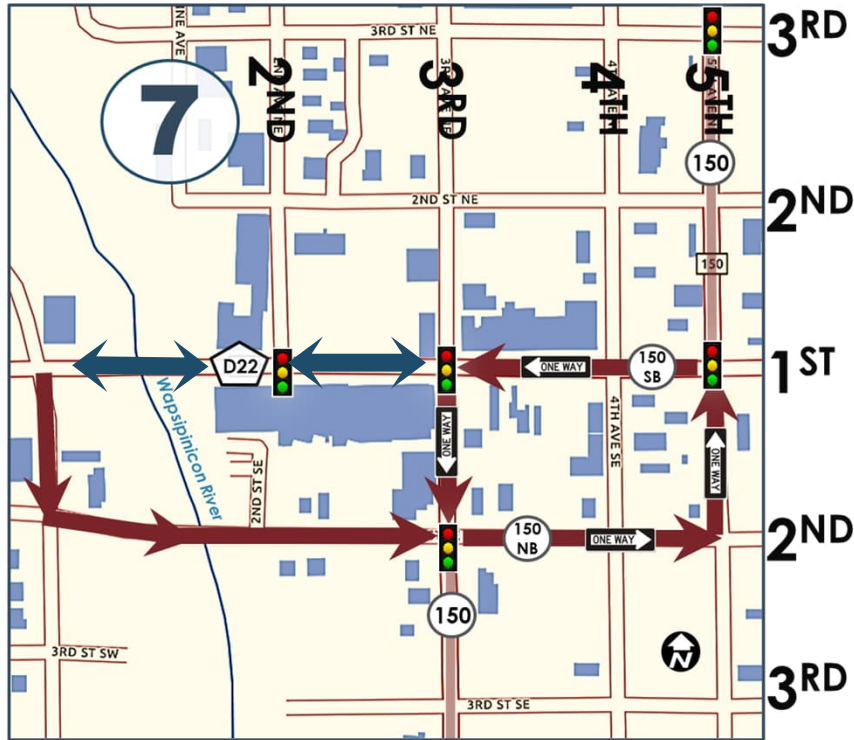


O-O
1st St E Facing West
(Approaching River)



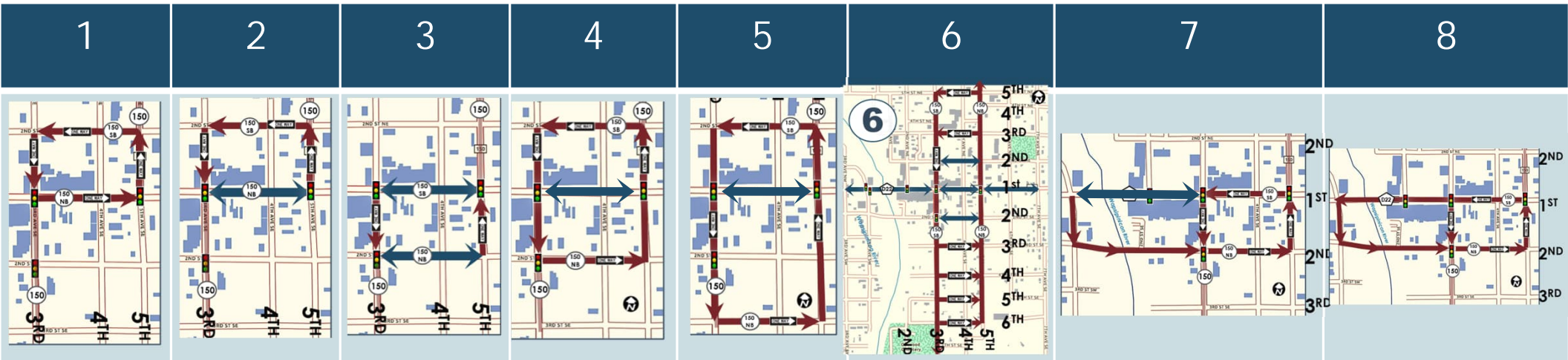
INDEPENDENCE ALTERNATIVES 7 AND 8

ONE-WAY PAIR NETWORK EXTENDS WEST OF RIVER CROSSING



Alternative	In Revitalization Zone	1 st St Designated IA 150	N-S One-Way	E-W One-Way	Retains 1 st St as Two-Way Traffic
No-Build					
7		IA 150 SB D22 WB	NB: 5 th Ave SE SB: 2 nd St SW 3 rd Ave SE	WB: 1 st St E EB: 2 nd St SE	One Way WB IA 150 shifted to parallel roadways
8		IA 150 SB D22 WB	NB: 5 th Ave SE SB: : 2 nd St SW 3 rd Ave SE	WB: 1 st St E EB: 2 nd St SE	One Way WB IA 150 shifted to parallel roadways

Downtown Independence One-Way Pair Alternative Summary



1st Street West – East Proposed Route Designation/Direction of Travel

IA 150 NB D22 EB	IA 150 NB D22 EB/WB	IA 150 SB D22 EB/WB	D22 EB/WB	D22 EB/WB	D22 EB/WB	IA 150 SB D22 EB/WB (W of 3 rd E) D22 WB(E of 3 rd E)	IA 150 SB D22 WB (2 nd Ave W to 5 th Ave E)
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One-way Pairs Located Within The Revitalization Zone

Yes	Yes	Yes	Yes	No, EB Outside	E-W No N-S Partially Outside	Yes	Yes
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Results In Out-of-direction Travel For IA150 or D22

Yes D22 WB	No	No	No	No	No	Yes D22 EB	Yes D22 EB
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Total Length Of One One-way Pair Network (miles)

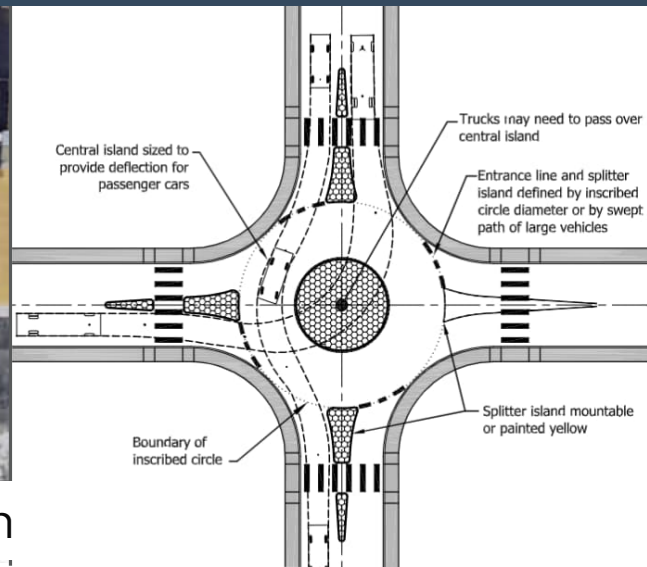
E/W .25 m N/S .15 m Total 0.40 m	E/W .12 m N/S .15 m Total 0.27 m	E/W 0 m N/S .16 m Total 0.16 m	E/W .25 m N/S .31 m Total 0.56 m	E/W .25 m N/S .50 m Total 0.75 m	E/W .25 m N/S .75-1.4 m Total 1-1.65 m	E/W 0.44 m N/S 0.22 m Total 0.66 miles	E/W 0.61 M N/S 0.22 M Total 0.83 miles
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LEGEND
 Two-Way Road
 One-Way Road

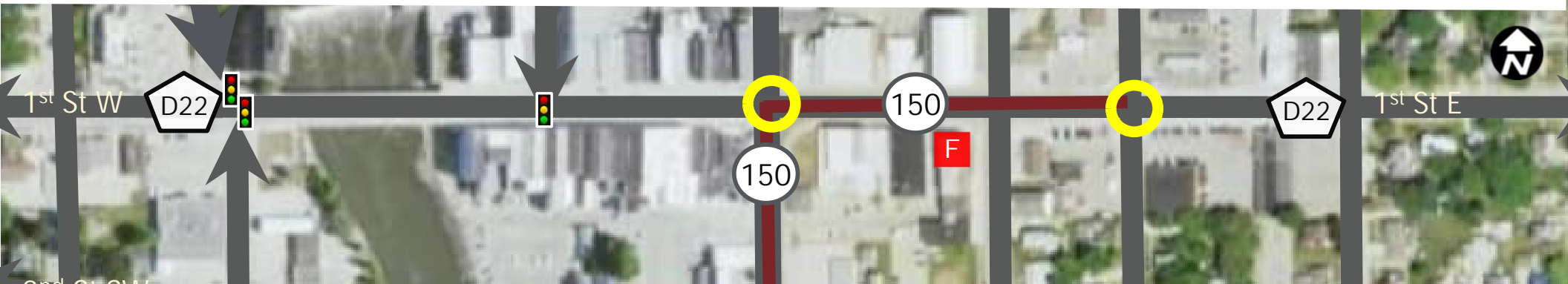


OTHER ALTERNATIVES CONSIDERED

Alternative 9 – MINI ROUNDABOUT DESIGN



Example: MnDOT mini-roundabout constructed in St. James, Mn



Pros

- Creates a more walkable community
- Maintains two-way traffic on 1st St E
- Eliminates long-term maintenance costs for two traffic signals

Cons

- Significant truck traffic which may need to pass over the central island to make their turn
- Potential for ROW impact at the corners of existing intersections
- One lane mini-roundabout can effectively manage 1600 approach vph. If there is a substantial increase in travel demand as compared to existing, there would not be sufficient capacity during peak periods
- May be limited gaps for pedestrians on certain legs of the intersection during noon and evening peak periods

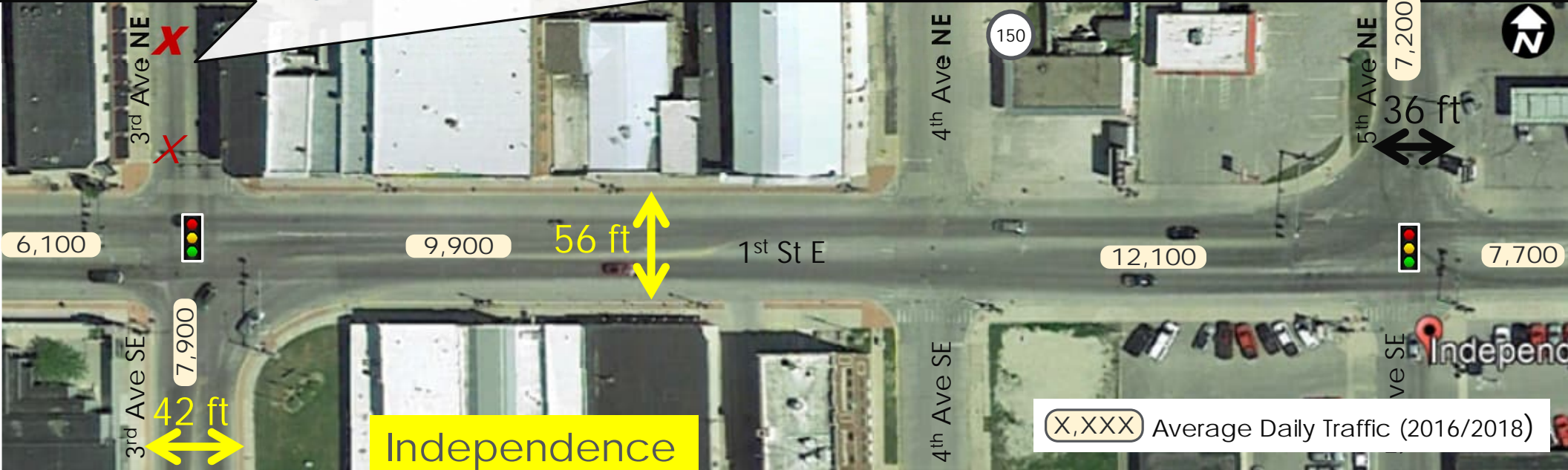


MINI-ROUNDBABOUT COMPARISON ST JAMES, MINNESOTA VS INDEPENDENCE



For the mini-roundabout alternative, could improve operations by

- combining roundabouts with an alternative that shifts one direction of IA150 to a parallel street
- eliminate the north leg of the 3rd Ave/1st St E roundabout intersection to simplifying operations

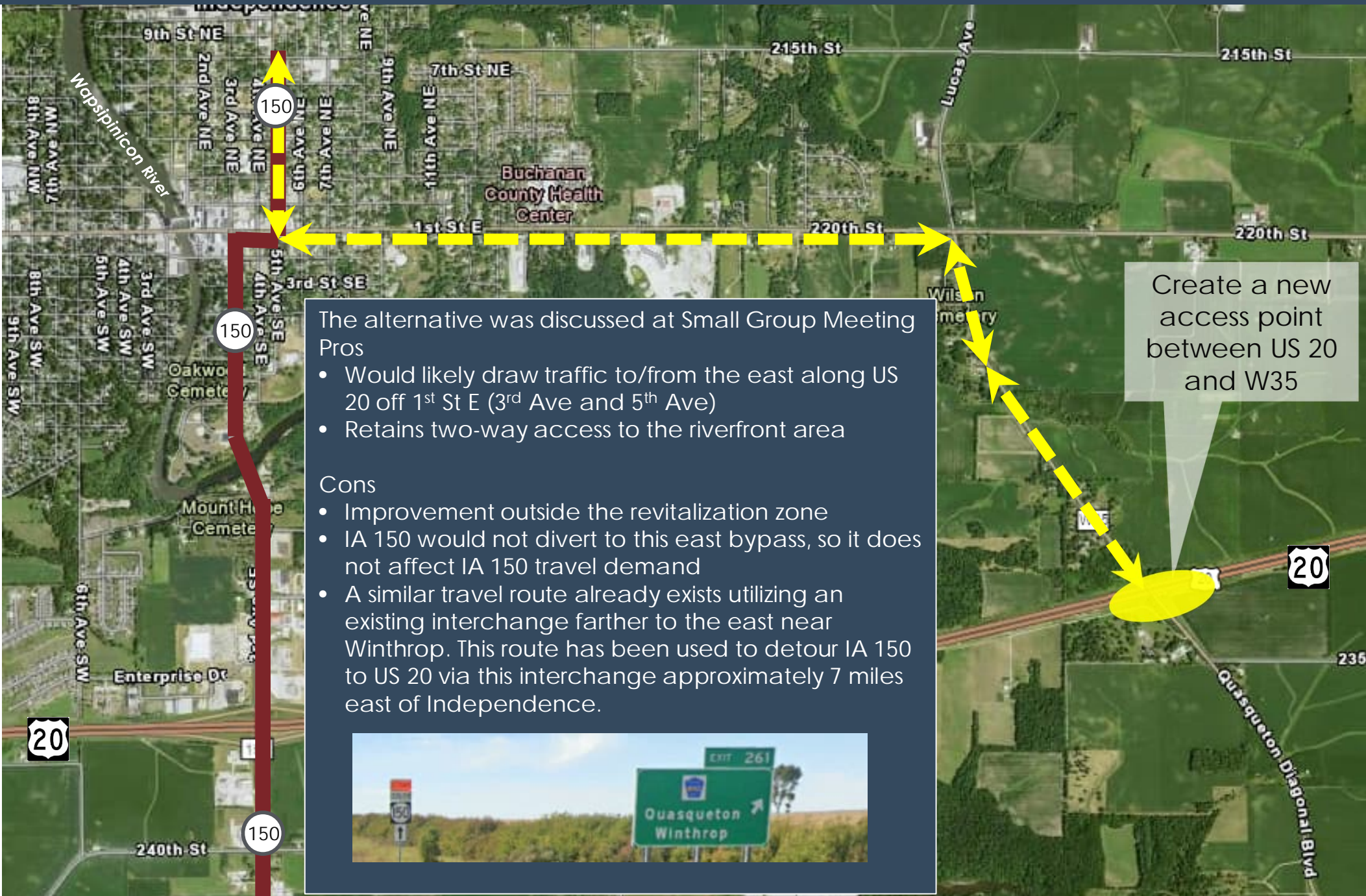


(X,XXX) Average Daily Traffic (2016/2018)

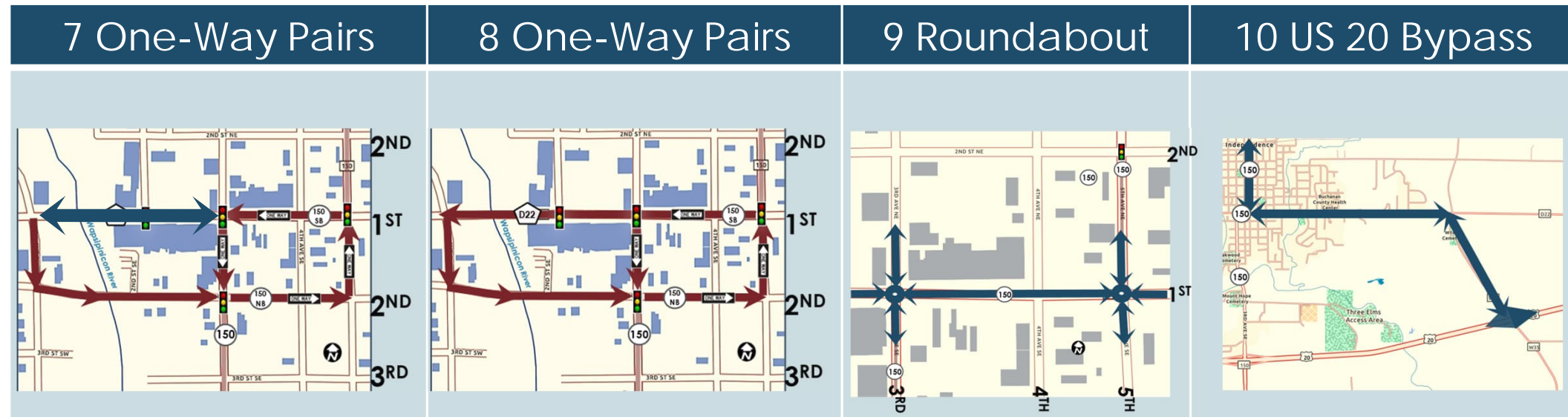
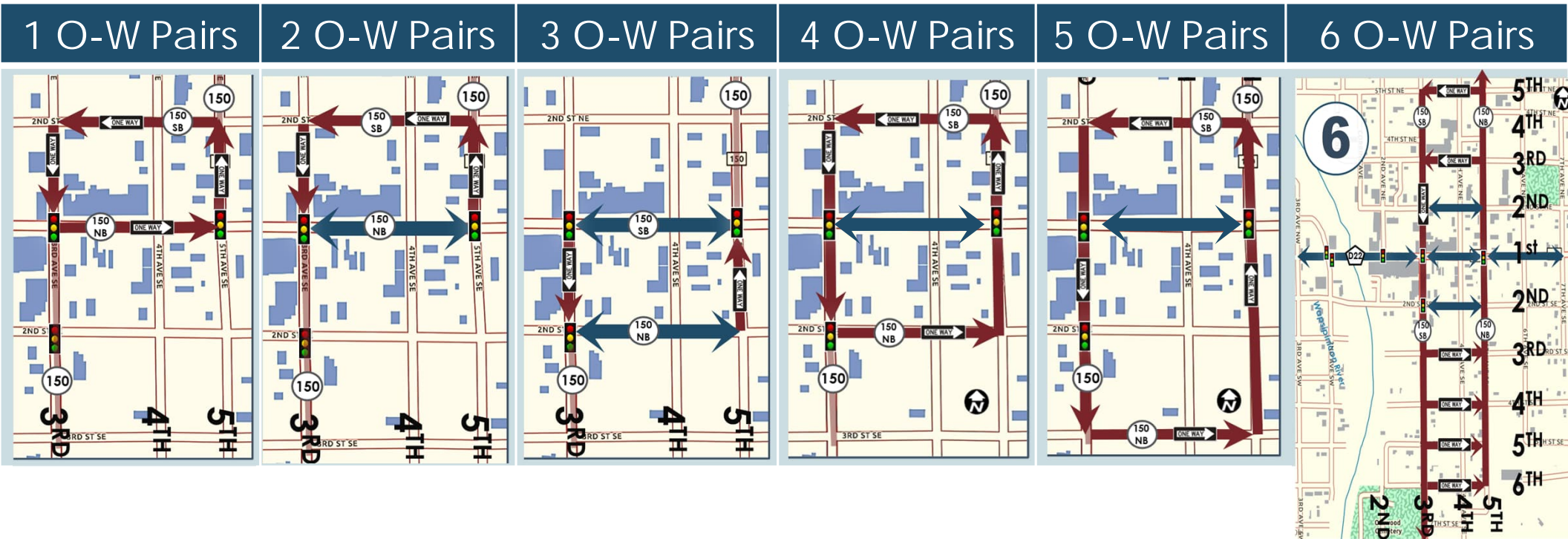


OTHER ALTERNATIVES CONSIDERED

Alternative 10 - US 20 EAST BYPASS OF DOWNTOWN



Summary of Alternatives Considered



LEGEND
 Two-Way Road
 One-Way Road



NEXT STEPS

- Finalize the range of alternatives
- Select maximum of two alternatives to develop in greater detail
- Present to public at an in-person meeting
- Incorporate two Independence alternatives into the Vision Study