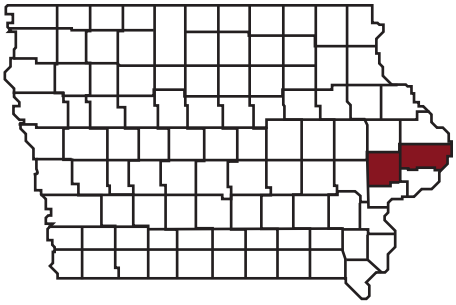
PUBLIC INFORMATION MEETING

SEPTEMBER 19, 2019
CEDAR & CLINTON COUNTY
NHSX-030-8(29)--3H-16



US 30 PEL Study: Cedar and Clinton Counties

Welcome to the Iowa Department of Transportation's Public Information Meeting for the US 30 PEL Study in Cedar and Clinton Counties. The purpose of this meeting is to present and solicit feedback on the findings of the US 30 PEL Study including: 1) recommended number of travel lanes, 2) no bypass recommendation, and 3) potential improvements and prioritization. We are here to listen to your thoughts and ideas and answer any questions you may have regarding the Study.

To view information concerning this project please access the following website:

http://www.iowadot.gov/pim

Contact Us

If you have any concerns regarding the study presented today, please comment online at **www.bit.ly/US30** or contact:

Iowa DOT District 6 Office
5455 Kirkwood Blvd. SW
Cedar Rapids, Iowa 52404

Phone: 319-364-0235 or
800-866-4368

Cedar County:
Catherine Cutler, transportation planner

Clinton County:
Sam Shea, transportation planner

STUDY AREA

The US 30 study area in Cedar and Clinton counties begins near the intersection of US 30 with Charles Road in Cedar County, just east of Lisbon. The study corridor ends just west of DeWitt near the US 30 intersection with 260th Avenue.

WHAT IS A PEL STUDY?

A Planning and Environmental Linkages- or PEL Study is an early planning level study model, developed and approved by the Federal Highway Administration, that is intended to identify transportation issues and environmental concerns before any project construction funding is identified. The PEL model allows the Iowa DOT to consider a wide range of factors including environmental constraints, community concerns, and economic goals early in the project planning and development. The benefits of the PEL model include minimization or duplication of effort in future studies, promotion of efficient and cost-effective solutions and environmental stewardship, and reduction of delay in project implementation.

Existing US 30:

- Originally part of the Lincoln Highway, the first transcontinental highway in the U.S.
- The first Iowa Heritage Byway and part of the Iowa Primary Highway and Commercial and Industrial Network

Prior stakeholder feeback on corridor needs:

- Support for economic development
- Accommodations for future traffic
- Improve safety

Existing conditions and crash analysis findings:

- Areas of deterioriated pavement conditions and aging bridges
- Overall reasonable traffic flow but areas with limited passing opportunities
- No significant safety concerns based on history and existing roadway features

US 30 PEL STUDY GOALS

- Identify the number of travel lanes needed and develop a range of possible US 30 improvements that align with future corridor needs
- Provide recommendations on whether bypasses should be used
- Prioritize needs and possible improvement projects

US 30 PEL STUDY OBJECTIVES

- Encourage public involvement and stakeholder input throughout the process
- Evaluate safety, mobility, and infrastructure conditions
- Establish a vision for the US 30 corridor

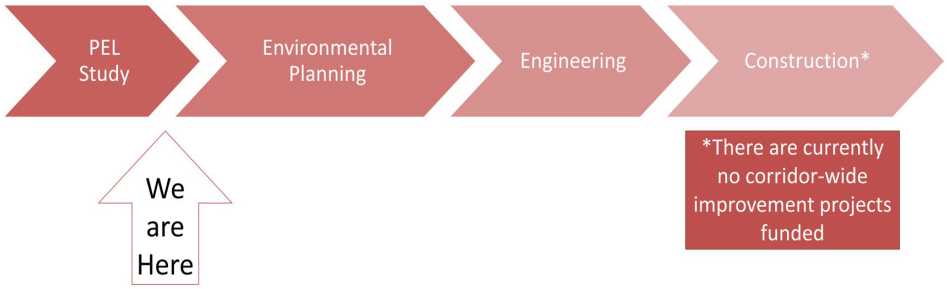
RECOMMENDED ROADWAY SECTION

Findings from the US 30 PEL study indicate that the Super-2 highway is the recommended roadway section. A Super-2 highway improves opportunity to safely pass slower moving vehicles, with a passing lane typically every 4-5 miles. Through town the Super-2 would include turn lanes to separate turning traffic from US 30 traffic flow which would help to reduce travel delays through the communities. A two-way left turn lane and right turn lanes would be provided at appropriate locations with minimal impacts and cost. (Refer to page 4 for diagrams illustrating a rural and urban section of Super-2 highway).

Findings of the PEL study suggest that the existing 2-lane highway can continue to accommodate travel needs in the future in a safe and efficient way.

- A 2-lane highway can effectively manage between 8,000 to 14,300 vehicles/day and provide smooth traffic flow
- Existing traffic for US 30 ranges from 2,220 to 5,580 vehicles/day
- It is projected that 3,000 to 12,500 vehicle/day will use US 30 by 2045: a 2-lane highway will still efficiently manage future traffic on US 30

PROJECT DEVELOPMENT PROCESS



To submit a comment or question online:

www.bit.ly/US30PEL

-or-

Use the attached comment form with pre-paid mailer to submit a written comment.

The information and materials presented at this public information meeting will be made available online at:

www.iowadot.gov/pim

WHY NOT A BYPASS?

With the recommendation of a Super-2 highway, modifications to US 30 through the various communities can be accomplished with minimal impact, compared to widening the existing road to 4-lanes around the communities. Bypasses are costly to construct and impact large areas of land, often farmland.

Maintaining traffic on the existing corridor will continue to serve the businesses along US 30 today and will maintain existing travel patterns within the communities along the corridor.

NEXT STEPS

There is no funding for corridor-wide improvements at this time. Two bridge replacement projects between Wheatland and Calamus are funded and planned for construction within the next five years.

Unless corridor-wide funding is identified, improvements will likely occur as smaller projects and be combined with regularly scheduled roadway and bridge maintenance and preservation projects.

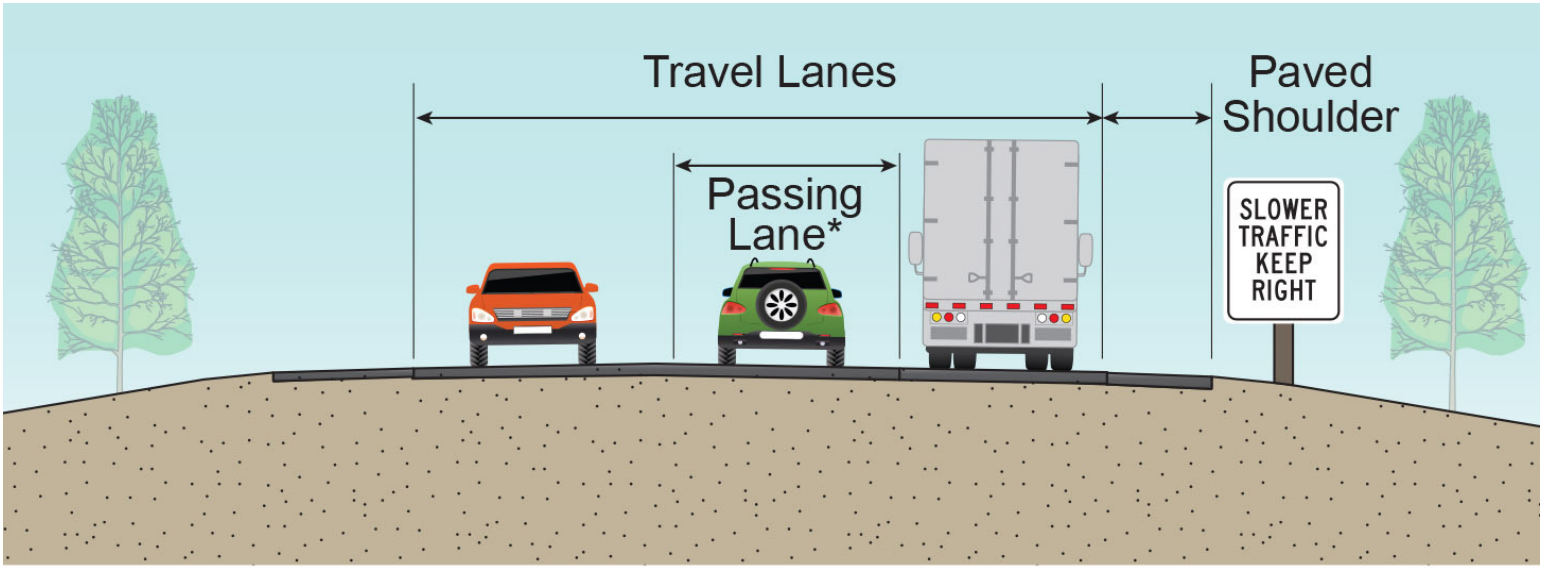
As funding becomes available, the next step in the project development process will be conducting the environmental and preliminary engineering studies.

PUBLIC PARTICIPATION

The Department of Transportation appreciates your attendance today. We encourage you to share your ideas concerning this PEL study with us. You may submit comments electronically using the following website: www.bit.ly/US30PEL, or by the attached comment form (self-addressed and pre-paid for your convenience). All comments and information provided will be given consideration as the study process continues. Other opportunities for input will be provided throughout the project development process.

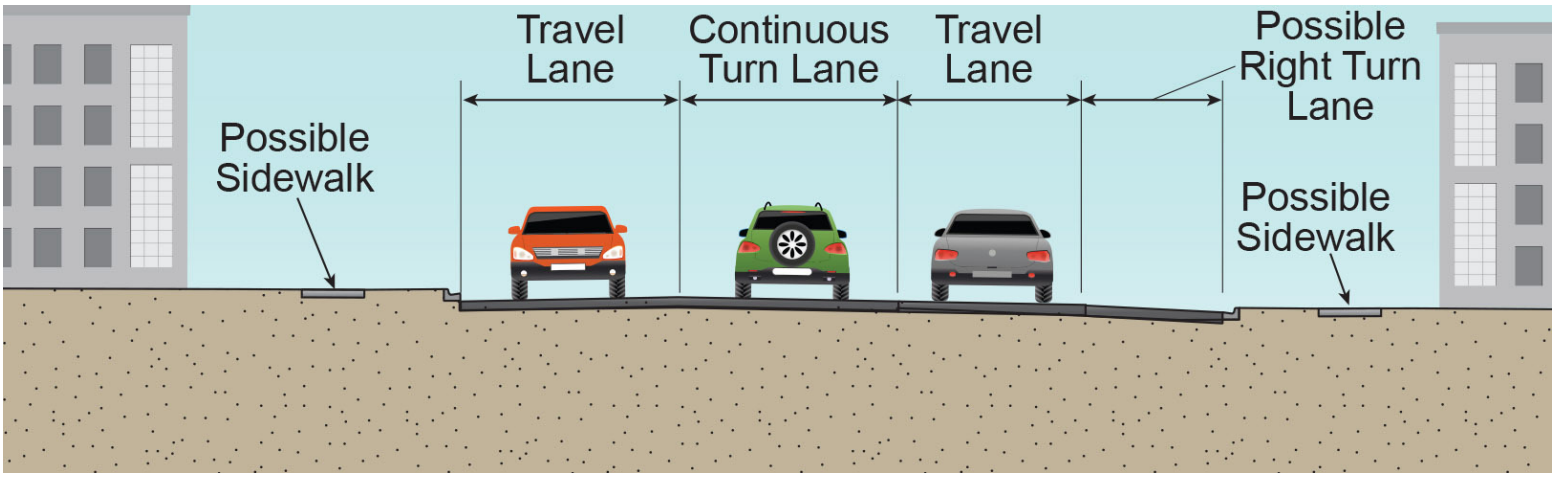
Federal and state laws prohibit employment and/or public accommodation discrimination on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation or veteran's status. If you believe you have been discriminated against, please contact the Iowa Civil Rights Commission at 800-457-4416 or Iowa Department of Transportation's affirmative action officer. If you need accommodations because of a disability to access the Iowa Department of Transportation's services, contact the agency's affirmative action officer at 800-262-0003.

Super 2-Lane Rural



*Passing lanes can be in either direction, are non-continuous, and spaced at established intervals along a corridor.

Super 2-Lane Urban



CITIZEN COMMENTS

September 19, 2019
Cedar/Clinton County

PLEASE RETURN COMMENTS BY
October 3, 2019

Would you like a response?

☐ **YES** ☐ **NO**

What is your level of support for this project?

☐ **In Favor**

☐ **Neutral**

☐ **Not in Favor**

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Iowa DOT District 6 Office
5455 Kirkwood Blvd. SW
Cedar Rapids, Iowa 52404

Phone: 319-364-0235 or
800-866-4368
Cedar: catherine.cutler@iowadot.us
Clinton: sam.shea@iowadot.us

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You may also leave comments at http://www.iowadot.gov/pim or www.bit.ly/US30PEL.

Please keep in mind that any information which you give may be printed and/or distributed.

PLEASE PRINT

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