



## MEETING NOTES

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Subject: Meeting Notes

Project: US 63 Super-2 Study Stakeholder Meeting

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

Date: May 31, 2023, 10:30 AM

Meeting Location: Bloomfield Public Library, Bloomfield, Iowa

Notes by: S.Woodson & D. Smith

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### Attendance:

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

### Purpose of Meeting:

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

### Materials Provided:

- PowerPoint Presentation
- Scroll Displays

### Meeting Format and General Overview:

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



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

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

### **Summary of Provided Comments and Discussions:**

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

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



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



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



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

### **Study and Implementation Timeline**

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

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



## MEETING NOTES

Subject: Meeting Notes

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

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

Date: May 31, 2023, 1:30 PM

Meeting Location: Bridge View Center, Ottumwa, Iowa

Notes by: S.Woodson & D. Smith

### Attendance:

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

### Purpose of Meeting:

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

### Materials Provided:

- PowerPoint Presentation
- Scroll Displays

### Meeting Format and General Overview:

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



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

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

#### **Summary of Provided US 63 Comments and Discussions:**

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

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



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





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

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

#### **Summary of Provided US 34 Comments and Discussions:**

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

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



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

### **Study and Implementation Timeline**

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

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



## MEETING NOTES

Subject: Meeting Notes

Project: US 63 Super 2 Study, Amish Community Meeting

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

Date: July 10, 2023, 10:30 AM

Meeting Location: 19141 Ice Avenue, Bloomfield, Iowa

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

### Attendance:

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

### Purpose of Meeting:

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

### Materials Provided:

- PowerPoint Presentation
- Scroll Displays

### Discussion:

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



### Comments/ Discussion:

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



# IOWA DOT

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

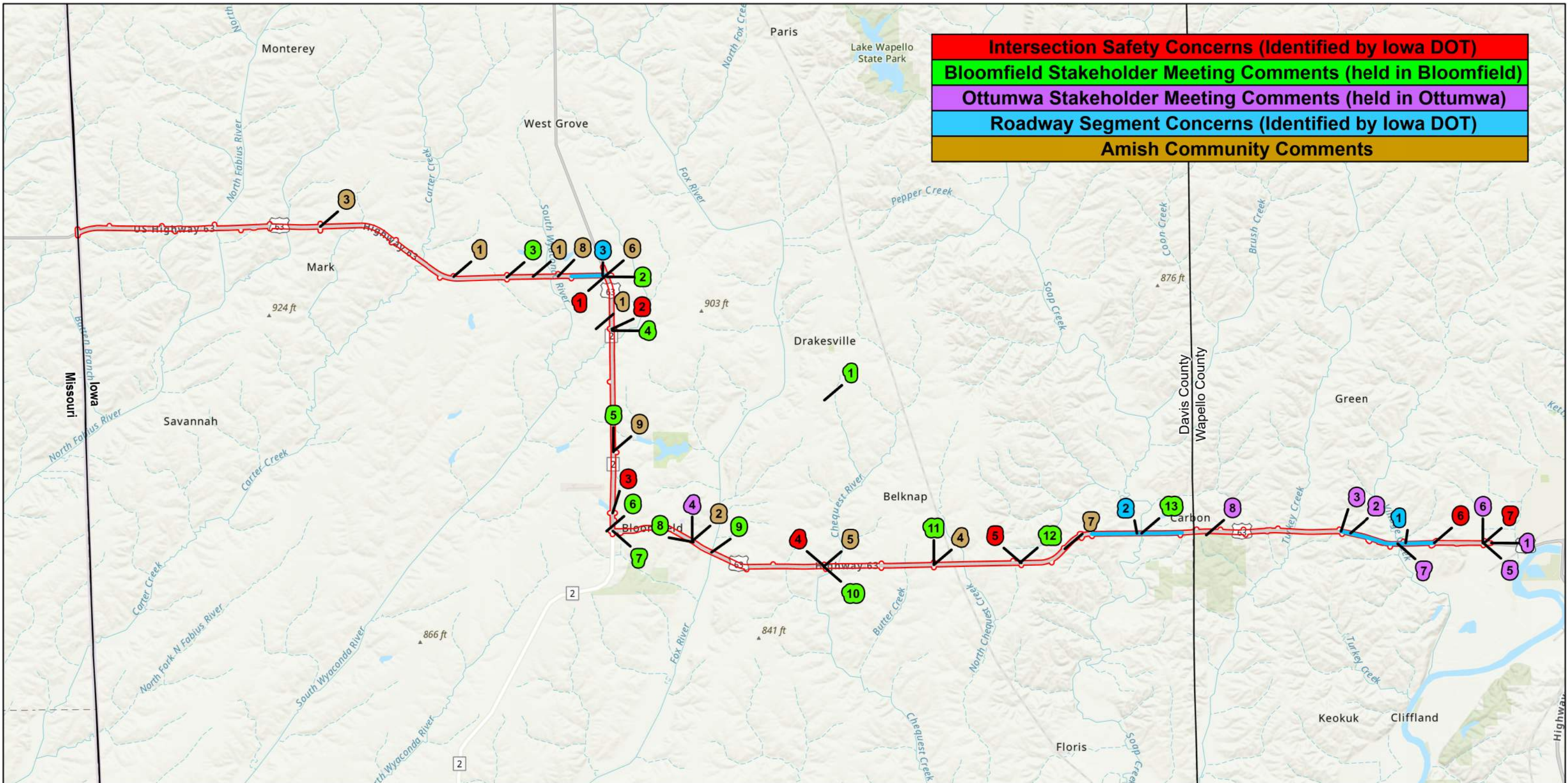
What are your primary reasons for traveling on this corridor of US 63? (select up to 3)	How often do you travel this corridor?	Do you avoid traveling on US 63 if yes, why?	Please rate the traffic flow on this section of US 63.	If you selected Poor or Fair, where do you see the most issues in traffic flow?	Please indicate the level of safety you feel when driving this section of US 63.	If you selected Unsafe or Somewhat unsafe, why did you rate it this and where do you feel the least safe?	In your opinion, are there current land uses that affect safety and mobility along the corridor? (and uses are described as agricultural, residential, mining, industrial, etc.)	If you responded yes to the question above, please describe.	Please list any future land use development along the corridor you think we should be aware of. (Land uses are described as agricultural, residential, mining, industrial, etc.)	Please list and describe any other ideas about the corridor that you would like to share.	
Part of my route to travel out Recreation/leisure	A couple times a month to month		Poor	There are too many places for people to turn without turn lanes as well as the condition of the road.	Somewhat unsafe	The road surface condition needs repaired.	Yes	There's a lot of farming and residential housing in the area.	Residential		
Commute to work/Shopping/errands/Recreation/leisure	Multiple times a day		Fair	Unable to pass and traffic backing up.	Somewhat safe	Traffic.	No		4 lane.		
Shopping/errands	A couple times a month to month	Sometimes we take a different route to and from home to Ottumwa.	Poor	This needs to be a 4 lane road as busy as it is. Daily traffic is unsafe. Our family lives in Floris, IA and travel to work to Ottumwa daily.	Somewhat unsafe	Too much traffic on 63 highway, has been for years.	No				
other	Within the Historic Hills Scenic Byway Footprint	Less frequently than monthly	Good		Safe		No			Recognizing that there could be a safer option for Amish travelers, I recommend expanding the shoulders so buggies may have access to safely pull aside for faster moving traffic. This would also create a bike lane and increase tourism. I don't see any legit reason there shouldn't be a roundabout at the intersection of 63 and 2. [and rural Iowans don't like or understand roundabouts?] isn't what I'd consider a high reason. I think there should be a focus on pedestrian enhancement of the urban corridor, particularly between North and Walnut through downtown Bloomfield. I'm not sure it's within the purview of this study, but a roundabout at Rommer and 3493 in Ottumwa would be preferred to the super wide, signalized intersection that we got now.	
Commute to work/live in the corridor/Recreation/leisure	A couple times a month to month		Good		Somewhat unsafe	Historically, at least between Ottumwa and Bloomfield, the traffic volumes and mix create difficulties in passing. Although travel seems to be at or above the speed limit the whole way, there seems to be a lot of impatient drivers who tend to drive well above the speed limit and make risky passes (particularly around semis and farm equipment).	Yes			DOT working on 2 bridges on way to Ottumwa. Two persons killed less than one mile from our driveway.	
Shopping/errands/live in the corridor/Part of my route to travel out Commercial driving/farming/tru	Daily to several times a week		Good		Somewhat safe		No			Robert and Joanne Heise	
Recreation/leisure	Less frequently than monthly	No	Good		Somewhat safe		No		None	Bypassing Bloomfield and eliminating the "S" curve before the Floris turnoff would help traffic flow and safety.	
I live in the corridor	A couple times a month to month	I don't want to go through Ottumwa's roundabout or any part of Bloomfield.	Poor	Number and length of passing opportunities.	Somewhat unsafe	such a large mix of slow-moving traffic and fast-moving traffic and the aggression of Davis County drivers, also having traffic for copperhead, little soap, Drakeville, and the Wapello County park	Yes	Ag & Amish vehicles	Crackheads building encampments and "campgrounds"	Posted speed limits need to be 65 mph	
Shopping/errands/live in the corridor/Part of my route to travel out Recreation/leisure	A couple times a month to month		Fair	There is a lot of semi-truck traffic and it is very difficult at times to pass. Also some of the passing lanes are not long enough. The highway from Ottumwa, Iowa to Kirksville, Missouri really needs to be a 4 lane highway with a speed of 65 mph not a Super 2 highway. By the time all the passing lanes are added in a super 2 highway, you almost have a 4 lane highway built anyway. A new 4 lane highway would really enhance economic development all along the corridor, plus it would also connect with the 4 lane highway going out of Kirksville, Missouri. A 4 lane highway with a higher speed of 65 mph would also make traveling between the 2 states more productive and more attractive in recruiting new business and industry to both Ottumwa and Kirksville.	Somewhat safe	There are a lot of steep hills esp. between Ottumwa and Bloomfield and the visibility for oncoming traffic is very challenging at times to see. Some of the steep hills have created some real accidents due to poor visibility but the recent accident where a husband and wife got killed last month.	Yes	In the fall when the farmers are harvesting their crops, there are a lot of farm tractors, wagons, & combines traveling on the highway. This can be real dangerous esp. when vision is limited due to all the steep hills on highway 63 south.	Also the Amish in Davis County can be hazardous when they travel in their buggies along the highway with their horses. Sometimes their horses get spooked by the car traffic and they can dart out into the highway at times.	I am not aware of any new land use development projects along highway 63 south between Ottumwa and Bloomfield at this time.	We really need highway 63 South from Ottumwa to be a 4 lane highway all the way to Kirksville, Missouri. A Super 2 is not the answer. We need a 4 lane highway with wide shoulders and a 65 mph speed limit. A 4 lane highway will dramatically increase economic development along the corridor and it shouldn't be that much more expensive to build than a Super 2. Southeast Iowa has been overlooked for many many years when new highway projects were planned in Iowa and we don't have hardly any 4 lane highways, south of Interstate 80 in Iowa. Please reconsider and make highway 63 South a 4 lane highway from Ottumwa, Iowa to Kirksville, Missouri. Thank you.
Commute to work/Part of my route to travel out	Multiple times a day	No	Fair	Construction and a high volume of semi-truck traffic.	Somewhat safe		No			The DOT looked into this highway being a four lane corridor approximately 25 to 30 years ago before the traffic flow has increased since then. There were properties purchased and preliminary plans for this corridor I believe it would benefit transportation needs and safety if the four lane would be looked at again in the future.	
Shopping/errands/Part of my route to travel out Recreation/leisure	A couple times a month to month		Good		Somewhat unsafe	Not enough safe passing lanes	No				
Commercial driving/farming/tru	A couple times a month to month		Fair		Somewhat safe		No				
Recreation/leisure	Weekly		Poor		Unsafe		No				
Commute to work/Shopping/errands/live in the corridor/other	Multiple times a day	Our Church	Good		Somewhat safe		No				
Shopping/errands/Part of my route to travel out Recreation/leisure	A couple times a month to month	The amount of traffic without having safe places for traffic to pass. Incoming traffic always darting out in to other lanes.	Poor	Lack of passing lanes	Unsafe	The road between Ottumwa and Bloomfield are the worst!!!	No				
other	Occasional business in Kirksville.	Less frequently than monthly	No		Fair		No			The road should only be 4 lane if Missouri is going to 4 lane their section to connect. Otherwise it should be Super 2.	
Commute to work/Shopping/errands/live in the corridor/Part of my route to travel out Recreation/leisure/Commercial driving/farming/tru	Daily to several times a week	That's not possible	Fair	Between Ottumwa and Bloomfield	Unsafe	Heavy traffic to and from	Yes	Passing lanes are too short		Traffic flow has increased	
Shopping/errands/Part of my route to travel out Recreation/leisure	Weekly	Always heavy traffic with alot of truck traffic, making passing safely nearly impossible!! I feel unsafe everytime I travel it. Another VERY unsafe road is Highway 2 from West Grove west, past T&E!! There are several Amish living on this stretch of Highway 2 with many small hills and NO shoulders!! very dangerous!	Poor	Highway 63 South of Ottumwa to junction Highway 2, west of Bloomfield. Then again Highway 63 South at Lancaster Mo. Intersection with Highway 202 clear south past Kirksville, Missouri including past the by-pass at Kirksville Missouri.	Unsafe	South 63 at Ottumwa to South of Bloomfield to State line.	Yes	Agriculture and in Bloomfield area, Amish.	Extra lanes for slow moving vehicles.	Always sharing with alot of commercial trucks, and adequate passing out available!	
Shopping/errands/live in the corridor/Part of my route to travel out Recreation/leisure	Multiple times a day	No	Good		Safe		Yes	I do find the Floris Rd intersection to have poor visibility to the North from the stop.			
Shopping/errands/Part of my route to travel out Recreation/leisure/Commercial driving/farming/tru	Weekly		Fair	Needs 4 lanes for the amount of traffic	Somewhat unsafe	Too much traffic	No				
Commute to work/live in the corridor/Commercial driving/farming/tru	Multiple times a day	No	Fair	Nearer Ottumwa	Somewhat unsafe	Too many accidents from impatient or inattentive drivers	Yes	A lot of agricultural traffic as well as Amish traveling slowly. People behind them often pass even though there is traffic approaching in the open lane.		Certainly needs improvement, one of the busiest 2 lane highways left in the state. And traffic count has noticeably increased above pre covid levels.	
Commute to work/Shopping/errands/live in the corridor	Multiple times a day		Fair	Between ottumwa and bloomfield	Somewhat safe		No			Alternating passing zone 3 lane would make traffic flow much better on this road	
Commute to work/Part of my route to travel out Commercial driving/farming/tru	Daily to several times a week	Bloomf		Bloomfield	Somewhat unsafe	The 2lane portions				Please make four lanes from ottumwa to the Missouri border	
Commute to work/Shopping/errands/live in the corridor/Part of my route to travel out	Multiple times a day	I generally do not avoid it because it is the quickest way for me to get to work in Ottumwa everyday.	Fair		Somewhat unsafe	There are not enough passing lanes available. There is a long stretch from just north of Bloomfield to near the county line that it is generally very difficult to pass due to the amount of traffic coming from either direction.	No	Many people use this as a racetrack early in the morning and early evening after work hours. I am not a slow driver, but have had many people blow by me at high rates of speed, pass in no passing zones, etc.		It would be nice if this entire section was widened to be a super 3 at the worst. At least that would provide safer passing opportunities. A 4 lane highway would be ideal due to the amount of traffic, but not sure that is feasible, especially after completion of one bridge project and the work on 2 other bridges.	
Commercial driving/farming/tru	A couple times a month to month		Fair	All the hills keeping the flow of semis moving	Somewhat safe	Need to make truck lanes	No			4 lane road would be phenomenal with all of the truck traffic! And a wider shoulder to get the Amish further off of the road!	
Commute to work	Weekly		Fair	Bloomfield	Somewhat safe						
Shopping/errands/Part of my route to travel out	Weekly		Good		Somewhat unsafe	Heavy traffic area with Amish buggies on the shoulder.	No			The amount of Amish buggy traffic on the shoulder is unsafe especially after dark.	
Shopping/errands/Part of my route to travel out Recreation/leisure/Commercial driving/farming/tru	Weekly	Only after snow storm. Seems to take several hours to be safe to travel at times.	Fair		Unsafe	People driving well under posted speed limits and also few above posted speed limit causes congestion. It's like a 60 snake. Have to be really on your attention to keep safe.	Yes	Ottumwa to Bloomfield is unsafe. Speeders and crawlers mixing is very unsafe. Need 2 lanes from Ottumwa to Kirksville.	Several homes and business cause slow downs when entering or leaving driveways. Several rear end collisions.	Mostly 4 lane highway from Ottumwa to Kirksville would be ideal, at least several passing lanes on flat stretches. Would love to see I63 style highway, 4 lane with exit and entrances to smaller roads and towns.	
Commute to work	Daily to several times a week		Good		Safe		No				
Shopping/errands/live in the corridor/Recreation/leisure	Daily to several times a week		Good		Somewhat unsafe	Cars traveling to fast and passing when shouldnt	No			We have passing lanes on both sides of our house. They seem to work good. My concern would be with out property if you make changes. Putting more passing lanes would be an improvement	

Commute_to_work,I live in the corridor/Recreation/leisure	Multiple times a day	Currently, yes due to dumb drivers and bridge construction	Fair	Stupid people and construction	Somewhat safe	No		
I live in the corridor	Multiple times a day	No	Good		Somewhat safe	We need more passing lanes	No	It needs more passing lanes
Part_of_my_route_to_travel_out_Recreation/leisure/Commercial_driving_farming_tru	A couple times a month to month	During busy times I definitely do. Traffic is too congested early morning and late afternoon.	Poor	In the places where there is not a passing lane.	Somewhat safe	Yes	Residential. Intersecting roads.	Build a 4 lane that was supposed to happen many years ago. Land was bought for this purpose. Safety should be the driving factor for this. The daily traffic is too much for a 2 lane.
Shopping/errands/Part_of_my_route_to_travel_out_Recreation/leisure	A couple times a month to month	Not till a couple got killed a couple of months ago.	Fair	Can't see to pass other cars sometimes.	Somewhat safe	Yes	Farm stuff.	A 4 lane hi way is really needed for this piece of road! It would make driving safer.
Shopping/errands	Weekly	The road needs to be 4 lane. The passing lanes are deadly.	Fair	From Ottumwa to Bloomfield.	Somewhat unsafe	It goes back to the short passing areas. People dart back and forth, cut off other vehicles it is unsafe.	No	
Commute_to_work/Part_of_my_route_to_travel_out_Recreation/leisure	Weekly	No		Ottumwa to Bloomfield	Somewhat unsafe	People have died in wrecks	Agricultural equipment	
Shopping/errands/Part_of_my_route_to_travel_out_Recreation/leisure	Daily to several times a week	No but the people who speed and illegally pass others does make me think twice about driving on it	Fair	Farm equipment not moving over People who illegally pass People who drive at high speeds (25 to 20 mph over)	Somewhat safe	I have almost been hit a number of times by speeding vehicles. People just pulling out from side roads and illegal passing	No	Around Bloomfield and south of Bloomfield the Amish Community needs to be able to travel safely Maybe wider shoulders for agricultural equipment and the Amish. Leave the rest alone Actually have law enforcement patrol this stretch of road more. In 3 years of traveling E3 from Ottumwa to Missouri, I can count on 3 hand how many patrol vehicles I have seen. This does not count while in Bloomfield city limits. They actually patrol.
Shopping/errands,I live in the corridor/Part_of_my_route_to_travel_out/Commercial_driving_farming_tru	Daily to several times a week	Multiple bridge projects between Bloomfield and Ottumwa and it causes many delays. If we are trying to get to USA we go around to Floris and up to Elson.	Fair	Coming out of Ottumwa and out of Bloomfield, up and down the hills	Somewhat unsafe	Lots of hills with the passing lane available leads to fast drivers. Also with bridge construction and poor driving there has been wrecks and even deaths this year.	No	Some businesses on the south side of ottumwa. Other than that mostly residential.
Commute_to_work/Shopping/errands,I live in the corridor	Multiple times a day		Fair	Lots of big trucks. Heavy traffic on peak hours. Have to deal with some farm equipment too.	Somewhat safe	Yes	Tractors and farm equipment on the road.	
Shopping/errands,I live in the corridor/Part_of_my_route_to_travel_out_Recreation/leisure	Daily to several times a week	No		Traffic pulling off of side roads onto E3. Sometimes they wait for quite some time to be able to get into the highway because of traffic or pull out unsafely just to be able to get into E3.	Somewhat unsafe	From people leaving side roads	There's a lot of farm land and tractors travel E3	Turning lanes would be helpful
Part_of_my_route_to_travel_out_Recreation/leisure	Less frequently than monthly	I do try to avoid driving through Bloomfield due to the multiple stoplights on the square. I utilize 180th Street and go Avenue through Drakeville as a "Bloomfield bypass."	Fair	This section seems to have a high amount of slow moving vehicles, both Amish buggies and farm related equipment on the road.	Somewhat safe	The combination of horse drawn vehicles with regular traffic seems a bit unsafe. I always try to give them plenty of space and most buggy drivers pay very good attention to the surrounding traffic. Some motorists do not adjust speed to accommodate for the slower traffic creating unsafe situations.	Yes	I often encounter farm machinery/vehicles on this section. I like the Super 2 concept! I've driven those in other states and they seem to work well. The paved shoulder will be very nice for the Amish buggy folks. They often pull over to the shoulder to allow regular traffic to pass. This will keep them on a continuous road surface.
Commute_to_work	Daily to several times a week		Fair		Somewhat safe	No		
I live in the corridor/Part_of_my_route_to_travel_out	A couple times a month to month		Poor	multiple construction delays	Somewhat safe	No		
Recreation/leisure	A couple times a month to month	Currently because of the construction. Nobody respects the rules of the road.	Good		Somewhat unsafe	So many hills and lack of attentive drivers	No	
Recreation/leisure	Weekly	Right now with the bridge work, yes. It's annoying, but fairly uneventful.	Good		Somewhat safe	No		
Commercial_driving_farming_tru	Daily to several times a week		Good		Unsafe	Route not having enough fog lines reflecting visibility poor at best	Yes	Heavy truck traffic Wider shoulders Wider shoulders 4 lanes of traffic
Part_of_my_route_to_travel_out	Less frequently than monthly	IRQ355 is better to my destination of Booneville from NW And IA.	Fair					Not enough places to safely pass. Ditches too steep. Way to much brush in those ditches. Need to widen and more turn lanes. At busy intersections. So there is safer turning. Eliminate gravel road access at south section of this road road. There is access from LI soap rd. Also North of water tower by Floris turn off. There is good access from mine. On the back side.
Commute_to_work/Shopping/errands	Multiple times a day		Poor		Unsafe			
Shopping/errands,I live in the corridor	Daily to several times a week	No. Unless construction is happening and causing major back ups.	Good	Could be better, but not too bad.	Somewhat safe	Yes	Some intersections can be hard to see in the late summer due to crops.	The passing lanes really help the flow in Wapello county but there are few of them in Davis. I think the flow would be better with more passing lanes
Commute_to_work/Part_of_my_route_to_travel_out_Recreation/leisure	Weekly	Not able to pass. To much traffic. I can't read this road. The doing it. It's very busy. Dangerous curves and hills. Impatient drivers. I should have known the side would cut costs with Hwy E3 so more money could be spent in central Iowa. If you and your family had to travel this road daily you would never consider building a super 2 over a 4 lane. Incredibly idiotic decision made by people who could care less about the safety of the people of southeast Iowa and those that travel through here. Real easy while your family travels on your 6 and 8 lane highways.	Poor	Not able to pass. To much traffic	Unsafe	Yes	Can't see	
Commute_to_work/Shopping/errands,I live in the corridor	Multiple times a day		Poor	From Ottumwa to Bloomfield	Unsafe	From Bloomfield to Ottumwa. Steep hills, many curves. Most of the road is difficult to pass on. Passing lanes are way too short to use and drivers turn you off the end passing you. Impatient drivers because of the difficulty in passing.	Yes	Ag use. Lots of farm equipment. Too many gravel intersections with turning traffic. Needs to be a full 4 lane. Wasting time and taxpayer money with this super 2 nonsense
Part_of_my_route_to_travel_out_Recreation/leisure	Less frequently than monthly	Unfortunately unless you want to drive gravel, there isn't much option to avoiding this corridor.	Fair	From Floris to Bloomfield	Somewhat unsafe	I feel the section from Floris to Bloomfield is the worst. This is where one slower driver can cause a back up of multiple cars/trucks. Then the passing games begin.	No	I like the thought of a Super 2 highway. I'd prefer four lane to be extended from south of Kirksville to Ottumwa, but the Super 2 between Candemont Mo and Lebanon Mo. flows well.
Shopping/errands/Recreation/leisure	Weekly		Fair	Slow drivers, hard to pass	Somewhat safe	People pass when it's unsafe, they go too fast or way to slow.	No	4 lane from Ottumwa to Kirksville would be nice.
Shopping/errands/other	Family and friends	Right now yes because of the construction it's a hazard zone	Poor	Morning and afternoon traffic	Somewhat unsafe	The Floris turn off coming from Ottumwa I've almost been hit by a semi twice not paying attention	No	I think it would make it a bit safer and more efficient if it was a four lane then what it is now thank you and have a good day.
Shopping/errands	Daily to several times a week	No, no other route but gravel	Poor	Between Ottumwa & Bloomfield	Somewhat unsafe	2 lanes & people passing at horrible places.	No	
Shopping/errands,I live in the corridor/Part_of_my_route_to_travel_out	Weekly		Good		Somewhat unsafe	Between Bloomfield and Ottumwa vehicles pass when they shouldn't.	No	
Commute_to_school/Shopping/errands/Part_of_my_route_to_travel_out	Daily to several times a week	Yes, when possible. Unfortunately there are not always alternatives without traveling on unpaved roads.	Fair	Amish horses and buggies present unique challenges occasionally. Farm equipment can be a big nuisance as they often take up more than one lane of space. Not enough passing zones is a large issue as well.	Somewhat safe	Yes	Agricultural, as some areas do not have good alternative roadways for farm equipment.	This area is a heavily traveled route due to the lack of parallel paved infrastructure. Most other roads going in these general directions are not paved.
Shopping/errands/Recreation/leisure	Less frequently than monthly	Yes, the volume of traffic, driver behavior and the speed of traffic are dangerous for this stretch of highway. It is a scenic area, rolling hills, scenic with wildlife, many intersections with other roads and driveways. It's slight distances make passing, entering and exiting challenging. I avoid it and take gravel roads to Bloomfield and Drakeville. I haven't traveled to Kirksville in over 20 years because of the current state of Highway E3.	Fair	Depends on the day and time of travel. If you avoid peak travel times it functions.	Unsafe	I have friends who live on the corridor, their driveway entrance is located where the most recent fatal accident occurred. Their children were involved in an accident at this location a few years ago. Even before this I never felt safe using this highway, especially if you needed to exit in between Bloomfield and Ottumwa. I feel least safe from the Floris turn off to Ottumwa.	Yes	Residential, there are so many driveways. I can't envision how a four lane interstate highway could be built here with out displacing residents and frontage roads. Which I fear means the State will take farmland and wilderness to make a bypass possible.
Commute_to_work/other	shopping in Ottumwa		Poor	not enough turn lanes and this slows down traffic. flow, no passing lanes which causes hazardous driving with the wacked out crazy drivers who think they are more important than anyone else.	Somewhat unsafe	other drivers that take no consideration for fellow human beings	No	4 lanes would be better, but not financially feasible. Southeastern Iowa doesn't have enough political clout to be listened too.
Shopping/errands,I live in the corridor/Part_of_my_route_to_travel_out	Daily to several times a week		Good		Safe	No		

Part of my route to travel out	Daily to several times a week	Unable to avoid sun to no other routes to take but if I could avoid it would	Poor	The highway is too busy and needs to be 4 lane	Somewhat unsafe	The highway is way too busy and needs to be 4 lane	No	It needs to be a 4 lane.
Commute to work/Shopping/errands/ live in the corridor/Part of my route to travel out/Recreation/leisure/Commercial driving/farming/tru	Daily to several times a week		Poor	Between Ottumwa and bloomfield	Unsafe	About get hit head on and people passing in no passing zones	No	Needs to be a four lane sooner than later and so does Hwy 34 all the way to Nebraska
Commute to work/Commute to school/Shopping/errands/ live in the corridor	Multiple times a day	I wish I could because of traffic but it is the only route available	Fair	The whole route from Bloomfield to ottumwa	Unsafe	Dangerous passing and people following too close	No	
Commute to work/Shopping/errands	Multiple times a day		Fair	Commuting both ways is very heavy and extreme traffic. Because of the business of the highways, many people break multiple laws (speeding, passing on the left, etc)	Unsafe	See above	No	
Shopping/errands/ live in the corridor/Commercial driving/farming/tru	Multiple times a day		Poor		Unsafe	Putting out into traffic safely can sometimes take quite a while.	No	A lane all the way if drivers pay attention there should not be much of a problem, but drivers pulling onto the highway from a blind area and moving at a slower speed could be dangerous because many drivers are not paying attention and this could cause accidents. There are many hills on the highway that could hide slower moving traffic on the other side and many people might not be aware of this if they are just passing through or are not paying attention. I would like to see four lanes from Ottumwa to Kirkville with a better highway bypass in Ottumwa and a complete bypass around Bloomfield.
Commute to work/Shopping/errands/Recreation/leisure	Weekly	Sometimes I take a different way mainly because of the impatient drivers going too fast and passing aggressively. Seems like this has gotten worse in the past few years. Needs to be 50 mph limit strictly enforced.	Poor	The 2 lane from Ottumwa and Bloomfield is difficult to work speed enforcement due to the large number of vehicles. It is hard to get turned around and conduct speed enforcement. There is a speed issue in the area. There is constant congestion in traffic north and southbound.	Unsafe	Cars tend to cluster together for some reason. Many drivers cannot follow proper distance from one another. Then drivers get impatient because they want to drive through and make can't pass right away because of a cluster of vehicles in front of them. The difference in vehicle speeds and reckless behavior on highway 63 makes it kind of dangerous at times. I have seen cars passing in the opposite direction next to the slow traffic lane south of Ottumwa with cars actually traveling in the slow lane next to them just so they can drive fast and get by traffic. Very dangerous.	No	Reckless driving, a mix of some cars going near the speed limit along with many vehicles going well above the speed limit. Combine that with impatient drivers sometimes not paying attention, unsafe passing and following too closely to other vehicles. Always feels like a road that is twice as unsafe compared to highway 2 east of Bloomfield on my drive home. Always a relief to get off of 63.
Commute to work/other	Law enforcement patrol		Poor	the area between Ottumwa and Bloomfield	Somewhat unsafe	Between Ottumwa and Bloomfield. the high volume of traffic with speed issues.	Yes	
Part of my route to travel out/Recreation/leisure/other	Conventions		Good		Somewhat safe		No	
Shopping/errands/Part of my route to travel out/Recreation/leisure			Fair		Somewhat safe		No	
Commute to work/Shopping/errands/Part of my route to travel out	Daily to several times a week		Poor	Speeding/Passing in unsafe zones	Somewhat unsafe	Anything without a passing lane	No	
Shopping/errands/ live in the corridor/Part of my route to travel out	Daily to several times a week	no	Good		Safe		No	I LIKE THE SUPER 2 HIGHWAY PLAN
I live in the corridor	Daily to several times a week		Fair		Somewhat safe		Yes	
Commute to work/ live in the corridor/Commercial driving/farming/tru	Multiple times a day	No.	Poor	On the hills north of Bloomfield. There are not enough passing lanes for the slow traffic.	Somewhat unsafe	There are so many elderly traveling to Ottumwa for their healthcare, plus agriculture vehicles such as tractors, that they slow down the flow of traffic considerably. There are not wide enough shoulders for safety as well.	Yes	Both agricultural and industrial. Many semis hauling hogs going to IBS in Ottumwa from Proctor, Missouri every day!! IBS is one of the largest bacon producing factories in the world, they have a lot of traffic on this corridor. Farms all along the corridor, of course lots of tractors with equipment and semis hauling grain to Cargill in Eddyville!!
Shopping/errands	A couple times a month to month		Fair	Unable to pass slow vehicles	Somewhat unsafe	When you cannot safely pass	No	IBS in Ottumwa is expanding. They butcher at least 4000 head per day. Reports are they want to increase by 25% farm equipment is only getting bigger. More grain is being produced, so more grain to haul to market, either to Cargill in Eddyville or Troy Elevator in Bloomfield. Cattle, this is cattle country, and Bloomfield Livestock is one of the busiest sale barns in the state.
Commute to work/Shopping/errands/ live in the corridor	Multiple times a day	Bridge work the last couple years makes it a nightmare	Fair	Bridge construction	Somewhat safe		No	It is UNSAFE. Officials should know that after the recent accident at the bridge construction North of Bloomfield in southern Wapello County, in which 2 people perished. It has people scared of the lack of safety on Hwy 63.
Commute to work/Commute to school/ live in the corridor	Multiple times a day	Only when there is construction do I avoid it if possible. Unfortunately unless you want to drive pot hole filled gravel roads there is no good alternative to 63.	Fair	Too many speeding. Most traffic goes 65+ mph or closer to 70 and those who stick closer to speed limits gets run over. 25+ years ago, the stretch was heavily patrolled and people were ticketed for speeding. Rarely do I see any patrol on the highway between Ottumwa and the state line.	Unsafe	Same as the last comment. No patrol units to ticket those speeding or driving reckles. People will pass when it's not safe just because they are in a hurry and shove others off the road. Due to very little patrol vehicles, people tend to think they can go 65+ on a 2 lane road.	No	Either a 4 lane highway with concrete dividers to minimize the land required or add in more passing lanes. A super 2 would be very dangerous as people don't follow road laws.
Part of my route to travel out/Recreation/leisure	A couple times a month to month				Somewhat safe		No	
Shopping/errands	A couple times a month to month	No	Very good		Safe		No	
Commute to work/Shopping/errands/ live in the corridor	Multiple times a day		Poor		Unsafe		Yes	5 Madison Street/63 should be permanently abandoned. This creates unnecessary congestion. North travelers Morning commutes are disrupted by vehicles turning left onto Madison St. If they would like to turn make them go down to the newly reconstructed intersection of river road/63. There is a much safer exit from 63. Example: traffic is running 8 deep across village creek/52th street. Car 2 is running slower kindly moves over to the passing. Car 3 passes, car 4 also passes, car 5 feels much needed relief and follows car 4 to pass, but then as car 5 gets halfway through the pass of car 2 they are then surprised that car 4 decides to turn on Madison st. So now car 5 is and holed. They must slow down and allow car 4 to turn. By the time car 4 gets turned off the passing lane has been vacated from turning left traffic, but getting over the frustration and arriving at work/leisure they follow the original car 4 into the parking lot. This occurs literally daily.
Commute to work/Shopping/errands/ live in the corridor	Daily to several times a week	No	Poor	Between Bloomfield and Ottumwa	Somewhat unsafe	Because there is a lot of traffic and there have been a few accidents lately. One deadly.	No	
Shopping/errands/Part of my route to travel out/Recreation/leisure/other	Medical Health		Fair	Traffic flo from IBS on Kraft Food daily from Kirkville to Ottumwa	Unsafe	Volume of traffic during working hours.	Yes	manufacturing in Kirkville Bloomfield an Ottumwa
Shopping/errands/Part of my route to travel out/Commercial driving/farming/tru	Weekly	I would travel more but the traffic danger (difference in speed by drivers, visibility, amount of vehicles) makes me drive less on highway 63	Poor	vehicles entering and exiting the highway causing dangerous back ups and passing	Unsafe	Amount of traffic entering and exiting the road cause inconsistent speeds along the entire highway between Ottumwa and Bloomfield	Yes	farm vehicle expansion
Shopping/errands/Part of my route to travel out/Recreation/leisure	Daily to several times a week		Good		Somewhat safe		No	Expansion to 4 lanes and blinking warning lights at intersections in the rural areas
Shopping/errands/ live in the corridor	Daily to several times a week		Poor	Very congested, especially during peak working hours. Poor judgement is used by a majority of drivers. Passing zones are ignored.	Unsafe	Reckless drivers between Ottumwa and Bloomfield	No	
I live in the corridor	Weekly		Fair		Somewhat unsafe		Yes	
Shopping/errands/Part of my route to travel out/Recreation/leisure	A couple times a month to month	Right now try to avoid it due to bridge construction and the fact other drivers aren't paying enough attention to what's going on around them.	Fair	Abit of traffic from in state and out of state vehicles.	Somewhat unsafe	Right now the bridge construction is causing alot of safety concerns. There is also alot of blind areas you come upon with driveway and road. The speed of the traffic thru the area.	Yes	There is driveways and intersections that you run into at top of hills that you don't see something coming out of. You also have alot of Amish in the area that you come up on out of the blue.
Commute to work/Shopping/errands/ live in the corridor/Recreation/leisure	Multiple times a day		Fair	The worst is from the Floris turn off to Bloomfield	Somewhat safe		Yes	Often traffic will get backed up do to ag equipment with very few places for traffic to safely pass
Shopping/errands/Part of my route to travel out	Weekly		Poor		Somewhat unsafe		No	A turn lane at old Highway 63, Madison Ave, at the top of the hill coming into a Ottumwa. I've seen multiple close calls here with cars stopped to turn.
Shopping/errands/Part of my route to travel out/Commercial driving/farming/tru/other	Daily to several times a week		Fair	Inconsistent speed	Somewhat safe		No	Quality of the road surface is poor. Turning lanes are needed at the Elliot oil truck stop.
Commute to work/Shopping/errands/Part of my route to travel out	Daily to several times a week		Poor	People traveling way to fast and cutting you off if you in the slow lane trying to merge on	Somewhat unsafe	The whole road a lot of curves and turns and hills between Ottumwa and Bloomfield. And not opportunity for the cars that drive over the speed limit to get around you.	Yes	Farm machinery on the road which causes slower traffic



Commute_to_work,Shopping/errands,Part_of_my_route_to_travel_out,Recreation/leisure,Commercial_driving_farming_tru	Multiple times a day	Bridge construction taking forever south of ottumwa, heavy deer traffic and hard to see on 2 lane, no shoulder for farmers	Fair	Bloomfield is horrible, bridge construction south of ottumwa	Somewhat safe		No	I think highway 63 should go around bloomfield to the west and flow directly toward the junction of 2 and 63 toward missouri if a 4 lane is to be installed. A 4 lane would speed things up in this area, provide better flow and potentially bring more to the area.	
Commute_to_work,Shopping/errands,live_in_the_corridor,Part_of_my_route_to_travel_out,Recreation/leisure	Multiple times a day		Poor		Somewhat unsafe		Yes		
Shopping/errands,Recreation/leisure	A couple times a month to month	Too much traffic.	Poor	Hard to pass slow moving vehicles	Somewhat unsafe	Stupid drivers passing when it's not safe. Speed	Yes	Tractors and farm equipment	
Shopping/errands,live_in_the_corridor,Part_of_my_route_to_travel_out,Recreation/leisure	Daily to several times a week	Too much traffic and road construction.	Poor	Heavy commuter traffic between Bloomfield and Ottumwa.	Unsafe	Always some sort of road construction or maintenance on going.	No		
Commute_to_work,Shopping/errands,live_in_the_corridor,Part_of_my_route_to_travel_out,Recreation/leisure,Commercial_driving_farming_tru	Multiple times a day	Yes, when haul horses or large loads, the traffic is very heavy and there are so many idiots to such a rush to pass even through the no passing zones	Poor	A lot of slow moving vehicles like Amish buggies and farm equipment	Unsafe	Several fatal accidents due to passing error or crossing the center line	Yes	Multiple hills and curves	Due to this being a major corridor through the middle of a major agriculture area of our country the corridor needs to be 4 lanes, not a super 2.
Commute_to_work,Shopping/errands,live_in_the_corridor,Part_of_my_route_to_travel_out,Recreation/leisure	Multiple times a day		Very good		Somewhat safe	Often it can become an area for comfortable drivers to speed and drive recklessly. There are a ton a deer on 63 at year, so it can also become a slaughter house at times.	No		
Part_of_my_route_to_travel_out,	Less frequently than monthly	I don't like the portion of 63 thru Ottumwa	Fair	trying to pass large, slower vehicles	Safe		Yes	there are a lot of large, slower vehicles-hard to see what is up ahead and hard to pass	
I live in the corridor	Daily to several times a week	No	Good		Somewhat unsafe	I feel somewhat unsafe due to the excessive speed of many of the cars rather than the flow of traffic.	No		I think in general the corridor has been improved with the addition of dedicated turning lanes. The highway is well maintained and so noted before the main hazard in this corridor is excessive speed. I would prefer a super 2 highway corridor with more speed control. Thank you
Commute_to_work,Commute_to_school,Shopping/errands	Multiple times a day	Sometimes, Floris hwy to Eden (hwy 36) to 163W	Fair	When someone is not going with the "flow" of traffic: It is dangerous to pass in most places because of gaps in the hwy that hide cars. Current passing lanes are too short to fit more than 1 or 2 cars pass at a time. It is common to see passes being squeezed into oncoming traffic. And, usually the traffic is too heavy to get a safe opportunity without the benefit of slow lanes	Somewhat unsafe	I especially worry about younger/older drivers that might not be able to judge distances as precisely as needed. Waiting to turn off (or enter) of hwy 63 because of oncoming traffic is also precarious because of hills/drop dips and driver. Especially at commencing hours morning and evening. Between Bloomfield and the Floris turnoff, it is not unusual to meet at least 75 oncoming cars. On game nights, over 100.	Yes		I think most agriculture tries to avoid hwy 63 - at least N of Bloomfield - using it to cross over usually. But with the heavy traffic, if there are farm machinery, it doesn't take long for a long line of cars to form and following drivers usually do try to pass AND cut back in as fast as possible. N of Bloomfield doesn't have much Amish. Several commercial businesses between Bloomfield and the Floris turnoff. Smaller areas traffic, although my mom does live West of Bloomfield. Again, the following drivers usually try to hurry around and hurry back in, but if there is oncoming traffic, usually, all three try to fit across - the shoulder driver, the follower and the oncoming traffic. becomes because of the ongoing new construction.
Part_of_my_route_to_travel_out,Recreation/leisure,Commercial_driving_farming_tru	Weekly	It is busy and dangerous.	Fair	Between Bloomfield and Ottumwa.	Somewhat unsafe	When farm equipment is on the road.	Yes	Farm traffic.	It should be transferred to a 4 lane project that could be built over time.
Shopping/errands,Recreation/leisure,Commercial_driving_farming_tru,other	Medical visits	No, because I can't. It's the only paved direct route to all of the things listed above.	Fair	At entrances to side roads.	Somewhat unsafe	The bridge construction right now between Bloomfield and Ottumwa is scary. You have to be suspicious of other drivers at all times. Don't expect them to do the right thing because they probably won't. My husband drives a semi and has seen so many mishaps and near misses that he hates going that route. Along the highway where they repaved a bridge last summer (and made a straight road curved) they painted double yellow lines (so they made it a no passing zone), where you have VXX open opportunities for a long way. Because it is dumb to have a no passing zone there, people speed up and pass anyway. It has increased the danger, not lessened it.	No		It should ABSOLUTELY be a 4 lane corridor. The passing lanes that are there now are not enough. Only one is long enough to be of any benefit and that one is right before you get to Ottumwa from the south. The others are so short that some people won't get over at all.
Commute_to_work,Shopping/errands,live_in_the_corridor,Part_of_my_route_to_travel_out,Recreation/leisure	Daily to several times a week	Heavy traffic loads and drivers trying to pass and go faster than the posted limit. Slower drivers will back up traffic and the few passing lanes are crazy when everyone is trying to pass.	Poor	Through Bloomfield, the traffic lights & stop sign south of town bunch everyone together and then there are not enough passing lanes to let the faster drivers ahead of the slower. There are no passing lanes on highway 63 south of highway 2 from highway 2 to the State line.	Unsafe	I feel that we have to drive defensive on hwy 63 because there are always people driving faster than the limit and in big hulies, so they are passing in very small windows with heavy semi traffic on that road.	No		I think this hwy should be four lanes from Ottumwa to South of Kirksville to meet up with the four lanes there. This hwy should be routed around Bloomfield between Drakeville and Bloomfield at a Super 2 but would make more sense as a four lane. The hwy has very heavy semi traffic and needs to re-route around towns so the flow keeps moving smoothly.
Shopping/errands,other	Doctor appointments, visit family.	No	Poor	Between Ottumwa and Bloomfield	Unsafe	People passing when they shouldn't.	No		Please make it a 4 lane highway.
Commute_to_work,Shopping/errands,Commercial_driving_farming_tru	Daily to several times a week		Good		Somewhat unsafe	All			
Shopping/errands,live_in_the_corridor,other	Weekly		Fair	Where there are no turning only lanes and traffic must stop until turning vehicle has a clear gap in oncoming traffic.	Somewhat unsafe	At the exit to Little Soap Road on the south end across from Pioneer Ridge.	Yes	Again Little Soap Road has a lot of traffic (especially right now when vehicles travel on it to avoid one of the bridge construction sites). Entering and exiting it is hazardous for the residents on this road	
Commute_to_work	Daily to several times a week	yes if I can because of traffic.	Poor	the worst part is between the Floris turn off and Ottumwa but between Bloomfield and the Floris turn off is not much better. There needs to be a bypass around Bloomfield to slow the the hog trucks.	Somewhat unsafe	if a person has car trouble its like trying to change a flat along 180. Speeds and traffic are getting worse everyday.	No		
Commute_to_work,live_in_the_corridor,Commercial_driving_farming_tru	Daily to several times a week		Good		Somewhat safe		No	I don't want my property to be impacted by any future expansion of US 63	
Shopping/errands,live_in_the_corridor,Part_of_my_route_to_travel_out,Recreation/leisure	Weekly	Yes, I think it is dangerous. Passing lanes are not a standard length. If people are unfamiliar with this road, they are unaware of how long they have to safely pass.	Fair	The hills pose a problem for trucks and farm machinery. Corners are unsafe to pass during.	Somewhat unsafe	There have been accidents on this highway, some deadly.	Yes	There are many ways and reasons that highway is used. They all affect the flow of traffic and the safety of the travelers.	More passing lanes, longer passing lanes, and paved shoulders.
Shopping/errands,live_in_the_corridor,Part_of_my_route_to_travel_out,Recreation/leisure	Daily to several times a week	currently, I avoid this highway due to bridge work between Bloomfield and Ottumwa. I generally take back roads on alternate routes in general due to traffic and lack of passing lanes between the Floris turnoff and MO line.	Poor	south of the Floris turnoff	Somewhat unsafe	I've experienced a family fatality on this road, due to unsafe passing lanes on this stretch of road. Again, south of the Floris turnoff is where I avoid.	No		
Commute_to_work,Shopping/errands,live_in_the_corridor	Multiple times a day	No	Poor	Between Bloomfield & Ottumwa	Somewhat safe		No	Needs to be 4 lane from Ottumwa to Missouri line.	
Commute_to_work,Shopping/errands,Recreation/leisure	Multiple times a day	It is unavoidable for my job because I work along US 63 (Pioneer Ridge Nature Area), but I wish I could avoid it. Almost weekly I am almost re-entitled attempting to pull into my work's drive. There have been numerous close calls with semis almost rear ending our workers and guests.	Fair	There is a very small passing lane leaving Ottumwa that does not give adequate time for people to pass leading to a congestion of vehicles.	Unsafe	I feel very unsafe traveling US 63. There is a large number of semis and other users. Numerous times I have been almost rear-ended attempting to pull into work (Pioneer Ridge Nature Area). There was an incident recently for a guest where a semi did not see them attempting to turn in and had to take the shoulder to avoid rear ending them. This corridor is VERY unsafe for turning traffic. Cars turning off Little Soap Road and going north often have to pull out quickly and cut off traffic.	No		A watch for turning traffic sign leading into Pioneer Ridge (or a turning lane) and other signs near places where people are turning would add a layer of safety that is not currently there. I don't think this would entirely fix the safety issue, but I believe it would help.
Shopping/errands,live_in_the_corridor,Part_of_my_route_to_travel_out,Recreation/leisure	Daily to several times a week		Good		Somewhat safe		Yes	There is a large (1000 acre) recreational area where Highway 63 enters Wapella County. Particularly, southbound from Ottumwa near the Wapella/Davis County line, occasional, sporadic traffic turning into Pioneer Ridge Nature Area, including school buses, livestock (horse) trailers, campers and RV's create a hazard when they must stop for northbound traffic at this intersection.	Increasing recreational opportunities at the above-mentioned Pioneer Ridge Nature Area will only increase the frequency of safety concerns regarding exiting from Highway 63 into this area.
									I am also concerned about issues increasing within the ROW and hope that some effort may address the aggressive and invasive nature of this weed.



# US 63 Super 2 Corridor Study



Iowa / Missouri State Line north to Ottumwa

## US 63 SUPER 2 STUDY – EXISTING CRASH HISTORY

LOCATION AND ENVIRONMENT BUREAU | January 2024



## EXECUTIVE SUMMARY

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

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

## ACRONYMS AND ABBREVIATIONS

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

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## 1) INTRODUCTION

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

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

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

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

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

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

## 2) STUDY AREA

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



Figure 2.1 (Study Area and Existing ROW US 63)

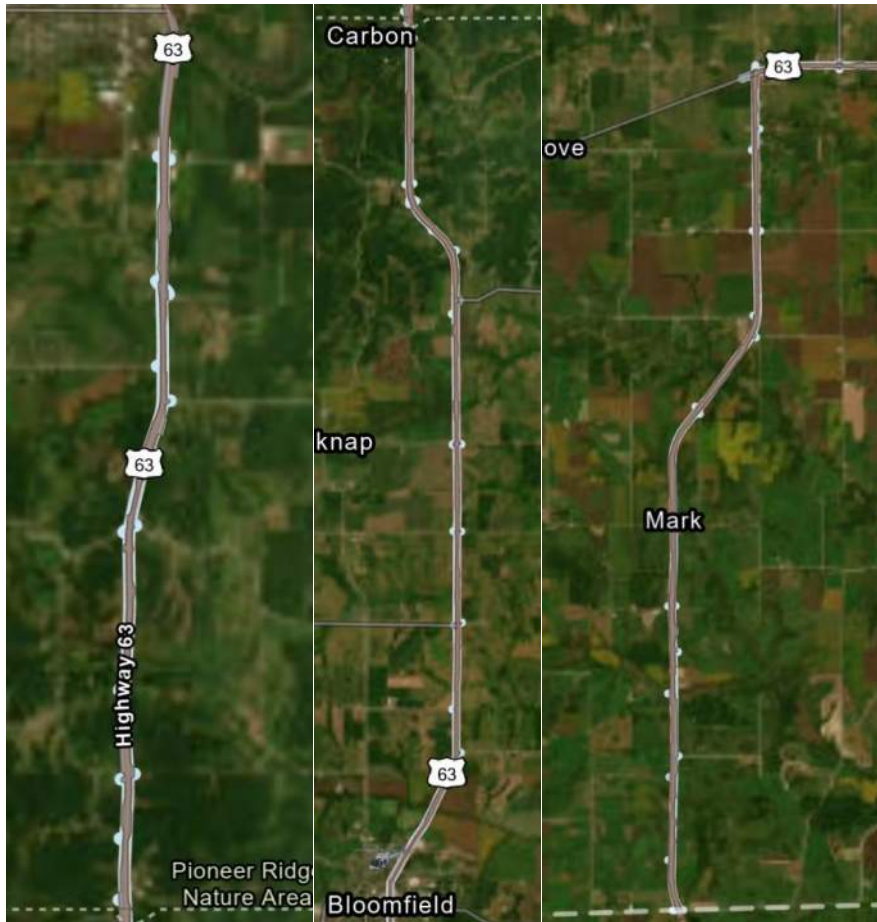
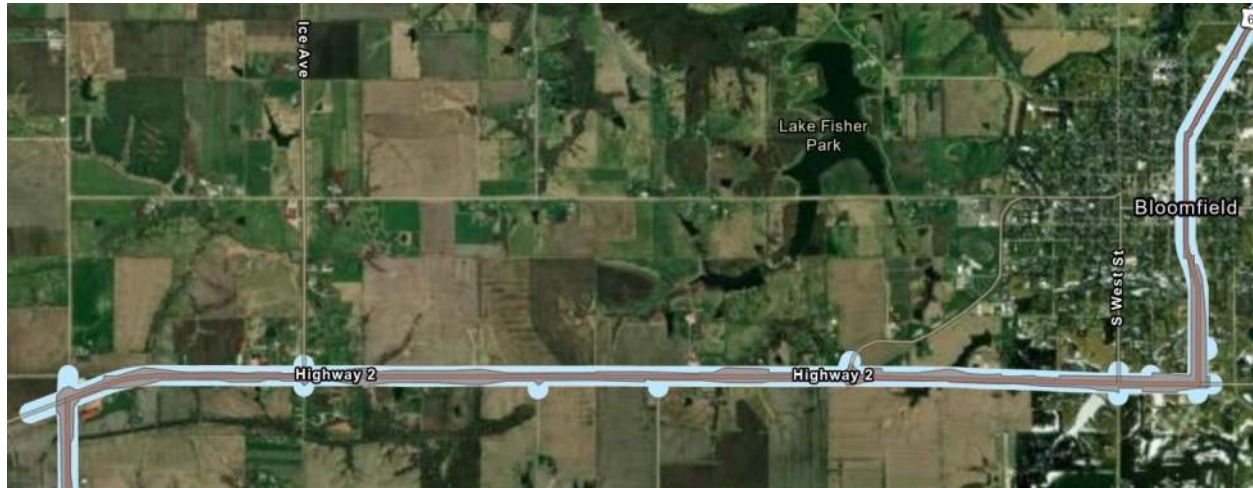


Figure 2.2 (Study Area and Existing ROW US 63 / IA 2)



### 3) METHODOLOGY

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

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

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

Figure 3.1 (Crash Summary – Ottumwa to Bloomfield)

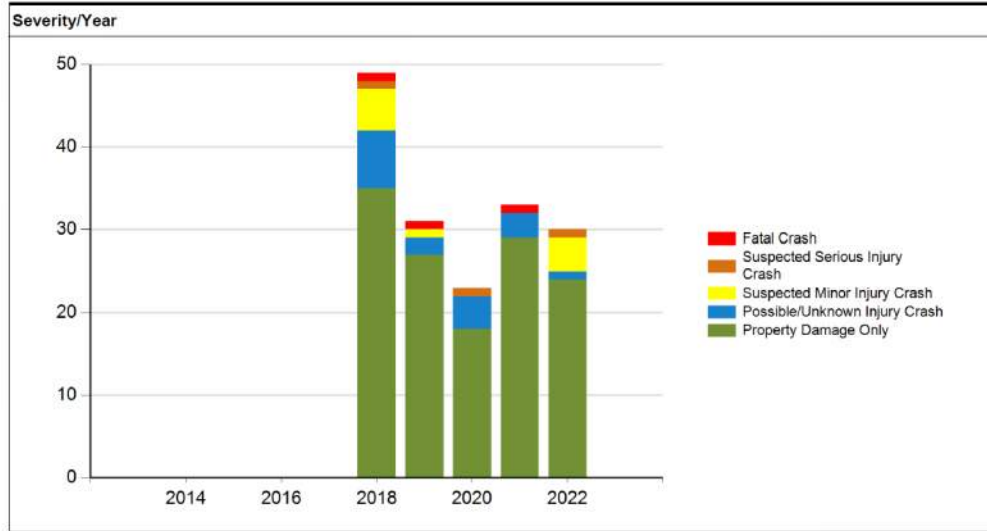
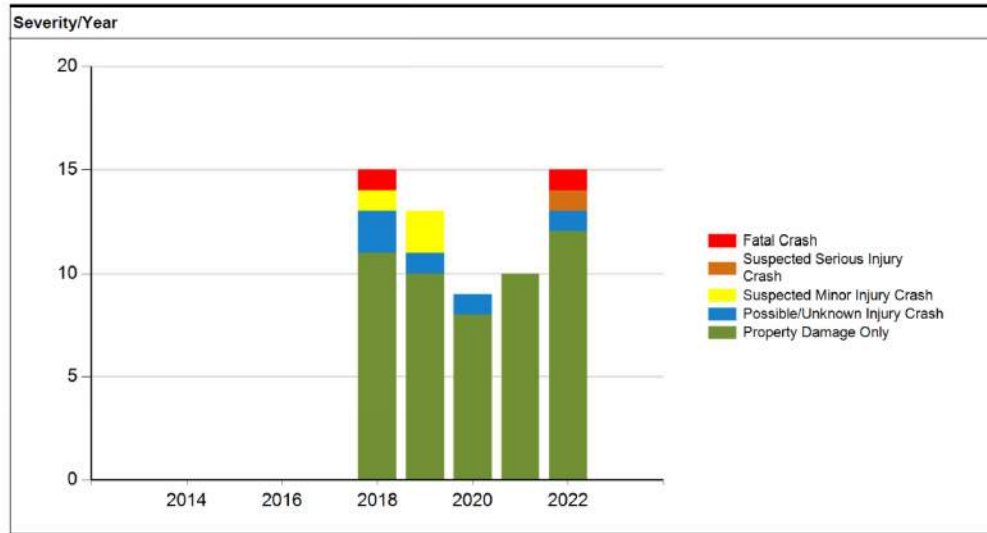


Figure 3.2 (Crash Summary – Bloomfield to Iowa / Missouri State Line)



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

## 4) RESULTS

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

Figure 4.1 (US 63 Study Area Crash Summary)

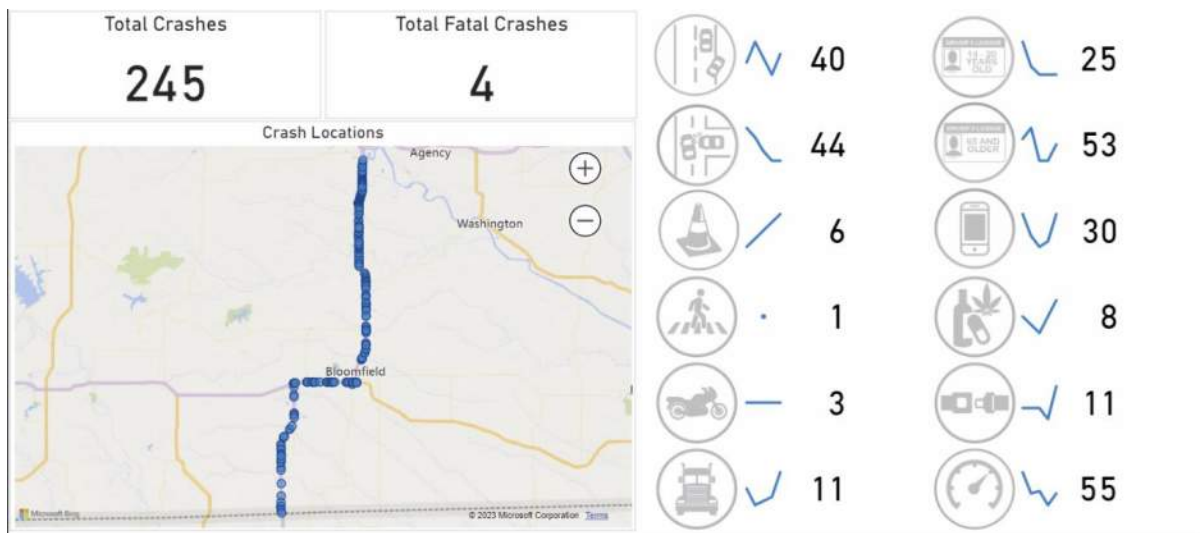


Figure 4.2 (US 63 ICAT Crash Data Stacked Report)

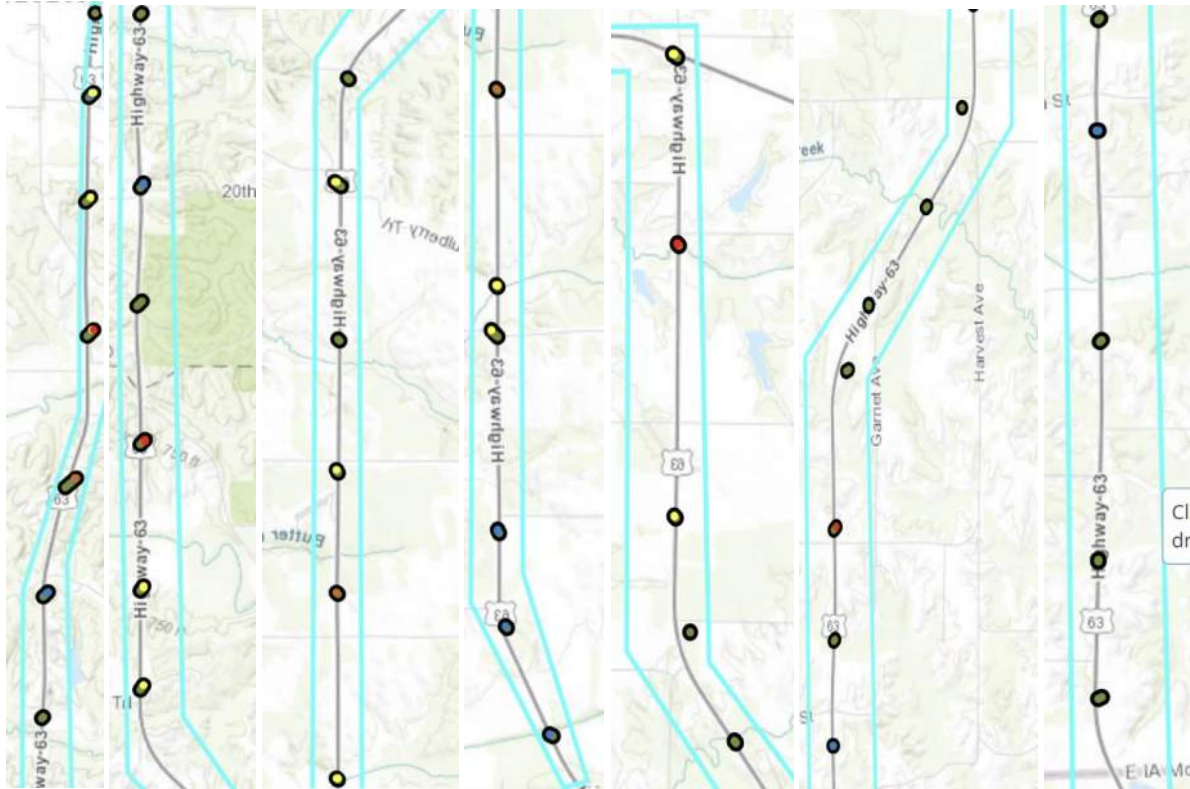
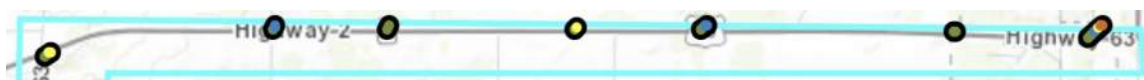
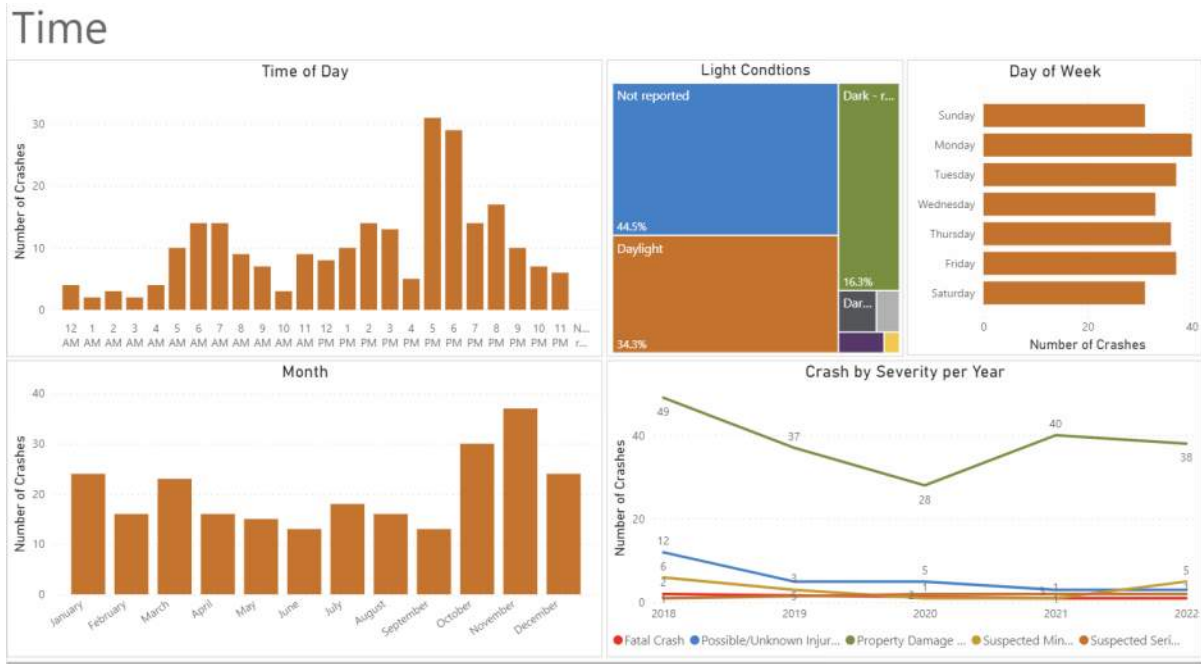


Figure 4.3 (US 63 / IA 2 ICAT Crash Data Stacked Report)



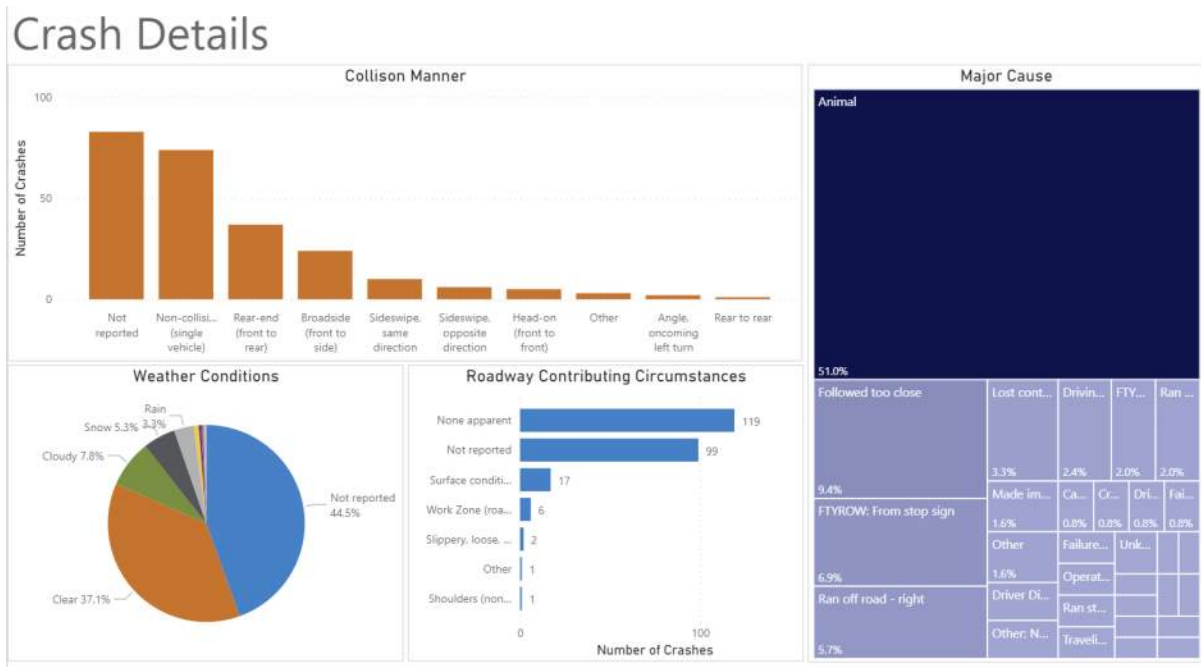
Crashes reported occurred consistently throughout the day with the most frequent reported crashes occurring during the evening commute and evening hours. Crash occurrences were also consistent throughout the year however crash frequency increased slightly during the holidays. Light conditions and day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

Figure 4.4 (US 63 Crash Frequency Summary)



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

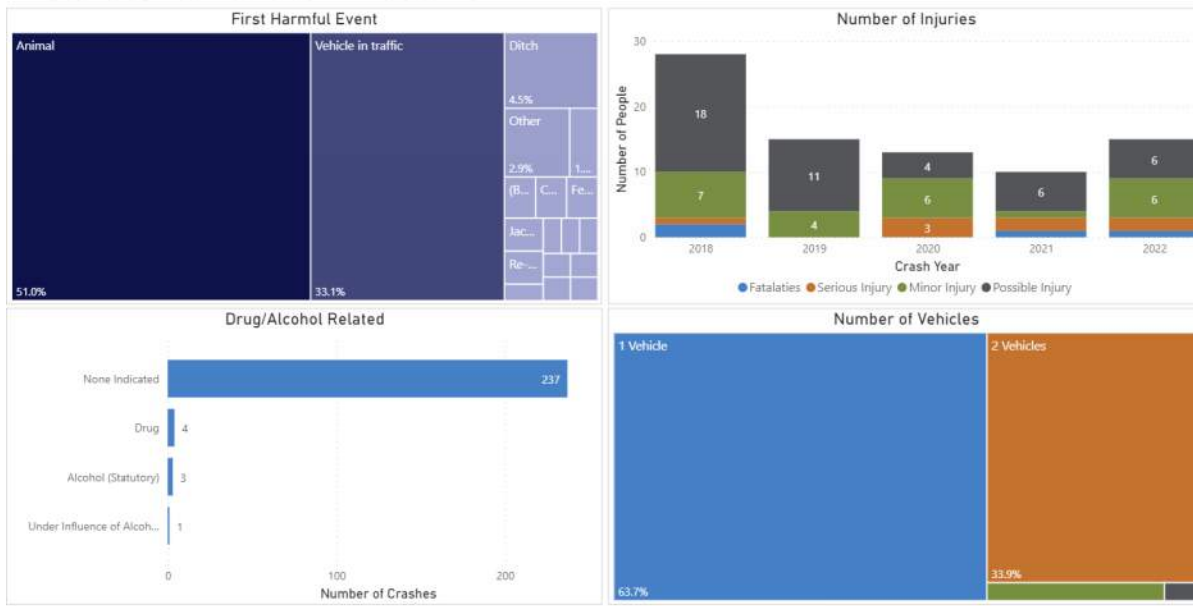
Figure 4.5 (Crash Details Summary)



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

Figure 4.6 (Additional Crash Details)

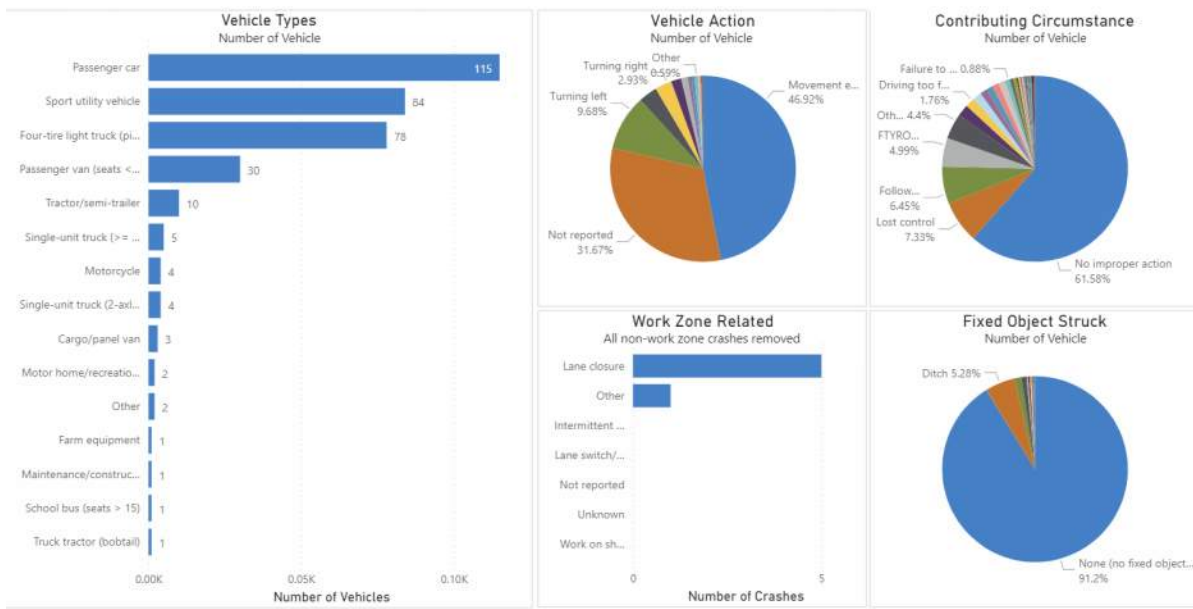
## Additional Crash Details



The majority of the crashes reported were passenger vehicles.

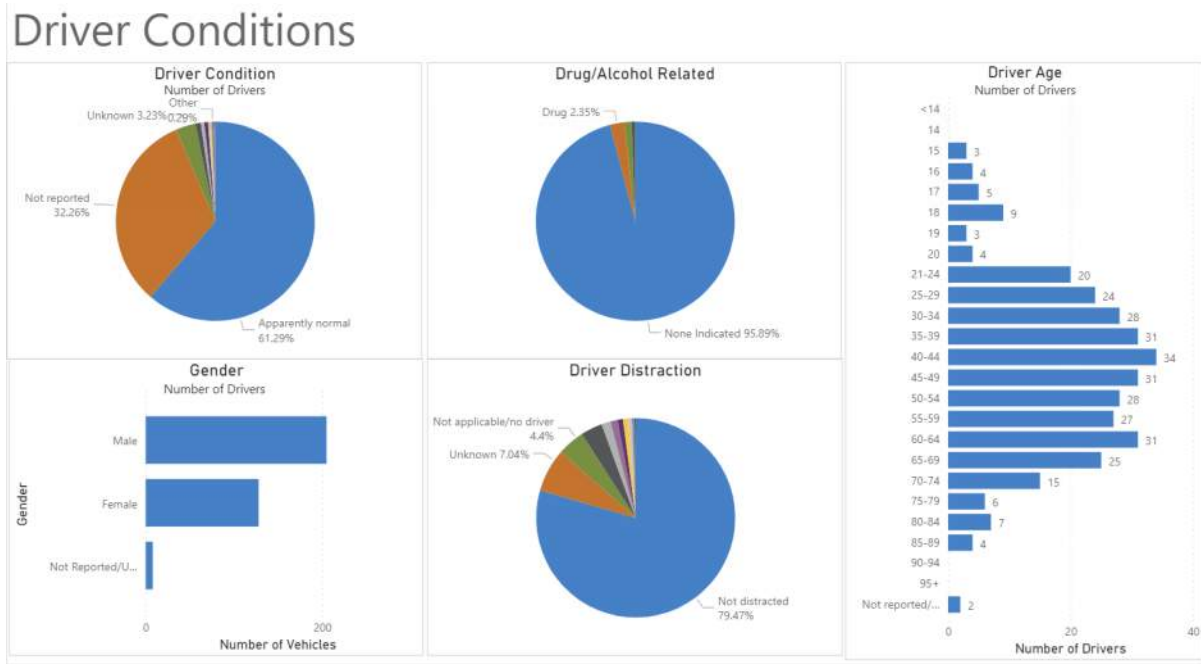
Figure 4.7 (Vehicle Characteristics Summary)

## Vehicle Details



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

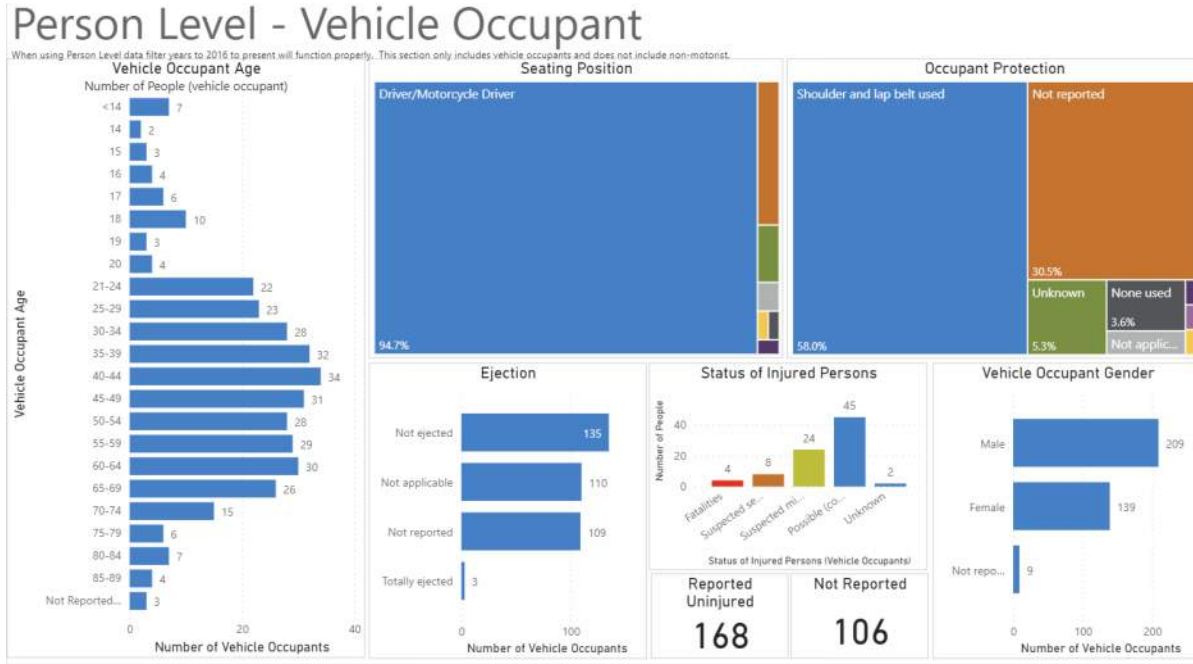
Figure 4.8 (Driver Characteristics Summary)



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



Figure 4.9 (Vehicle Occupancy Summary)



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

Figure 4.10 (Existing Roadway Conditions Summary)



## 5) CONCLUSIONS AND NEXT STEPS

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

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

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

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

Road segments reviewed include:

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

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

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

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

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

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

Analyzed intersections include:

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

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

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

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

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

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

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

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

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

## APPENDIX 1: POTENTIAL FOR CRASH REDUCTION

Figure A1.1 (PCR Locations for US 63)

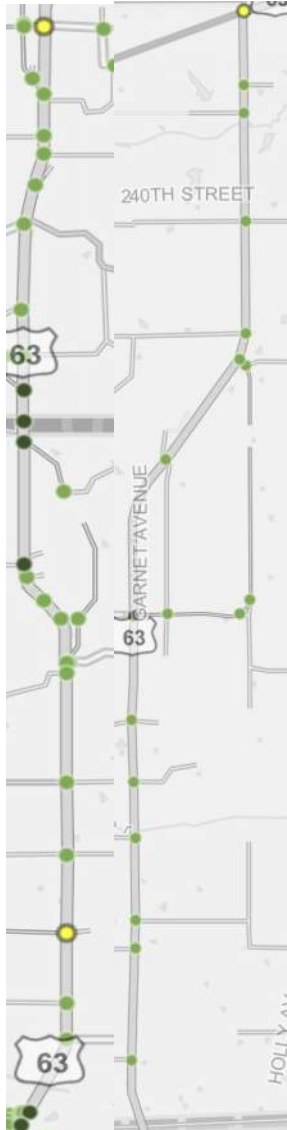


Figure A1.2 (PCR Locations for US 63 / IA 2)



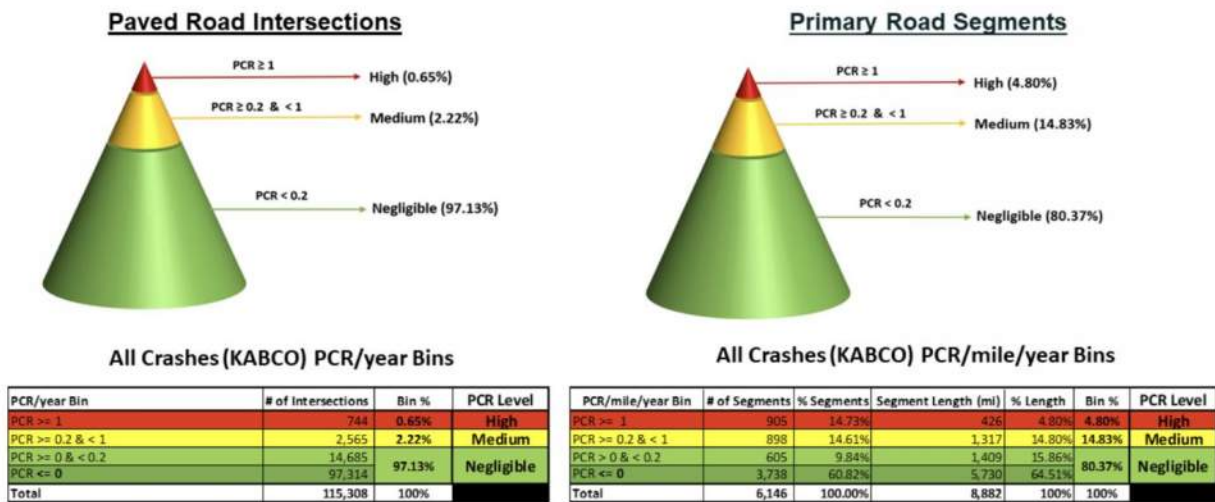
**High PCR Level** Intersections or segments will now replace the “above the statewide average” classification. Projects at these intersections and segments will likely qualify for safety funds and will require a consultation with Traffic and Safety Bureau to determine potential safety improvements.

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

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

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

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

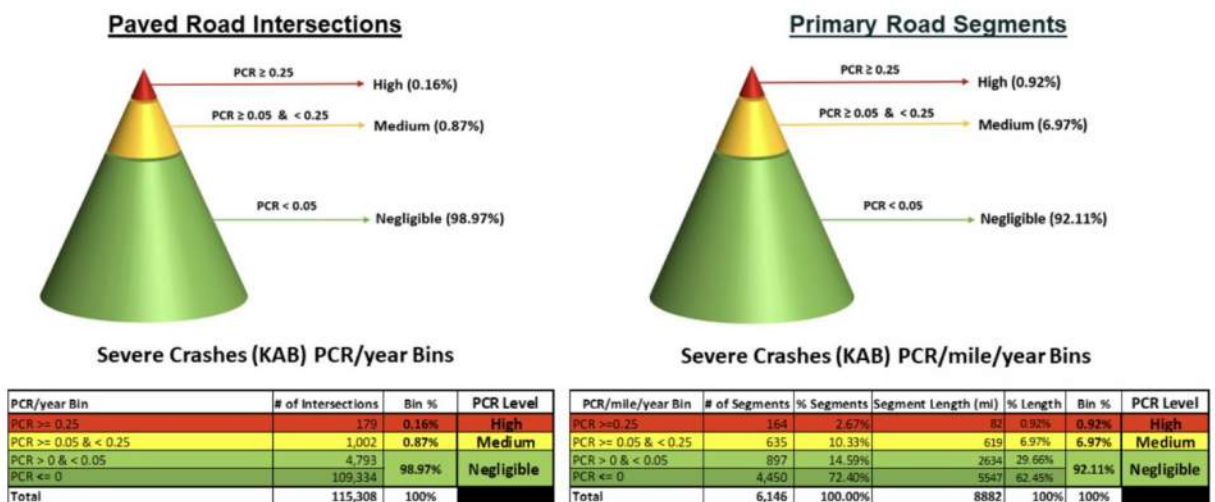


\*PCR : Potential for Crash Reduction

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

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

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



\*PCR : Potential for Crash Reduction

## APPENDIX 2 : COLLISION REPORTS

FIGURE A2.1: RIVER ROAD / US 63 INTERSECTION

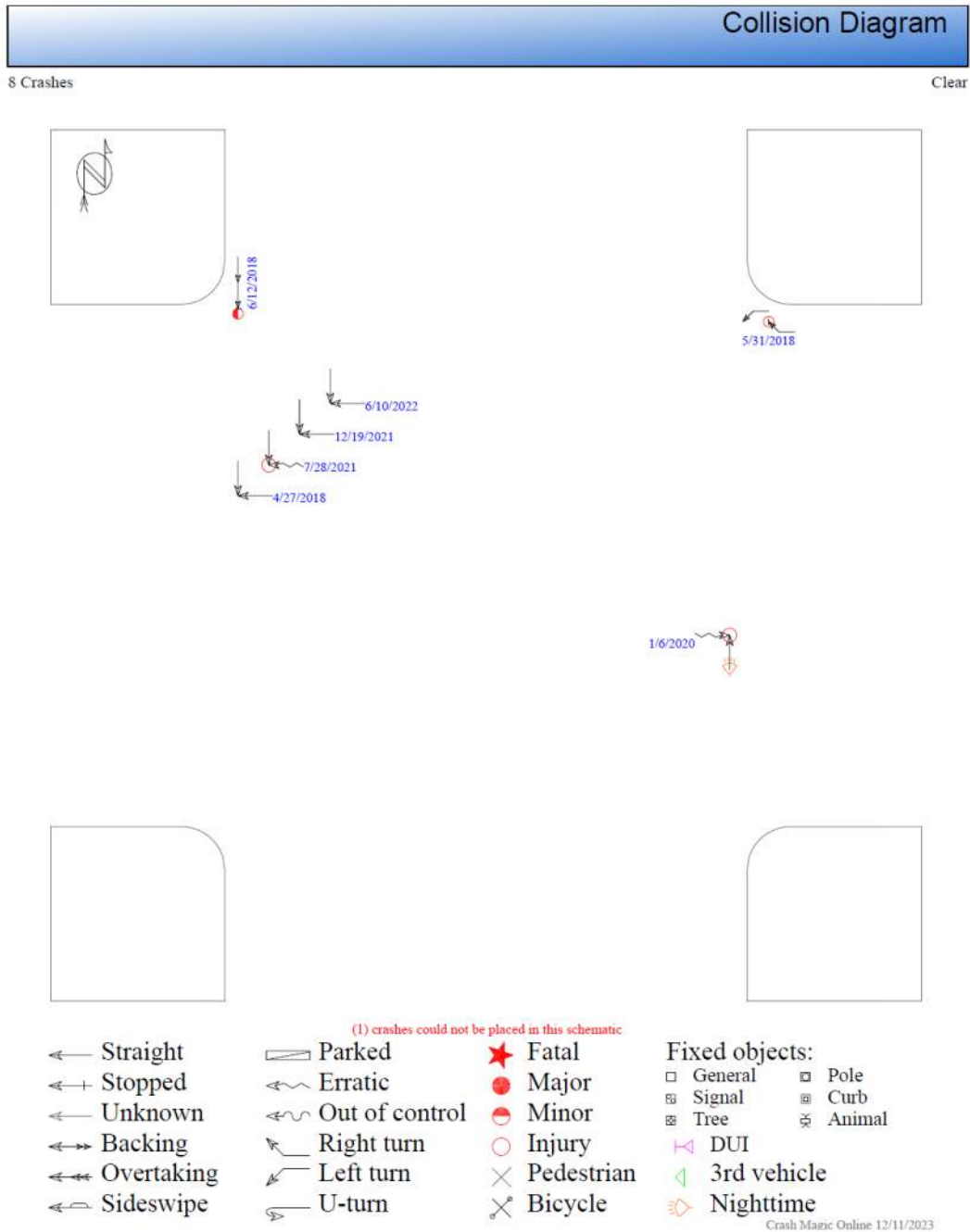


FIGURE A2.2: 180<sup>TH</sup> STREET / US 63 INTERSECTION

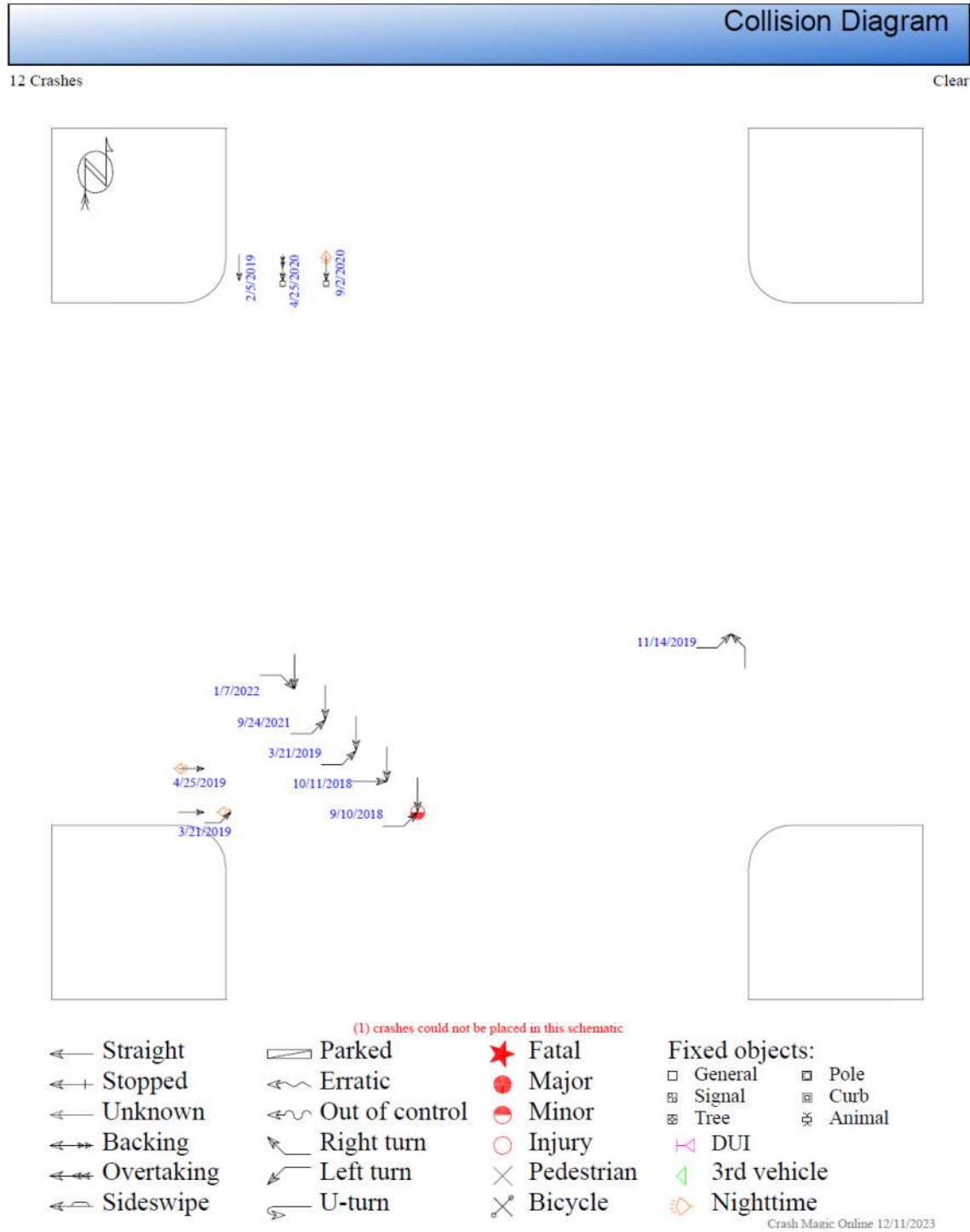
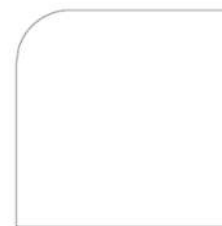
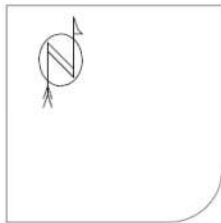


FIGURE A2.3: LILAC AVENUE / US 63 INTERSECTION

**Collision Diagram**

7 Crashes

Clear



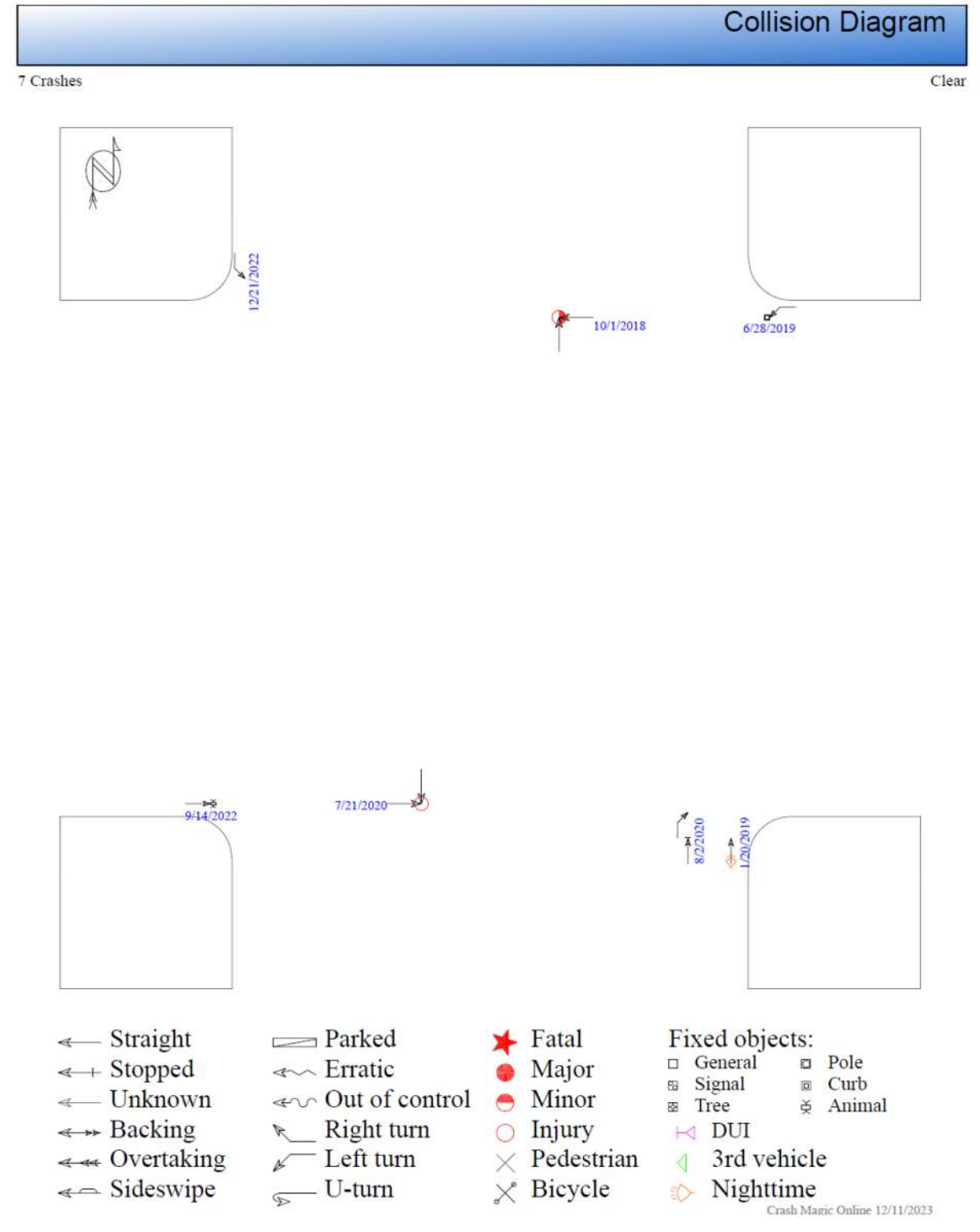
(2) crashes could not be placed in this schematic

- |              |                   |              |                |
|--------------|-------------------|--------------|----------------|
| ← Straight   | ▭ Parked          | ★ Fatal      | Fixed objects: |
| ←+ Stopped   | ←~ Erratic        | ● Major      | □ General      |
| ← Unknown    | ←~ Out of control | ● Minor      | ▣ Signal       |
| ↔ Backing    | ↗ Right turn      | ○ Injury     | ▣ Tree         |
| ↔ Overtaking | ↙ Left turn       | × Pedestrian | ▽ DUI          |
| ↔ Sideswipe  | ↪ U-turn          | ⊗ Bicycle    | ▽ 3rd vehicle  |
|              |                   |              | ⊗ Animal       |
|              |                   |              | ⊗ Nighttime    |

Crash Magic Online 12/11/2023



FIGURE A2.4: IA 2 / US 63 INTERSECTION





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

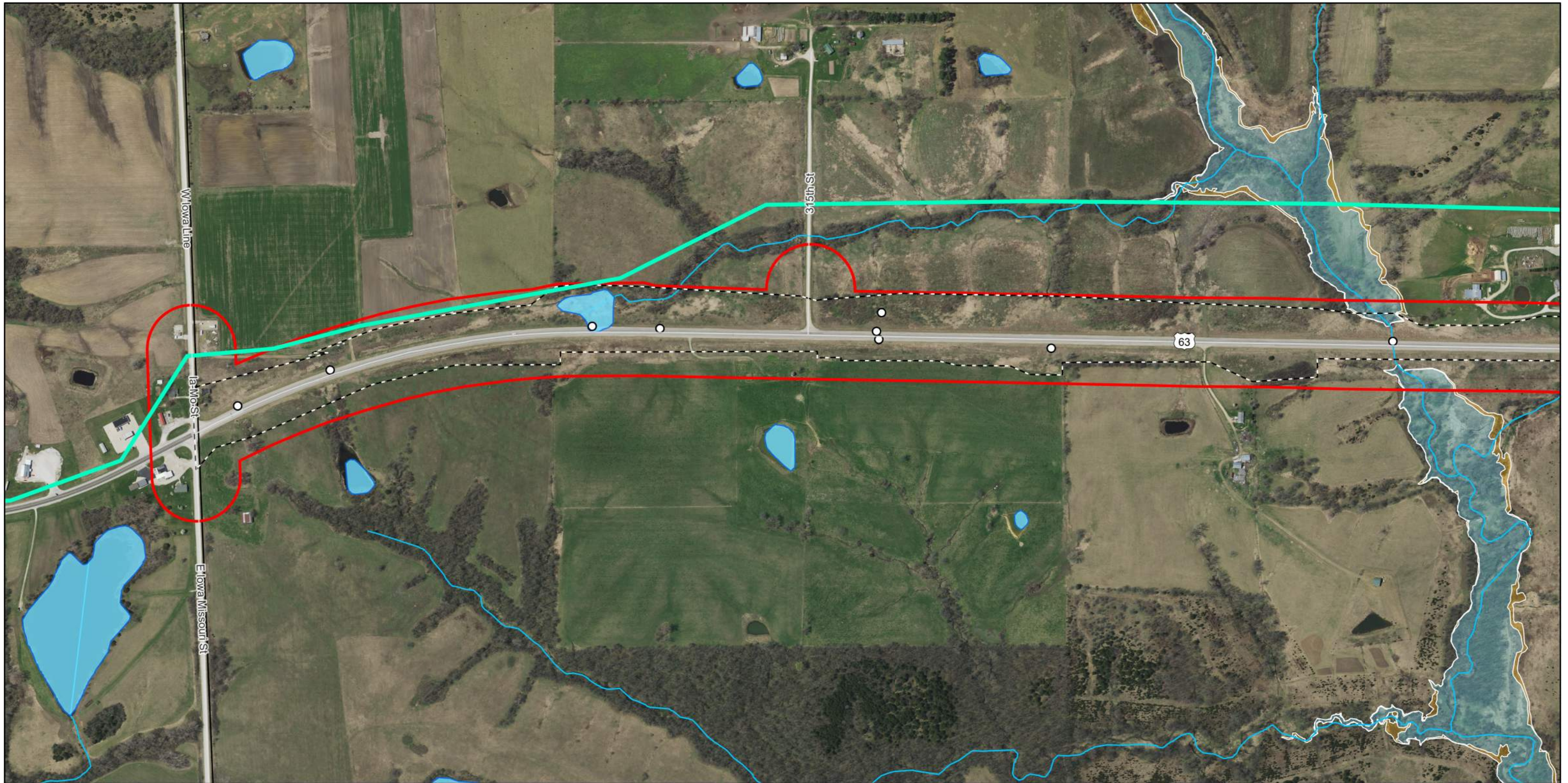
These properties have been identified as having **known** REC's.

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

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

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

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



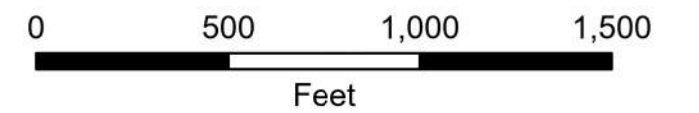
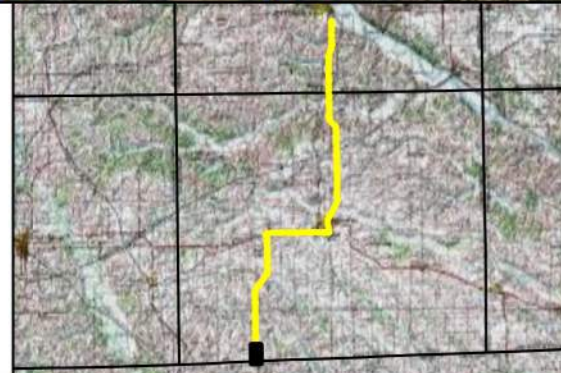
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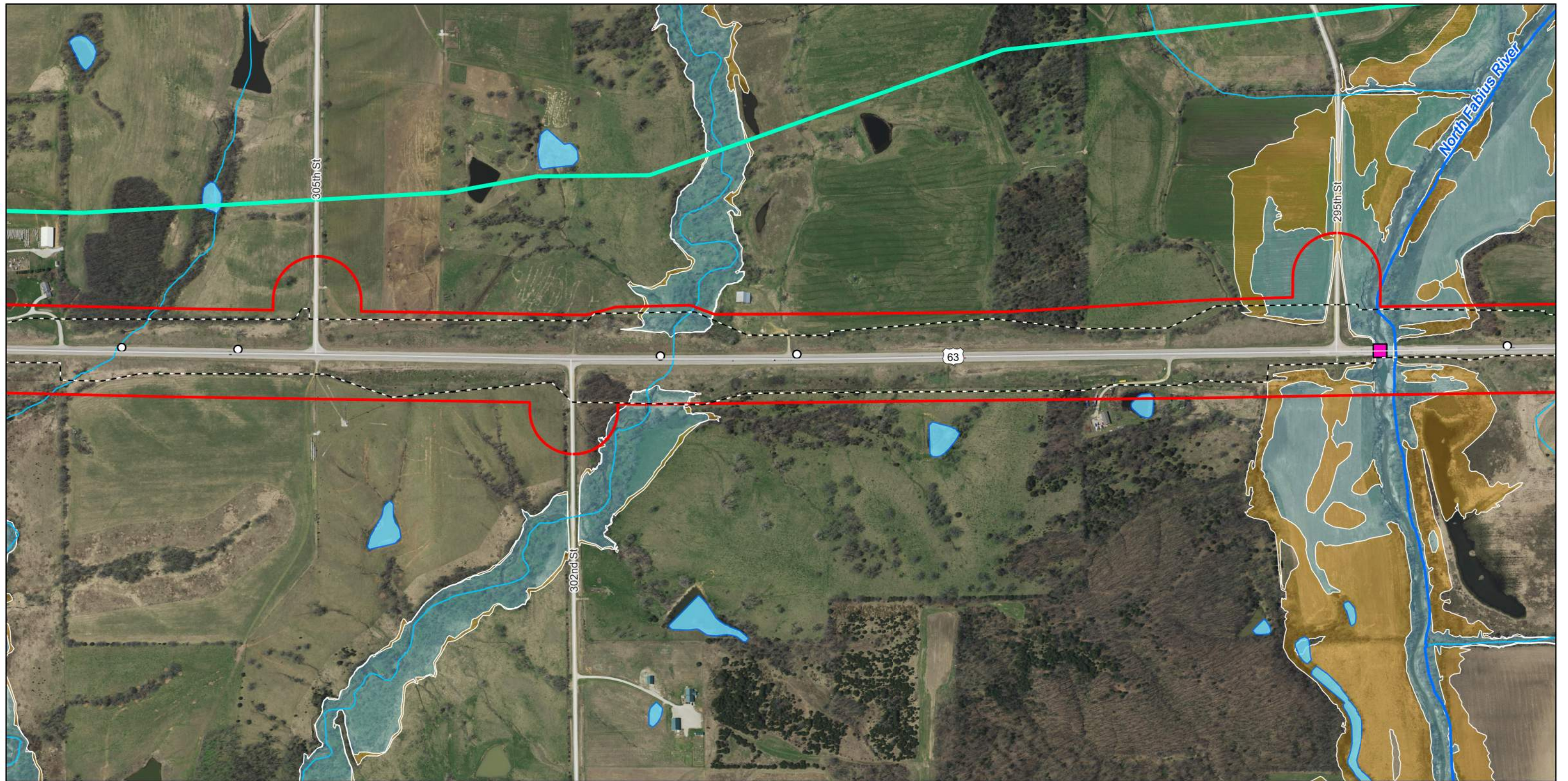
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





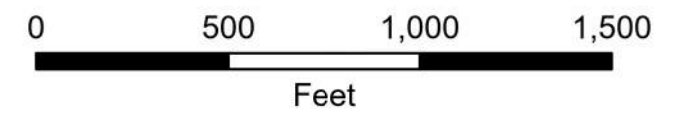
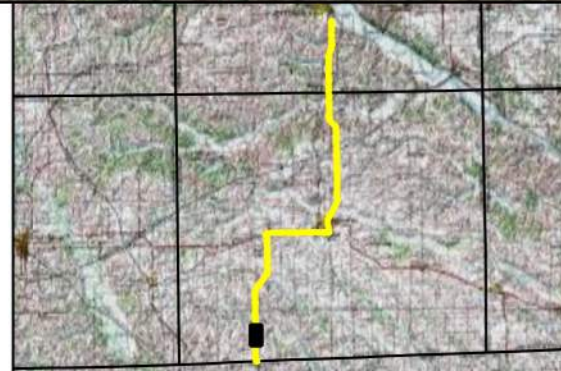
### Figure 1-2

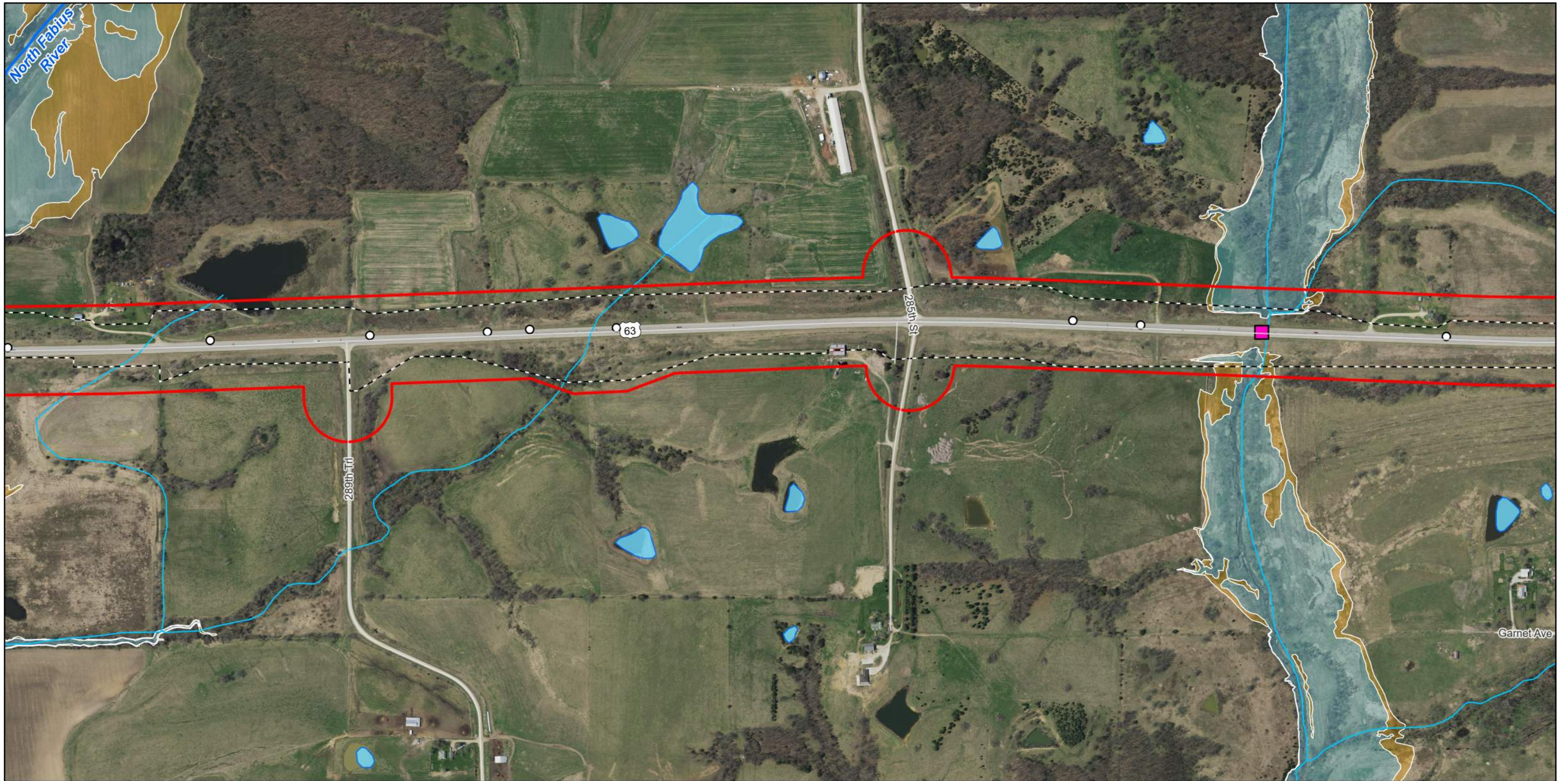
#### Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





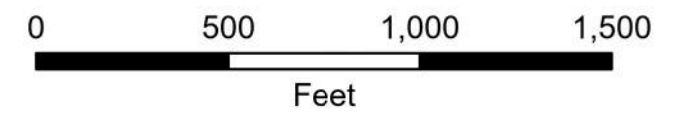
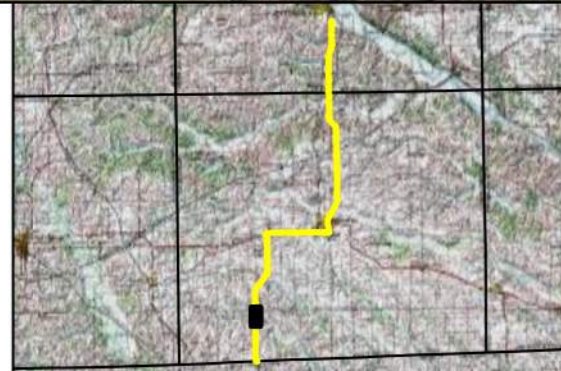
**Figure 1-3**

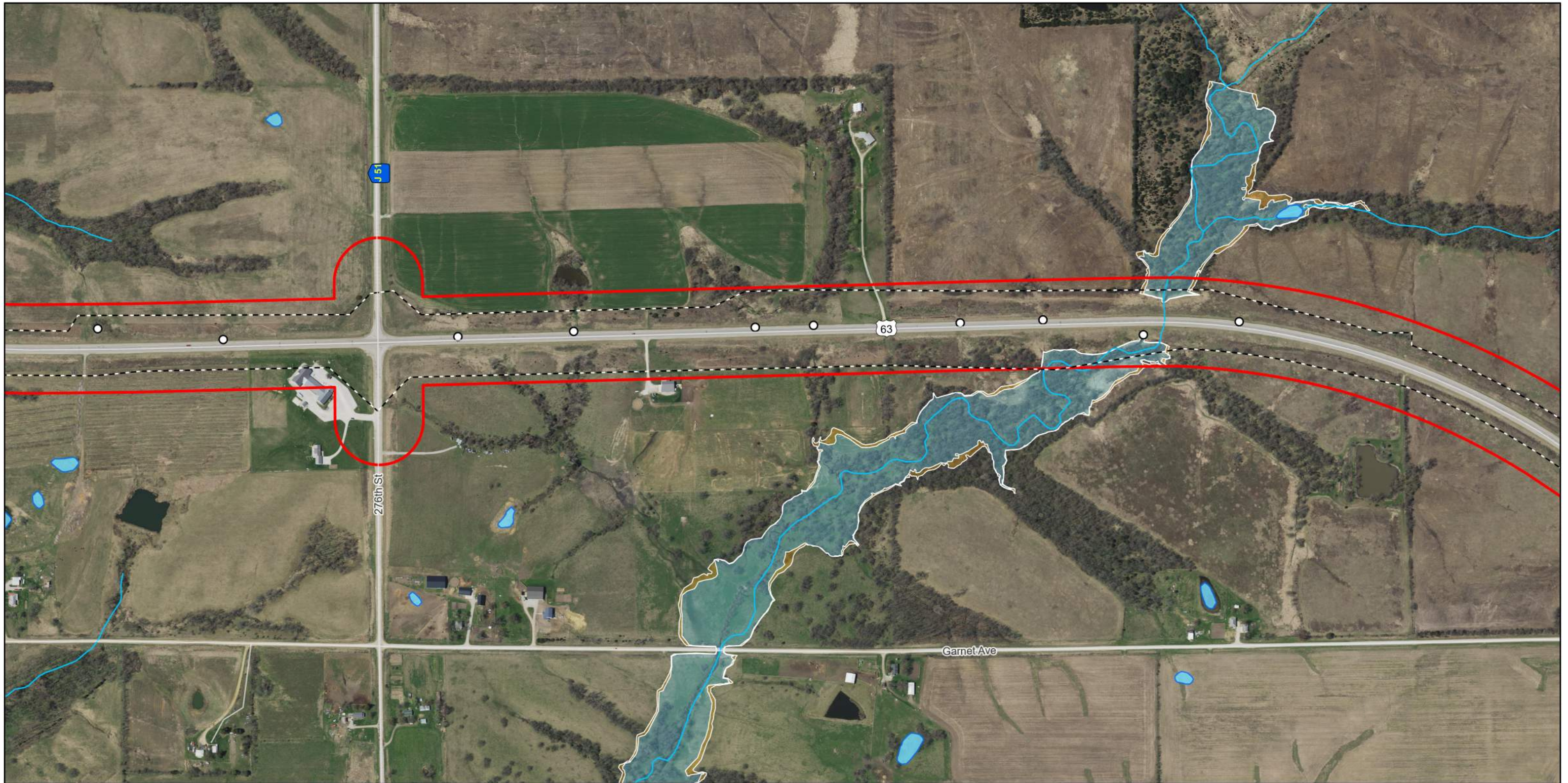
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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



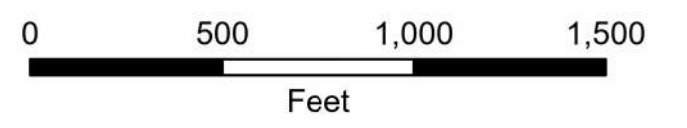


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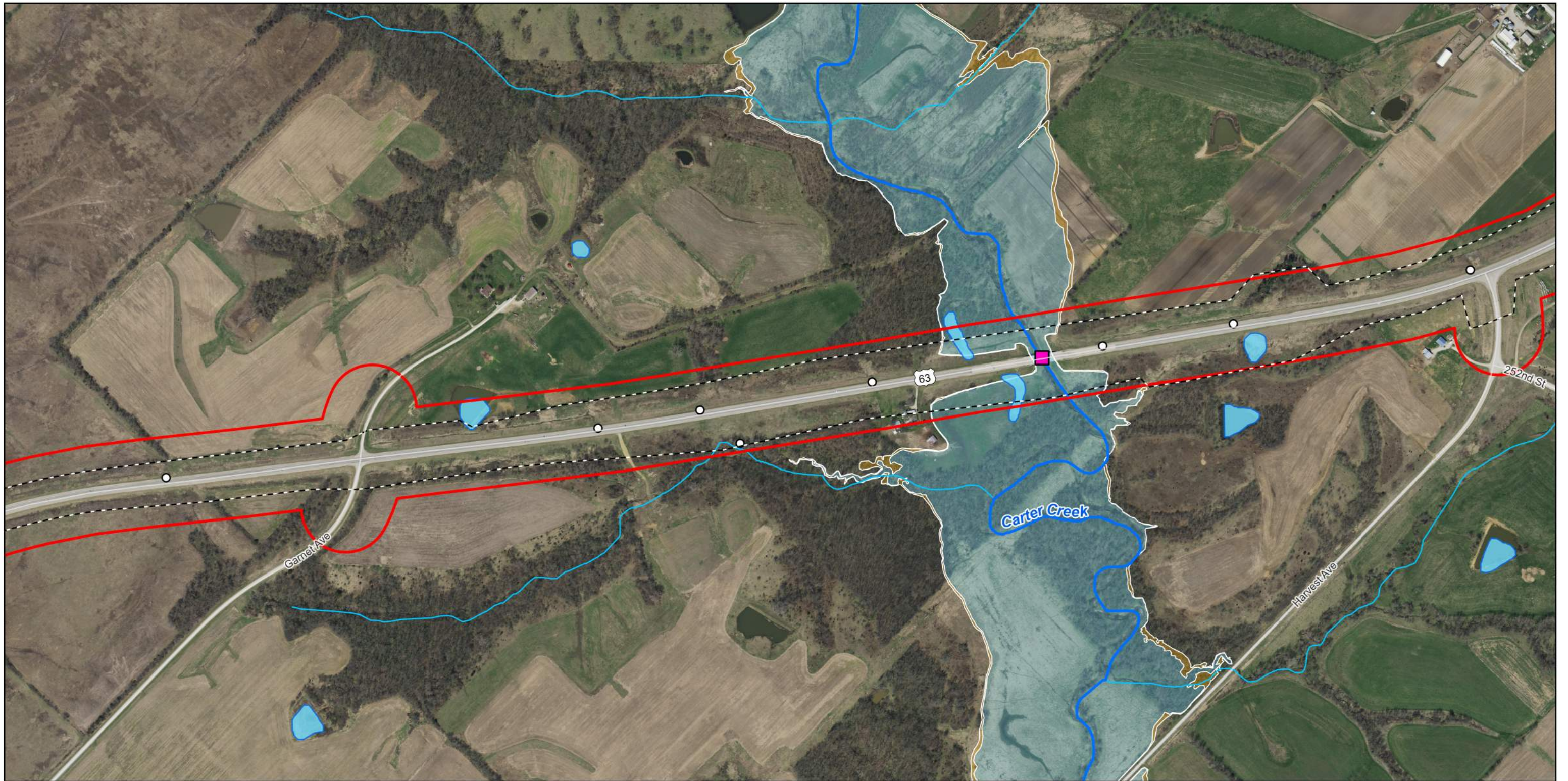
Constraints Map

US 63 Super-2 Study  
Davis and Wapello County  
Iowa

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







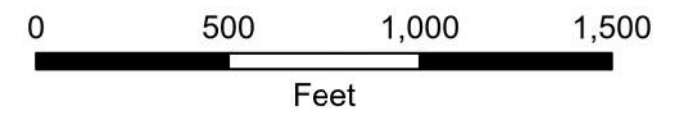
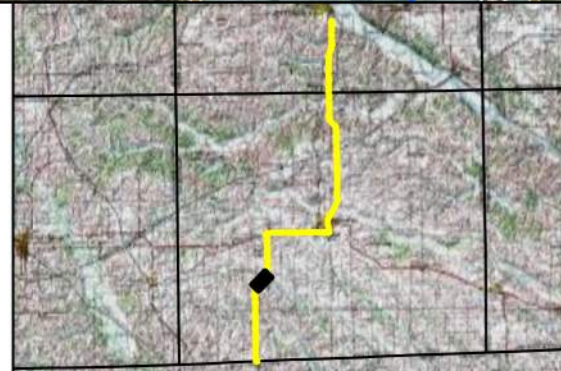
**Figure 1-5**

Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





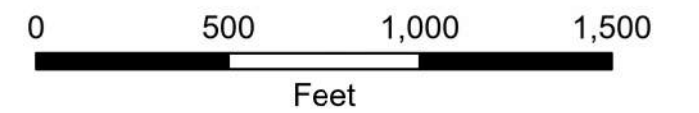
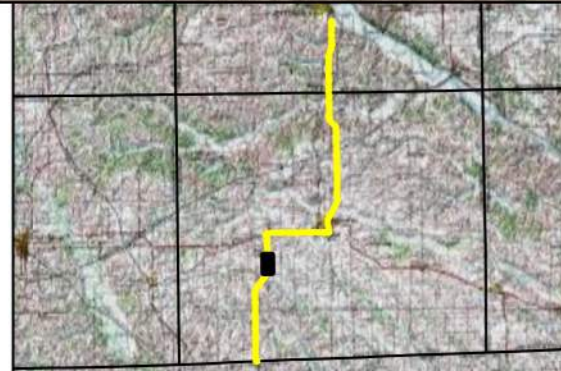
**Figure 1-6**

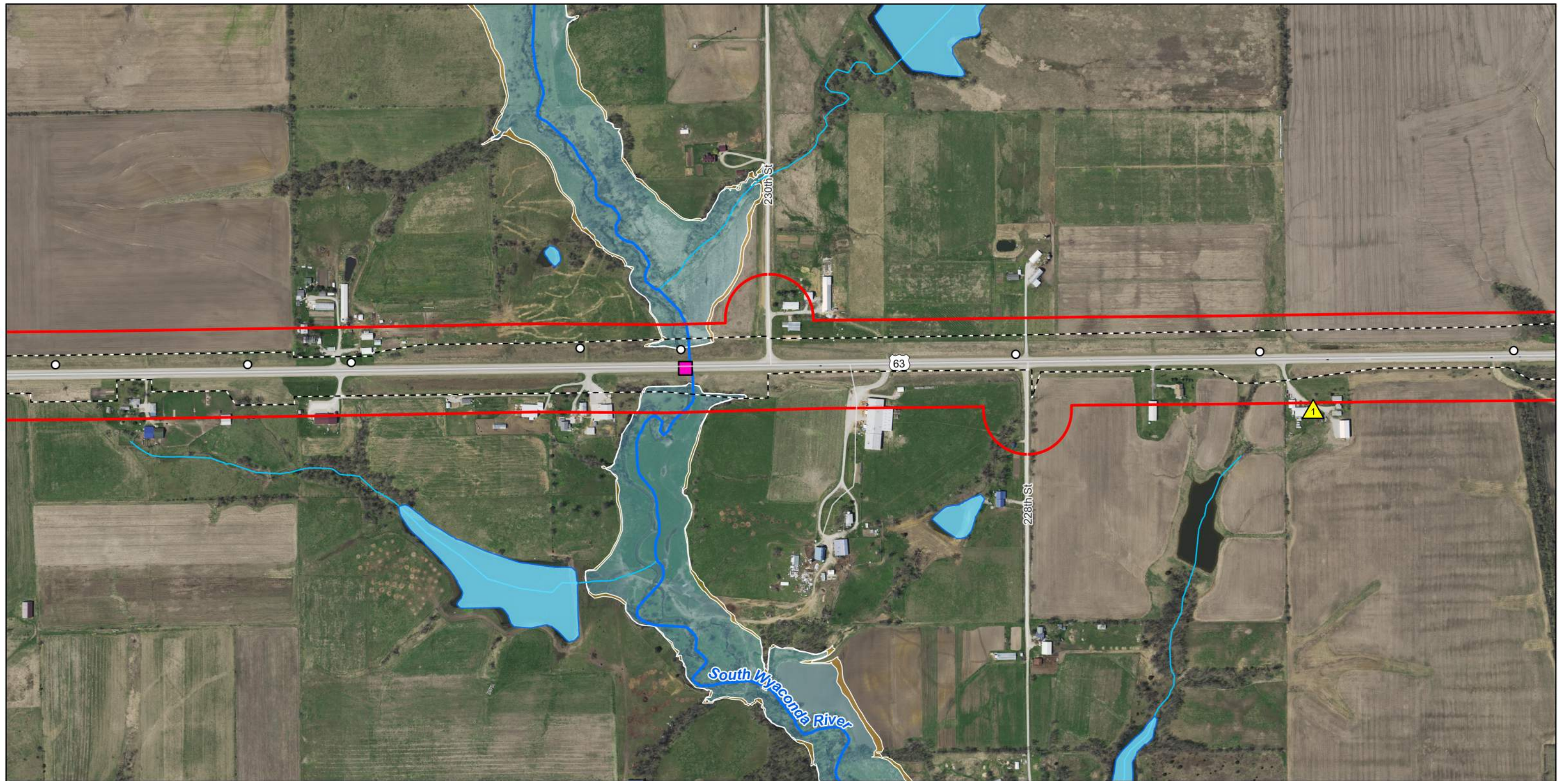
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





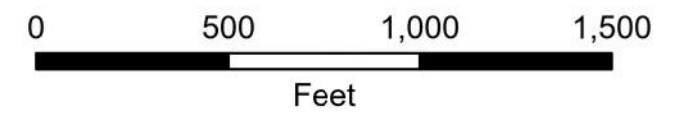
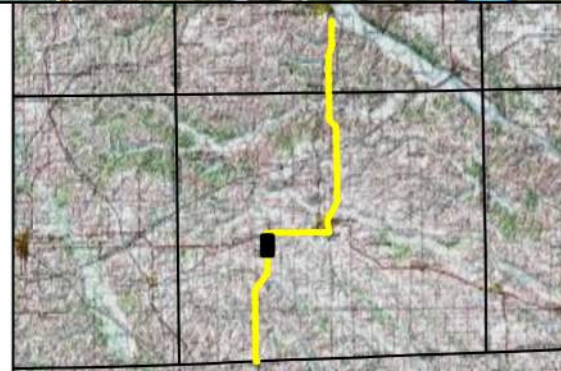
### Figure 1-7

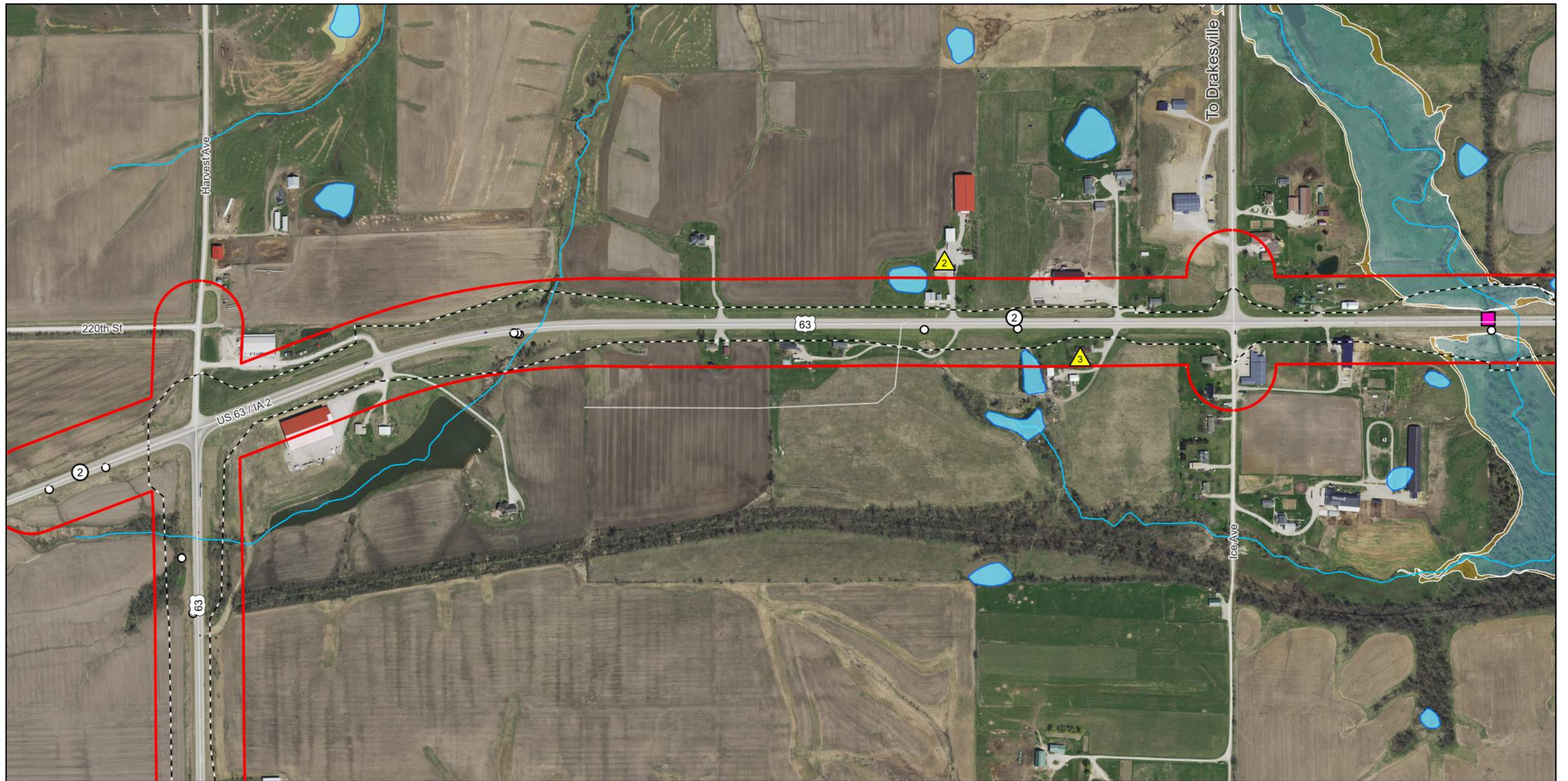
#### Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





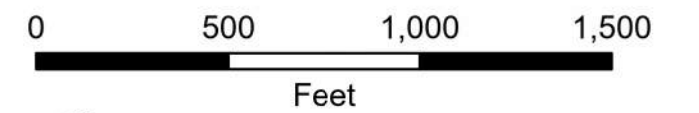
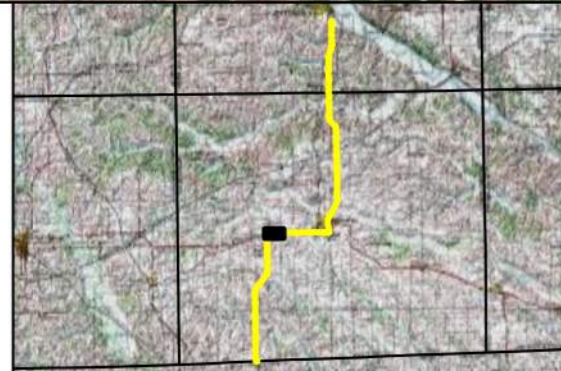
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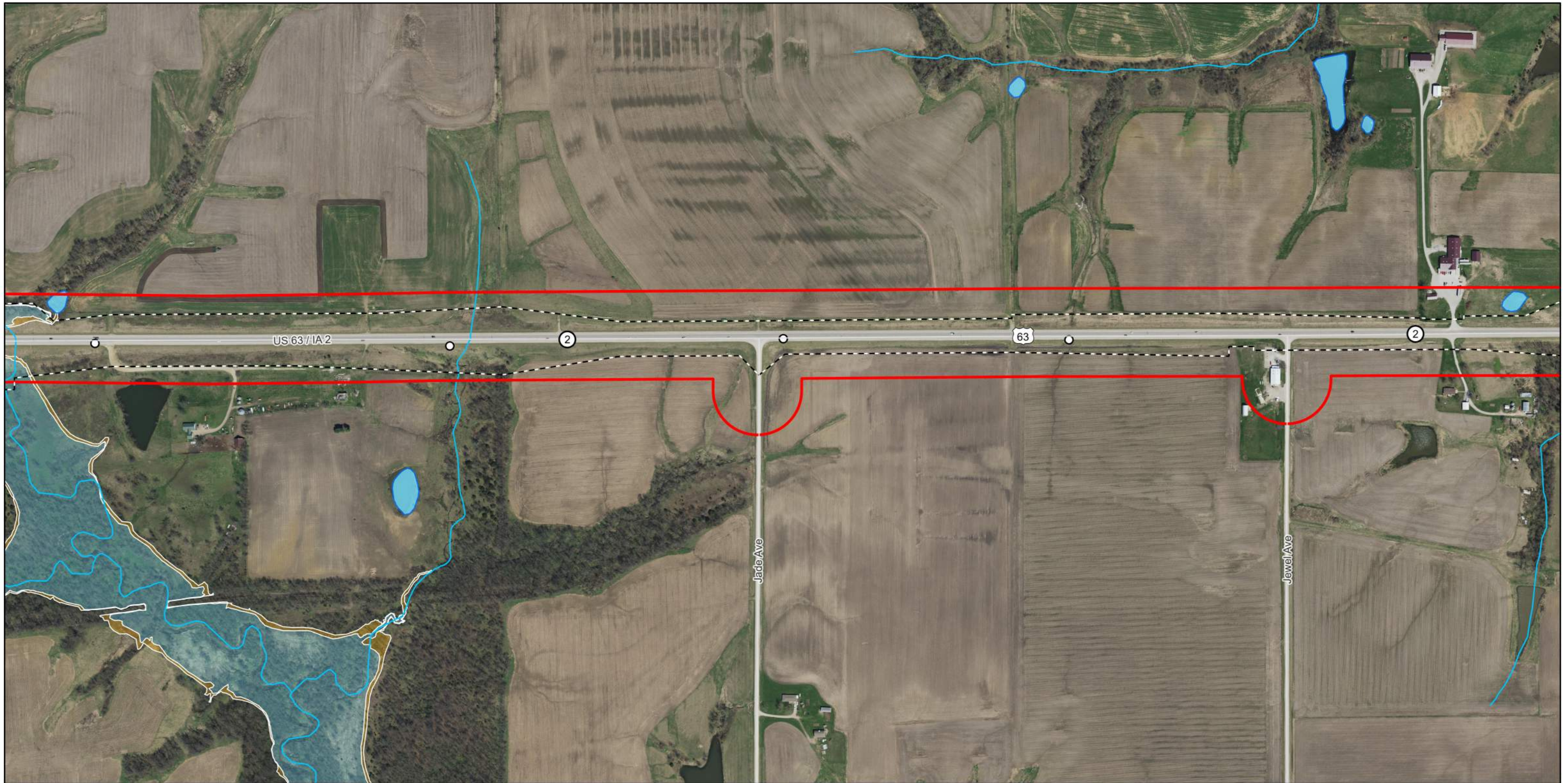
#### Constraints Map

#### US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





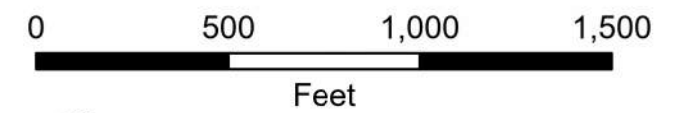
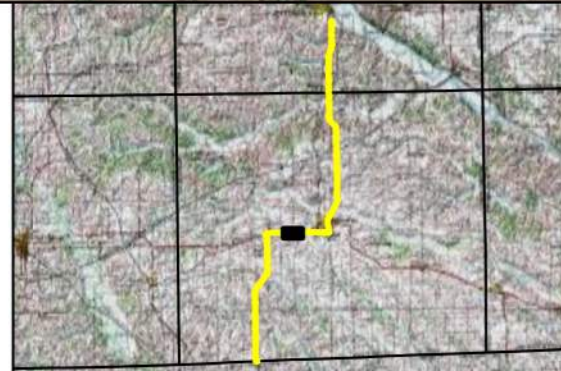
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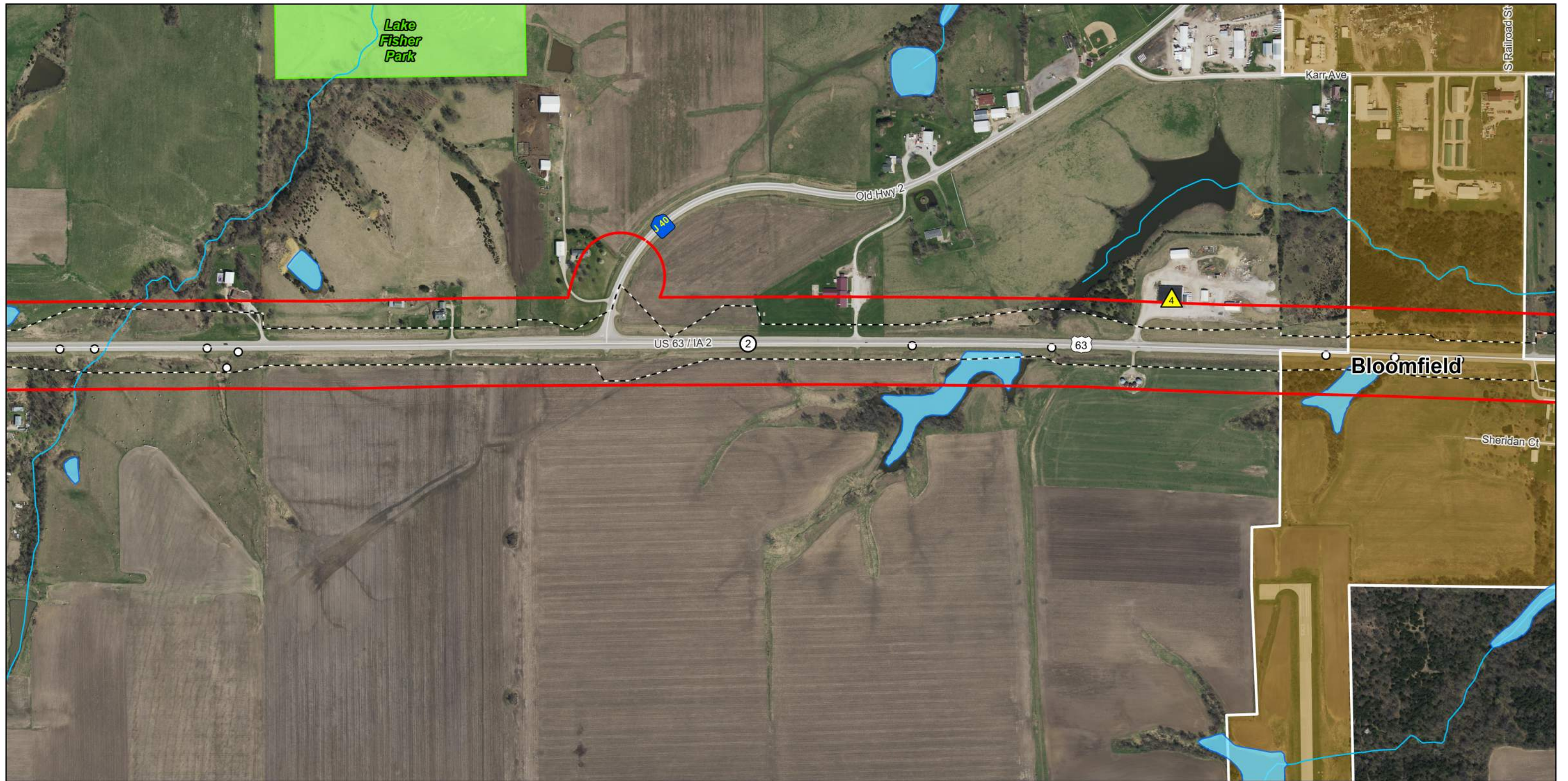
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





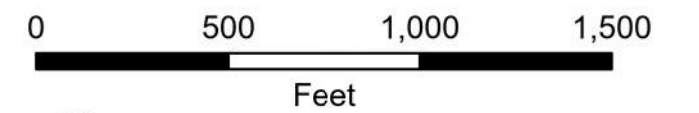
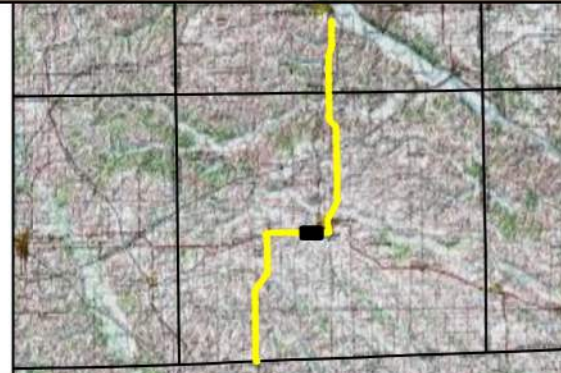
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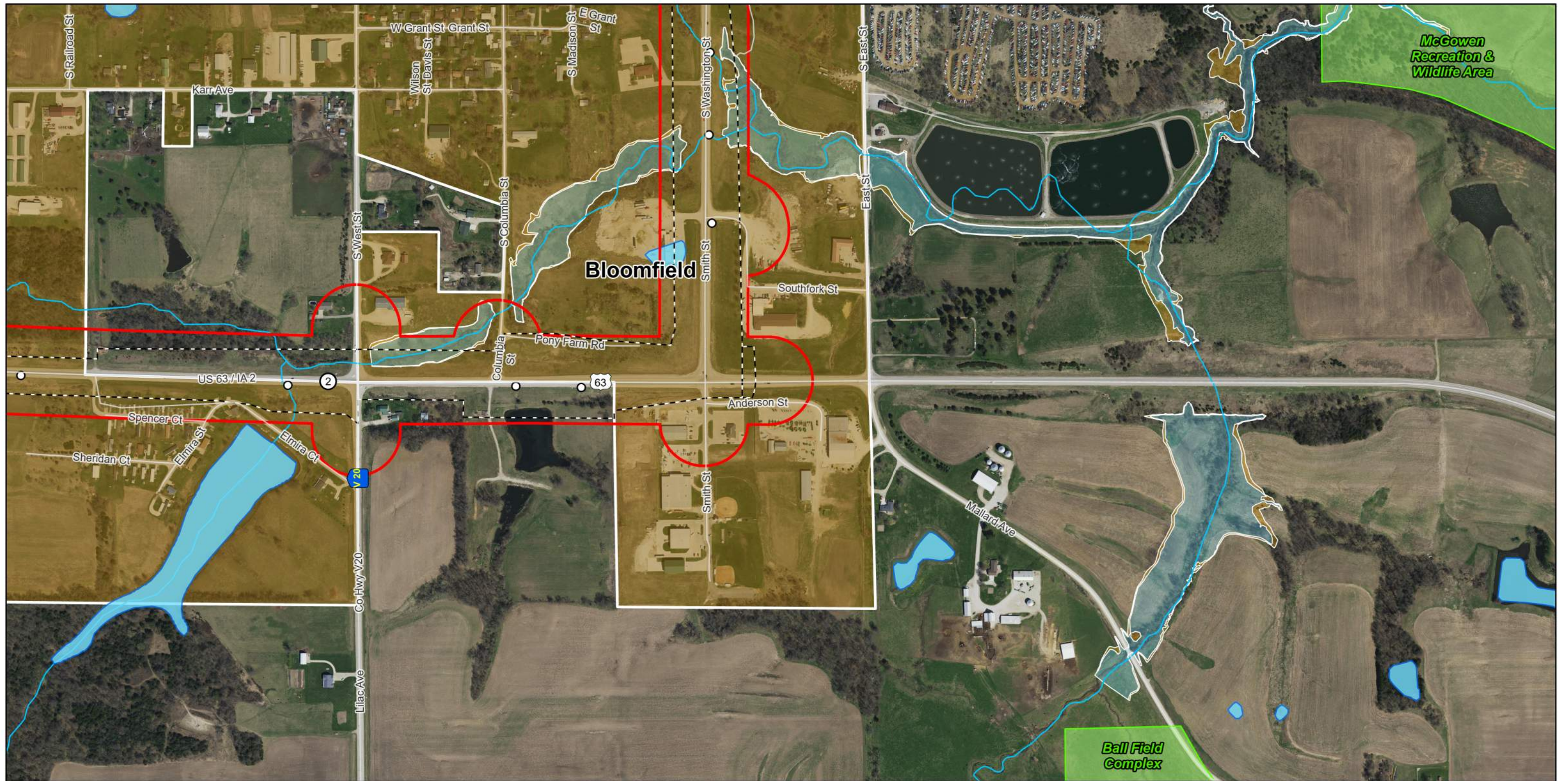
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





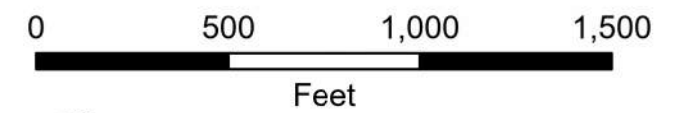
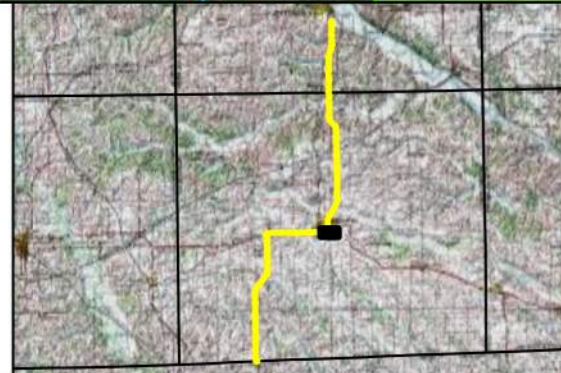
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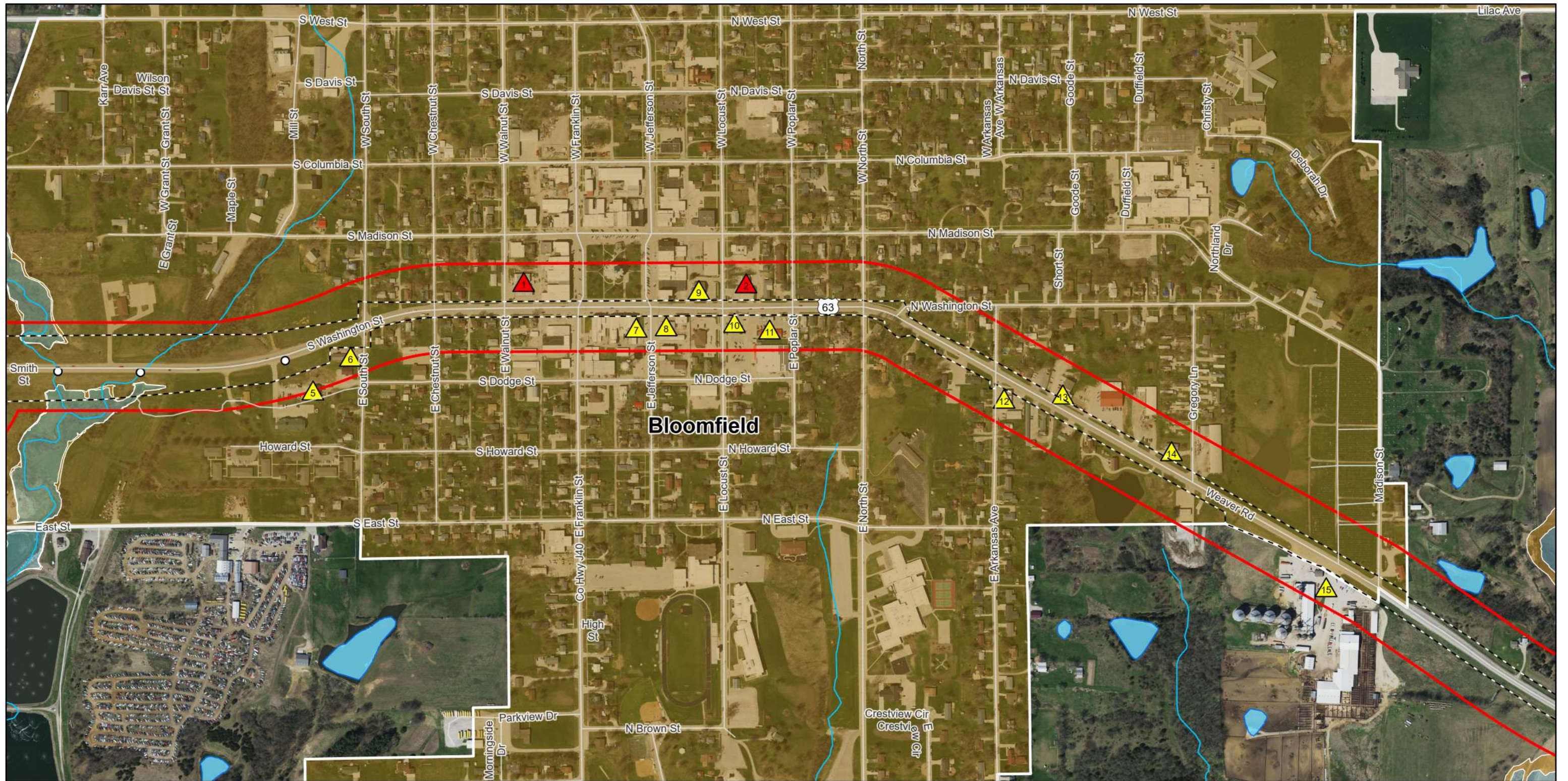
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





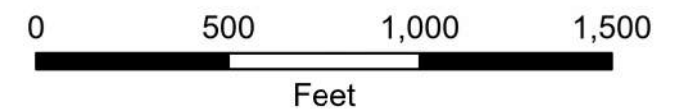
**Figure 1-12**

Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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







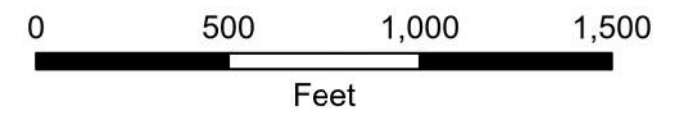
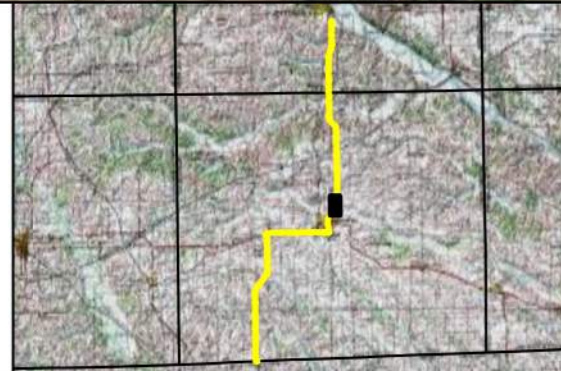
**Figure 1-13**

Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





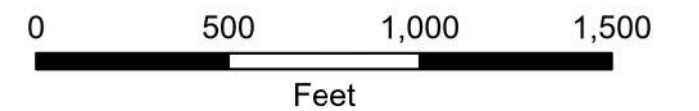
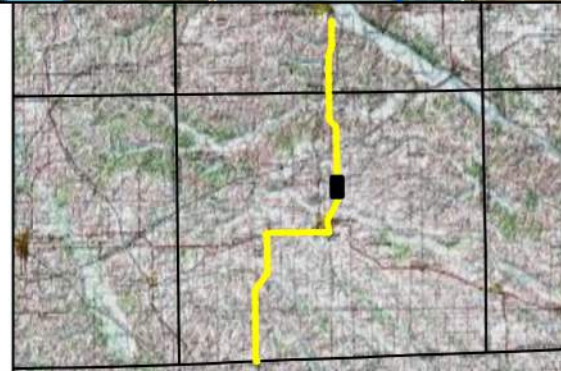
**Figure 1-14**

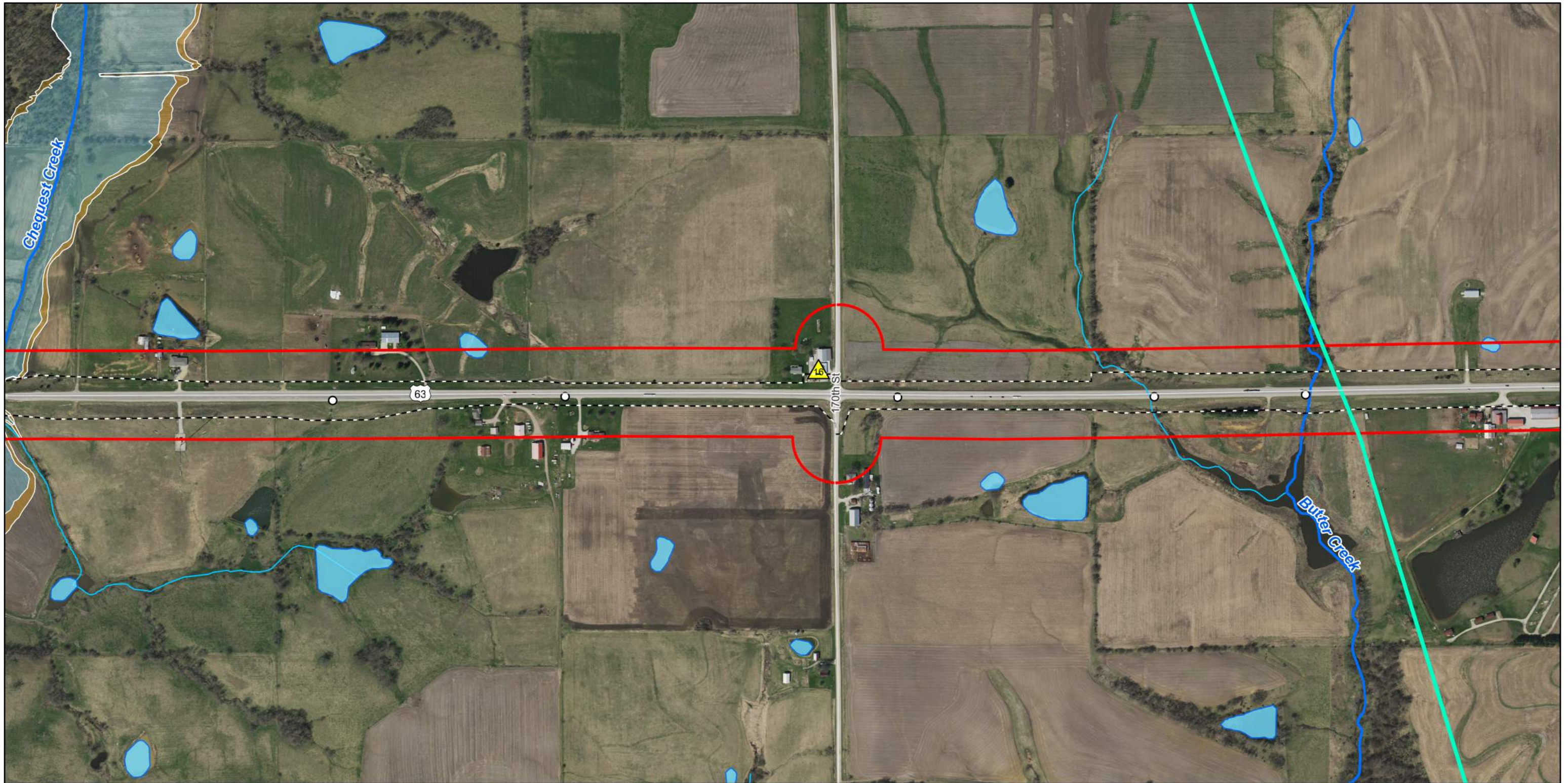
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





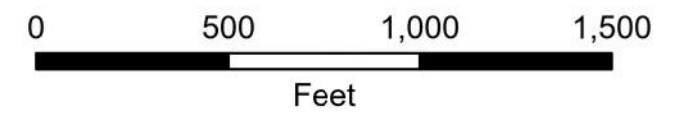
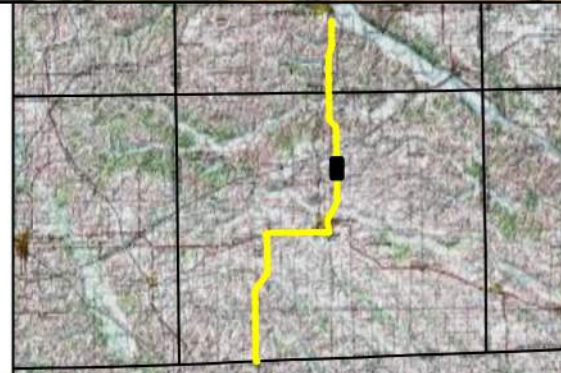
**Figure 1-15**

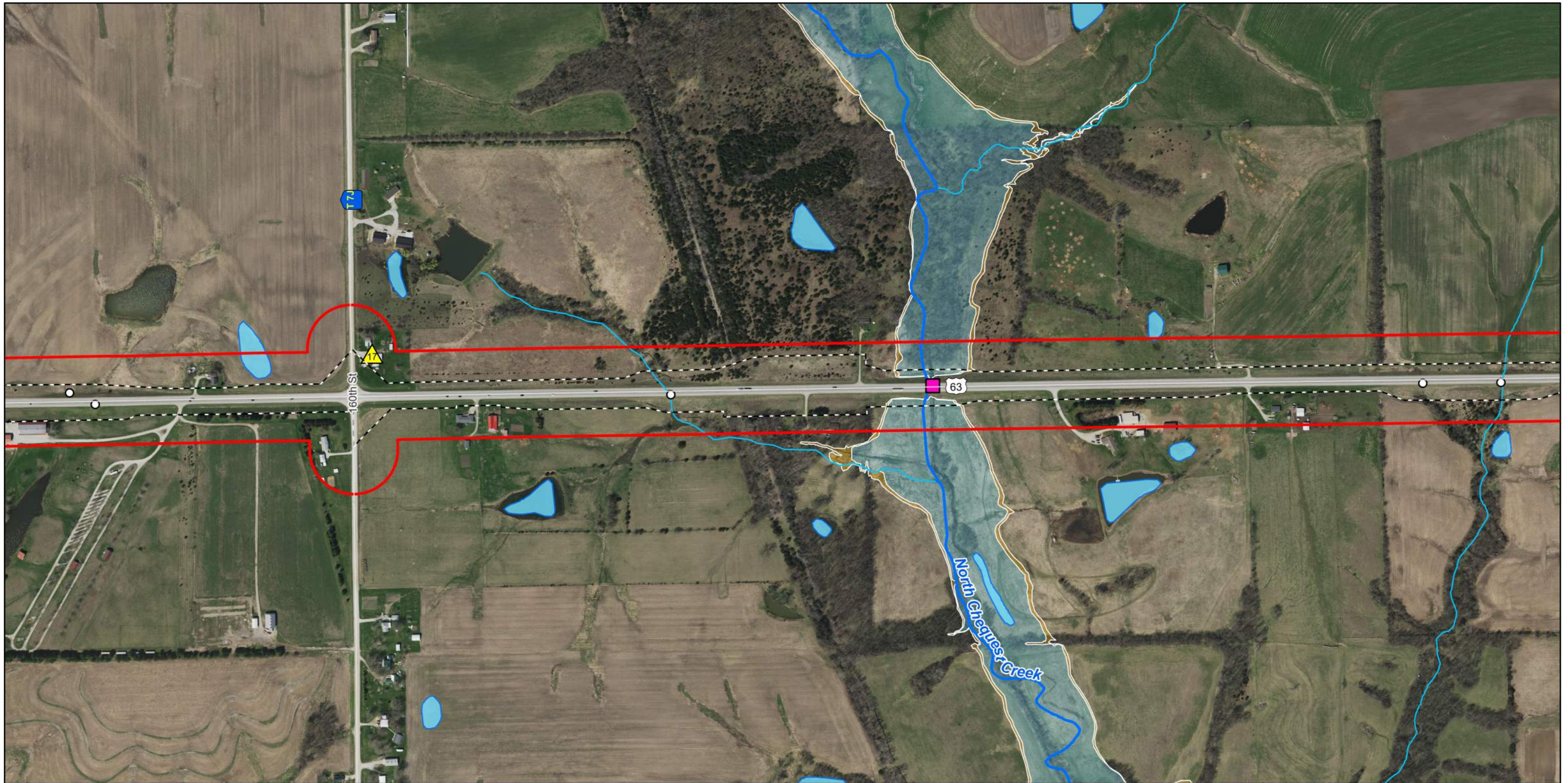
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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





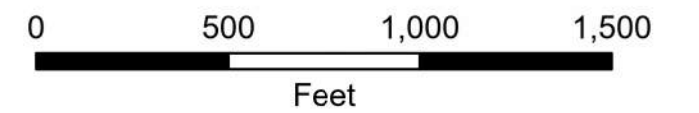
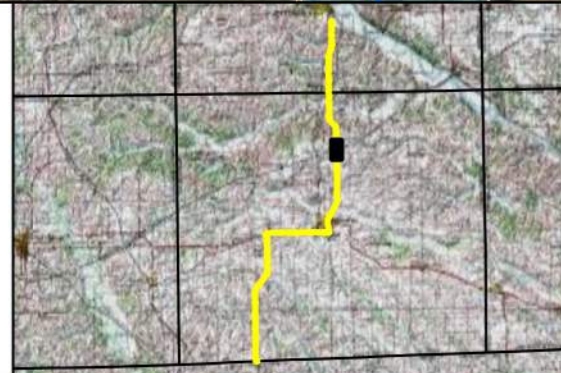
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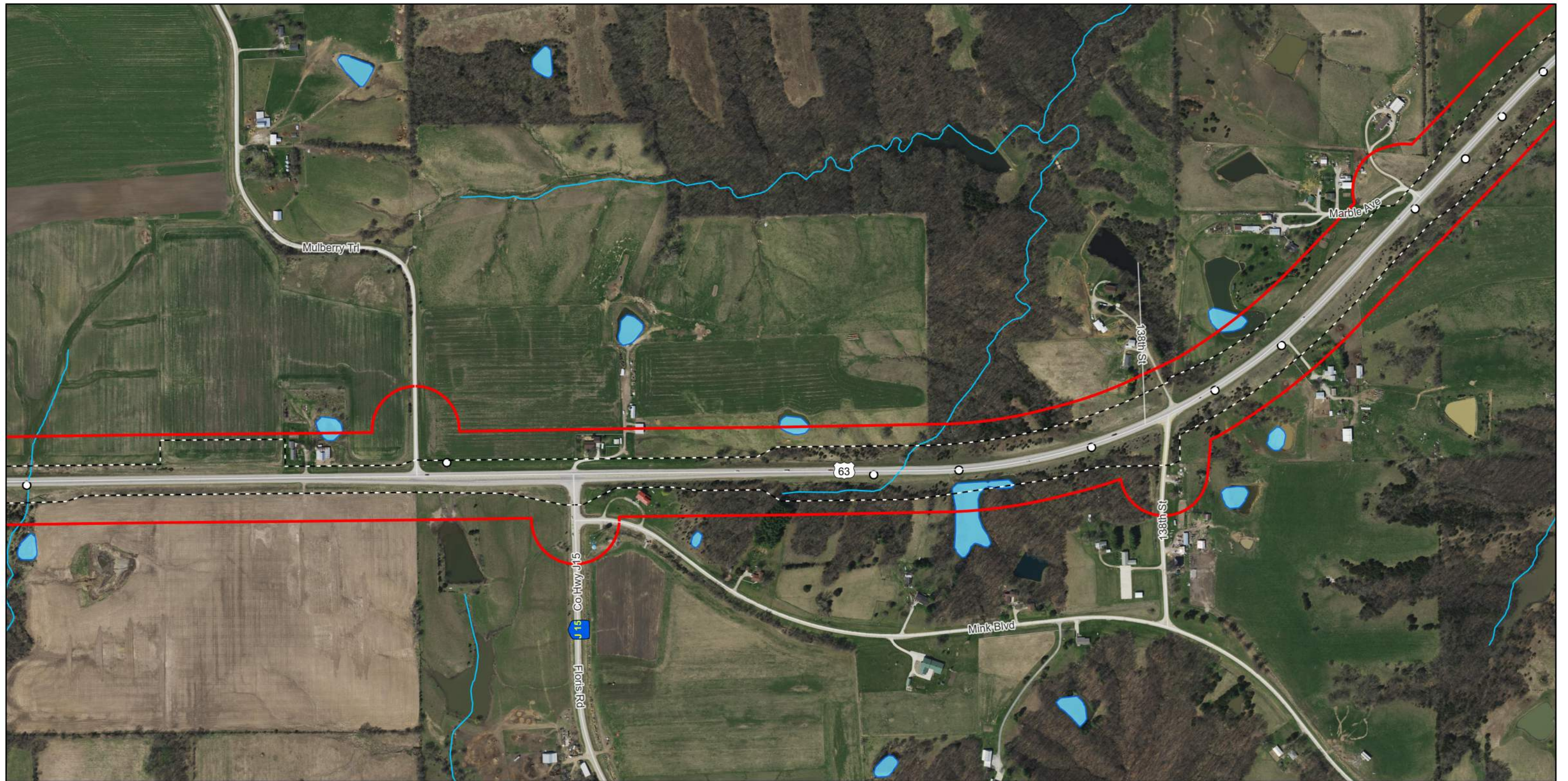
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

- |                     |                                   |                                       |
|---------------------|-----------------------------------|---------------------------------------|
| Study Area          | National Wetland Inventory        | 0.2% Annual Chance Flood Hazard       |
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| Potential RECs      | Bridge Locations                  | Approximate ANR Gas Pipeline Location |
| Lakes and Ponds     | Culvert Locations                 |                                       |
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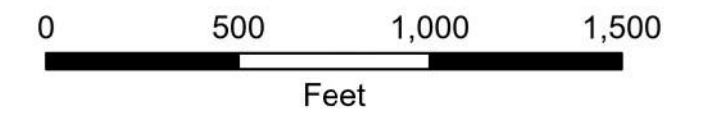
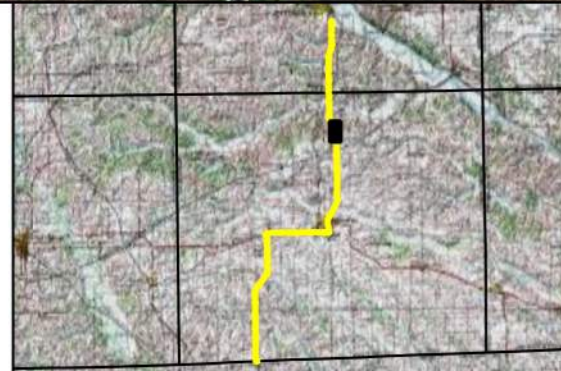
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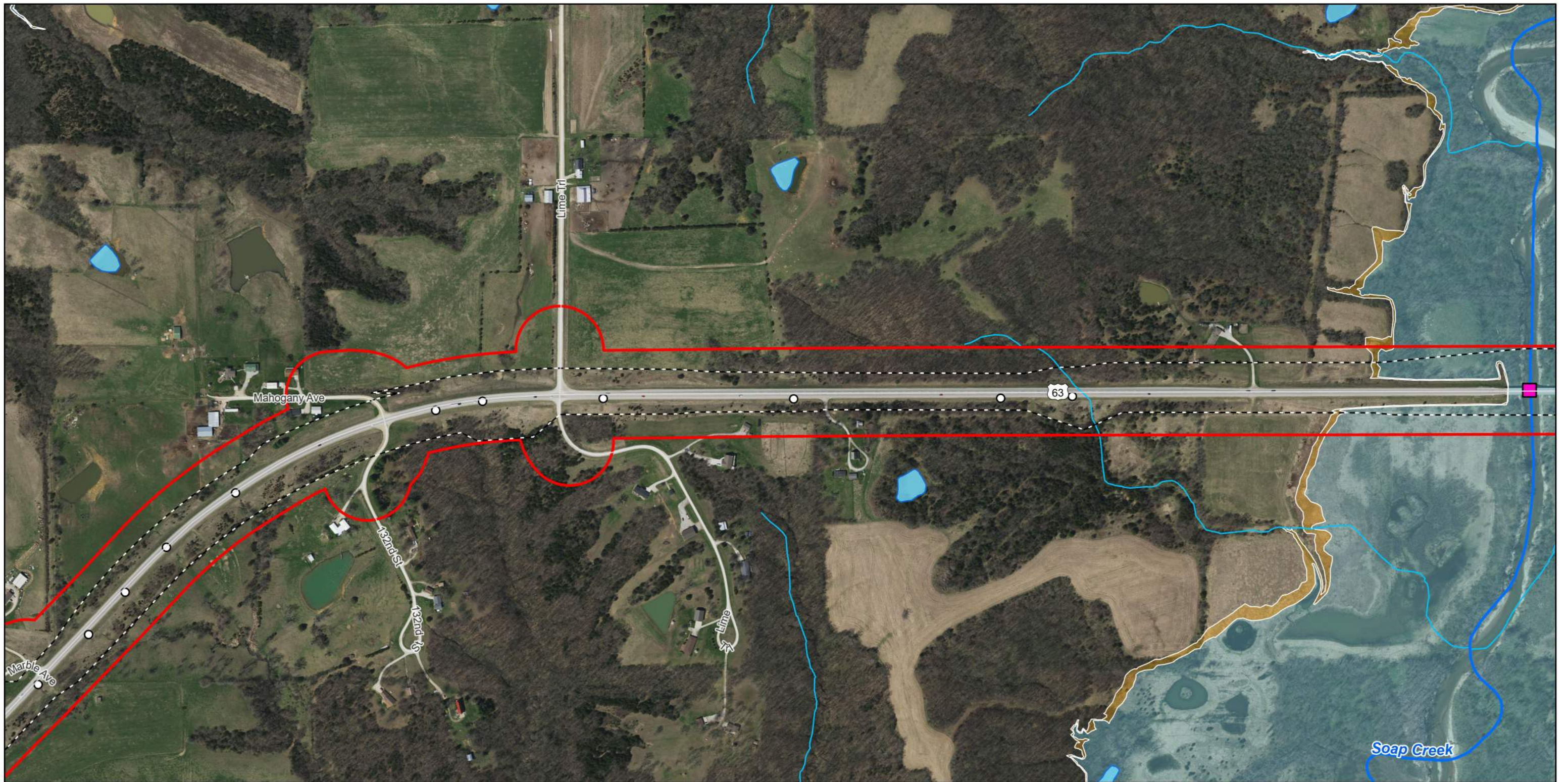
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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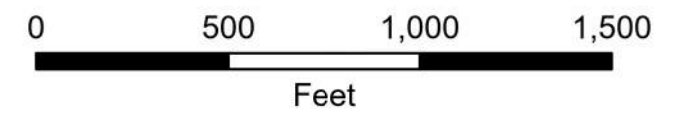
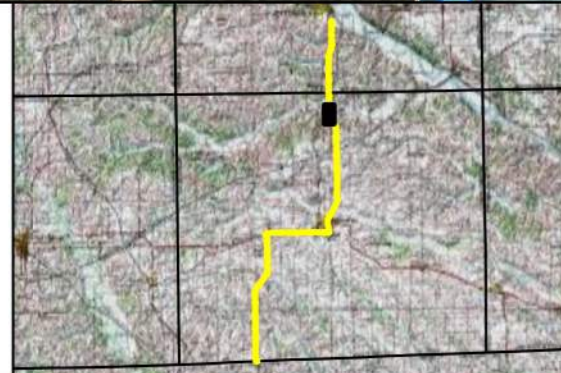
**Figure 1-18**

Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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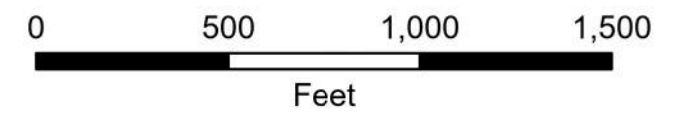
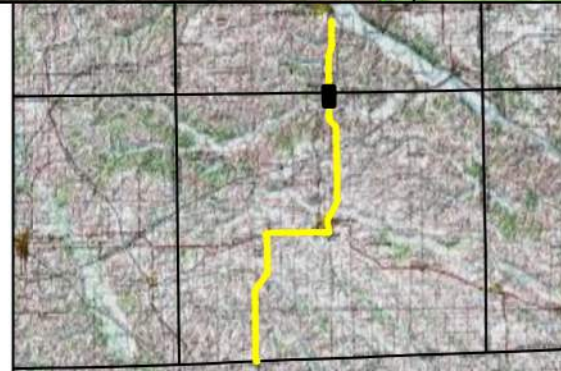
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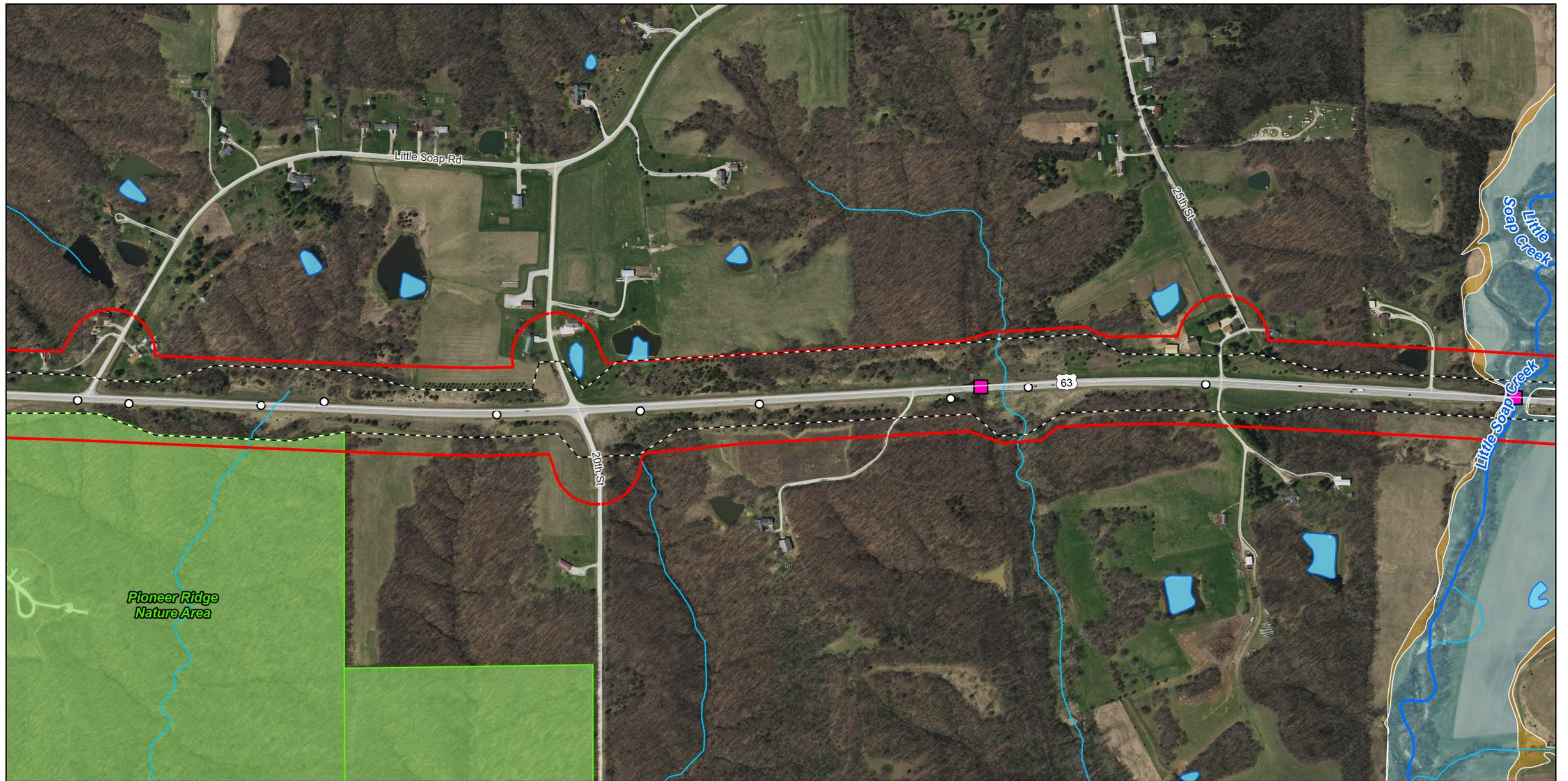
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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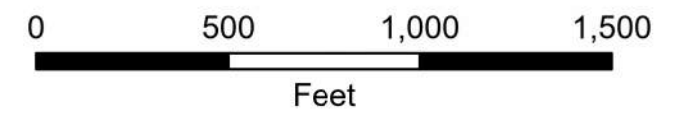
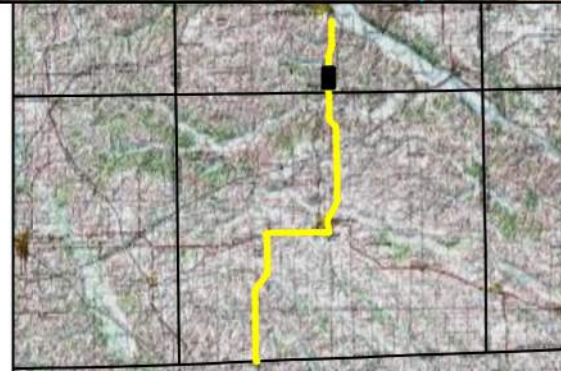
**Figure 1-20**

Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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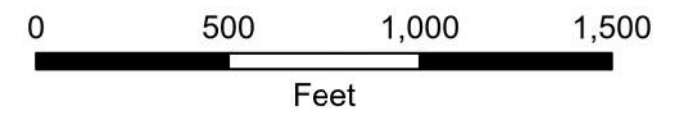
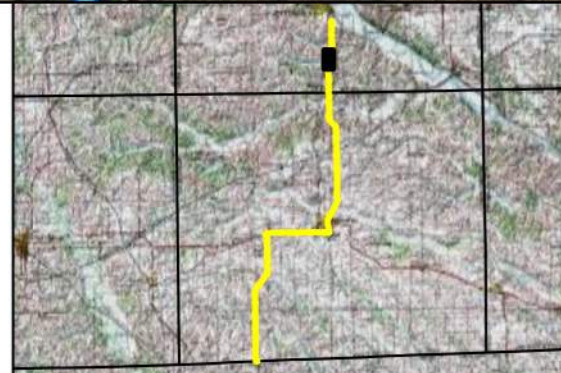
**Figure 1-21**

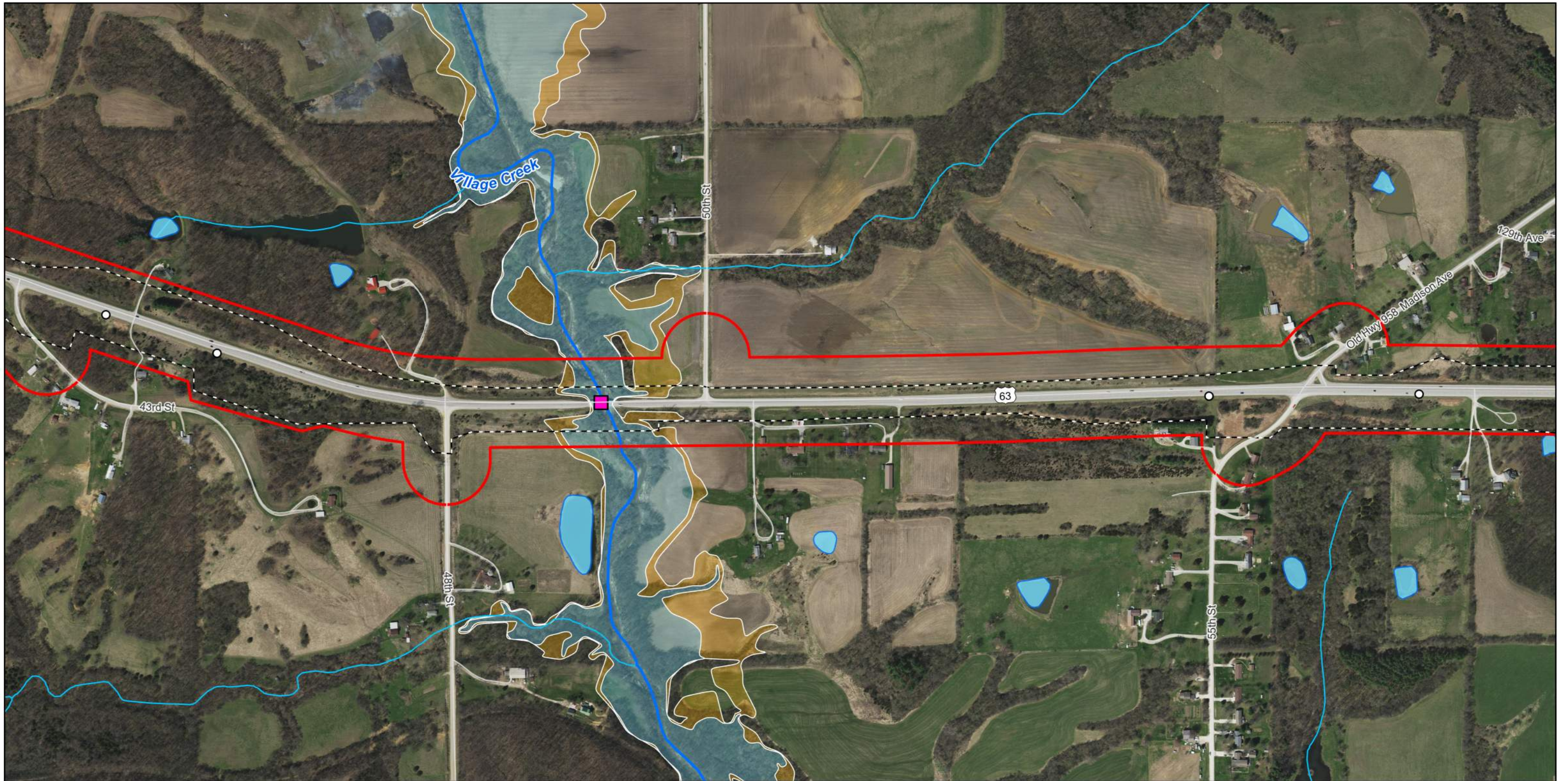
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

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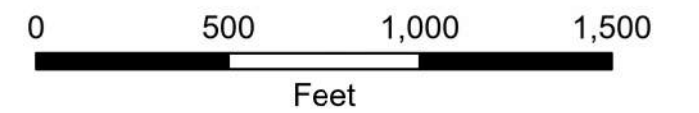
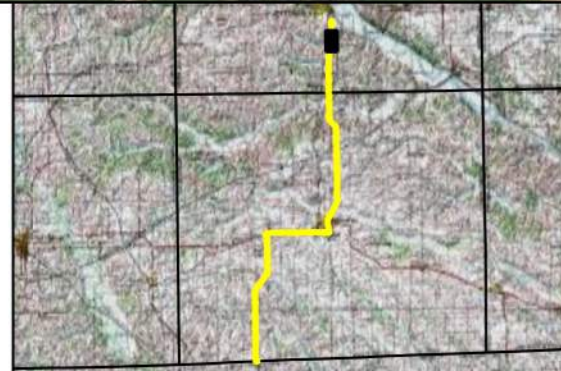
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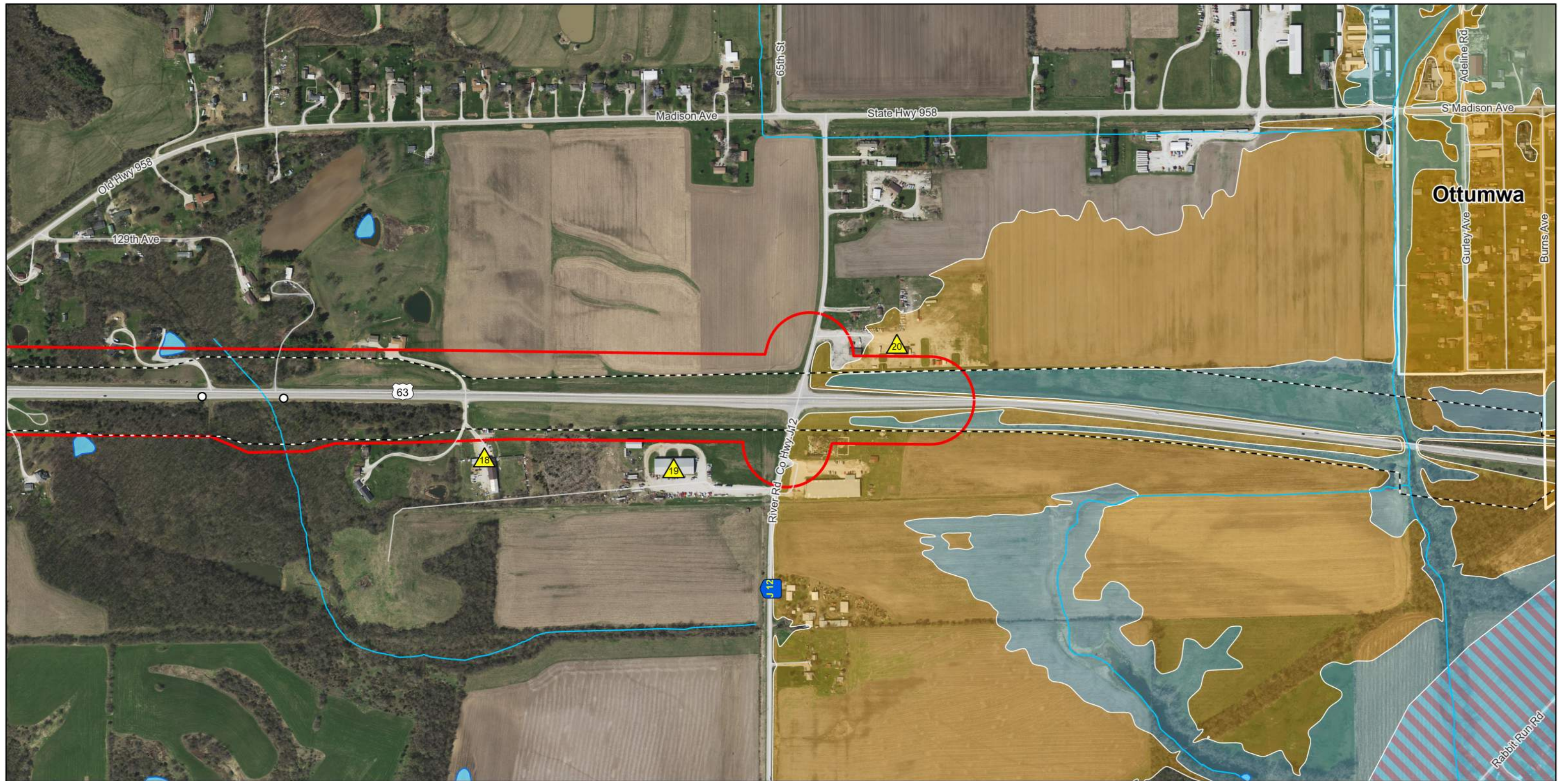
Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

- |                     |                                   |                                       |
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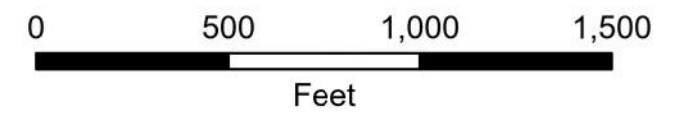
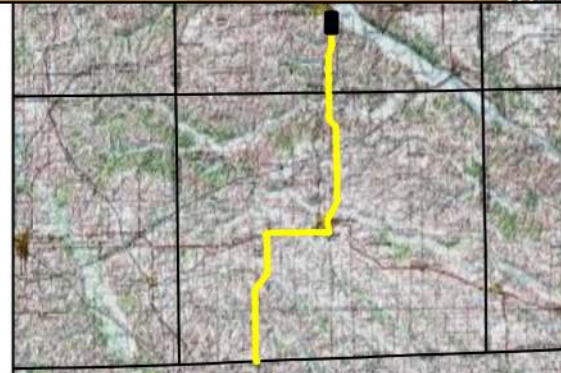
**Figure 1-23**

Constraints Map

US 63 Super-2 Study

Davis and Wapello County  
Iowa

- |                     |                                   |                                       |
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# Super-2 Highways

**Design Manual**  
**Chapter 6**  
**Geometric Design**  
 Originally Issued: 04-29-19  
 Revised: 10-31-23

## Background

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

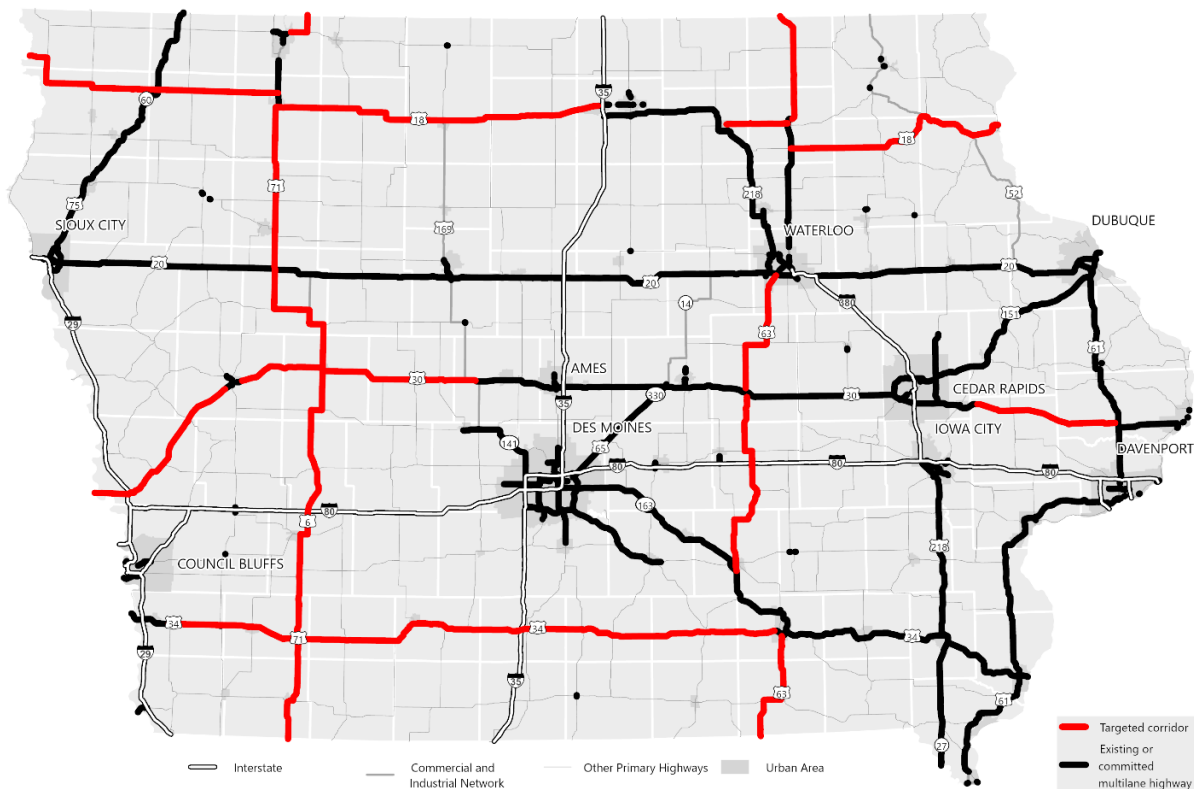
“As part of the 2017 plan, analysis was conducted to provide a data-driven recommendation for mobility and safety improvements to Primary Highway System corridors. The aim was for these improvements to enhance the operation of the network in particular corridors where capacity expansion needs were not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

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

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

**Table 1: Targeted Super-2 corridors.**

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



**Figure 1:** Targeted Super-2 corridors.

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

## Passing Lanes

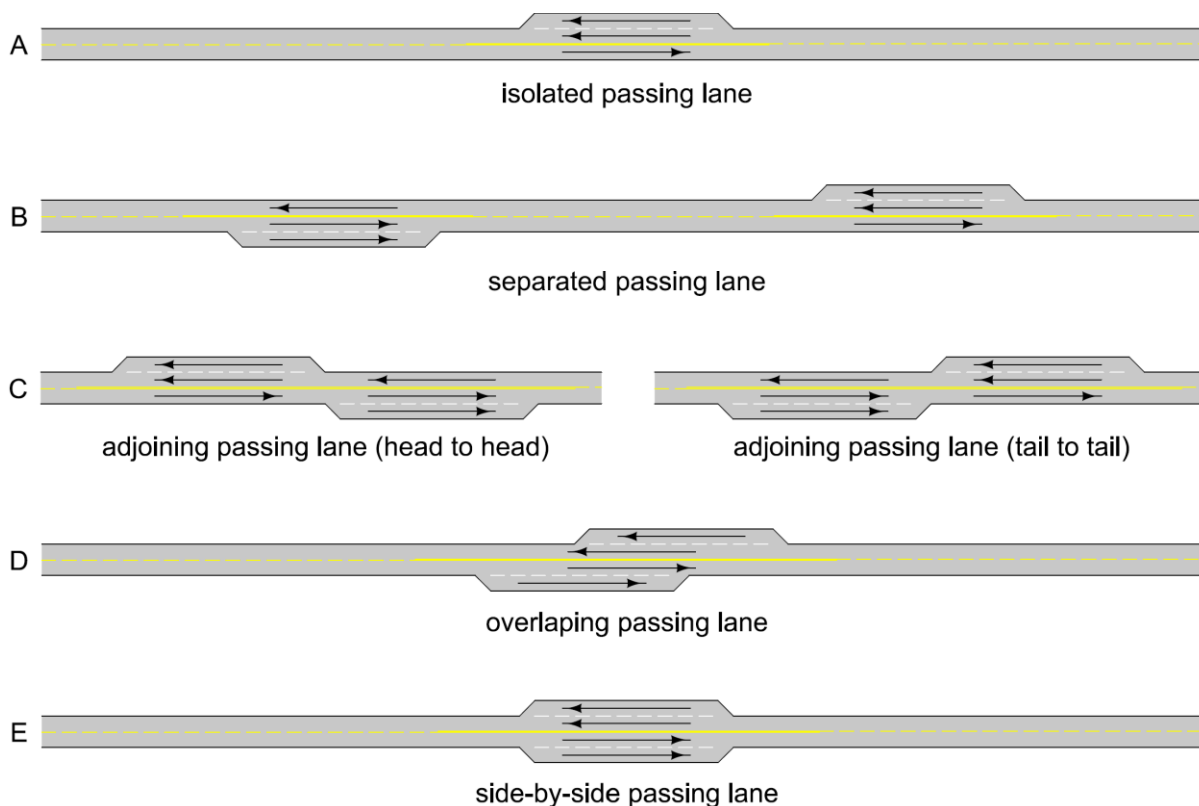
Super-2 highways provide improved safety and mobility on two lane roadways by providing passing opportunities for faster moving vehicles, thus reducing the potential for a head on crash with oncoming traffic. Passing opportunities are created by providing passing lanes at regular intervals. The length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

### Passing Lane Location

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

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

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



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

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

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

## Passing Lane Design

### Typical Passing Lane Section

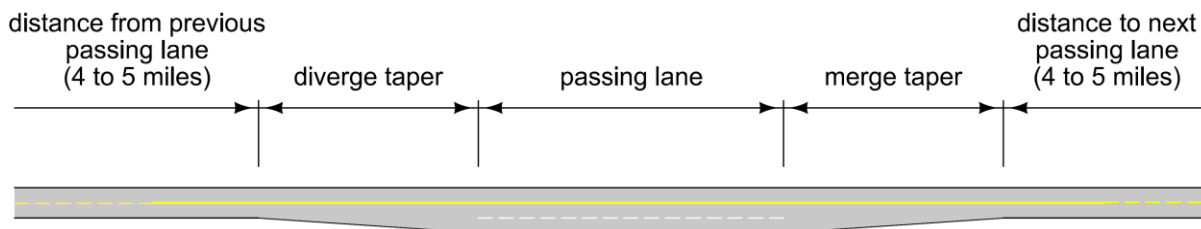
Twelve foot wide lanes are preferred. Eleven foot wide lanes are acceptable.

### Passing Lane Spacing

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

### Passing Lane Lengths

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



**Figure 3:** Passing lane components.

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

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

**Table 2: Passing lane lengths\*.**

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

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

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

## Turning Lanes

### Left turn Lanes

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

#### Safety Warrants for Left Turn Lanes

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

#### Volume Warrants for Left Turn Lanes

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

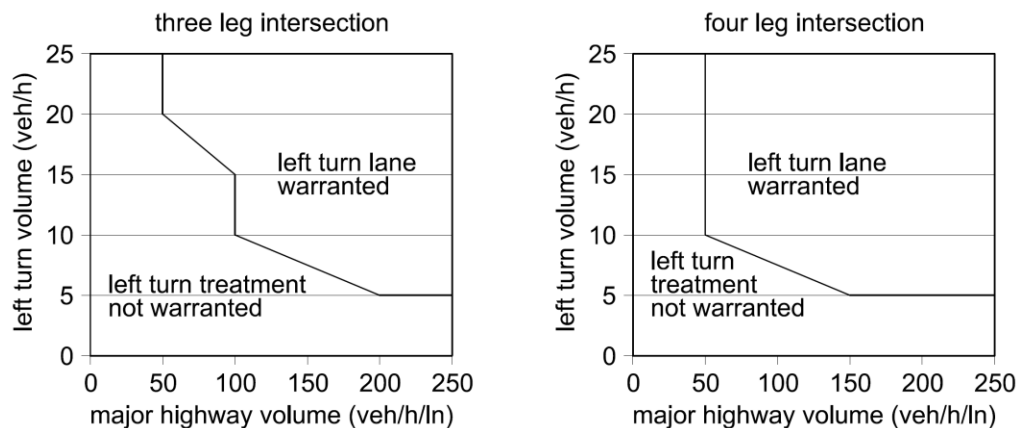


Figure 4: Left turn lane treatments.

### Right Turn Lanes

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

### Access Management

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

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

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

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

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

### Shoulder Design

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

Table 3: Shoulder widths\*.

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

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



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

## Signs and Pavement Markings

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

## Rumble Strips

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

# Chronology of Changes to Design Manual Section: 006C-002 Super Two Highways

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