

IOWA DEPARTMENT OF TRANSPORTATION

TO OFFICE: District 3
DATE: July 9, 2026
ATTENTION: Jessica Felix
PROJECT: Sioux County
HSIPX-018-1(113)--3L-84
FROM: John Bartholomew
PIN: 26-84-018-060
BUREAU: Design
SUBJECT: 2026 - HSPIX Project Concept - **FINAL**

The Draft Project Concept Statement was sent out for review and comments with concerns to be resolved by Tuesday, July 7, 2026. Comments received during the review period have been considered and resolved.

DATE OF REVIEW: Multiple meetings were held on Microsoft teams.

April 8, 2026 **PARTICIPANTS:** Shane Tymkowicz and Jason Klemme from the District 3 Office; Christine Schwienebart, Jim Gallart, Marc Solberg, Samuel Sturtz and Matthew Buttz from the Location and Environment Bureau; Danny Zeimen from Pavement Design; Jason Holst, Ryan Miller, Kyle Schrock, Jack Evans, Harrison Cooper, Yanxiao Jia, John Bartholomew and Joe Adams from the Design Bureau

May 7, 2026 **PARTICIPANTS:** Shane Tymkowicz, Sarah Tracy, Bethany Waltersdorf, Justin Pottorff and Dylan Pryor from the District 3 Office; Heidi Kramer from the city of Hull; Jack Evans, Harrison Cooper, John Bartholomew and Joe Adams from the Design Bureau

PROJECT DATA

ROUTE: US 75, US 18 N Junction Intersection
LENGTH: .3 miles
PLANNING CLASSIFICATION: Area Development
MAINTENANCE SERVICE LEVEL: B
TRAFFIC: 2028 --- 6200 ADT with 17 % trucks
2048 --- 8000 ADT with 17 % trucks
PRESENT PAVEMENT SURFACE: PCC
PRESENT PAVEMENT WIDTH: 24 ft and variable turn lane.
PRESENT SHOULDER WIDTH: Variable

MP to MP	Dir.	Type	Avg. Str. No.	80% Str. No.	Jt. Str. No.	PCI	IRI	K Value
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24.14 to 25.84	1	PCC	5	4	-	48	147	124
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PAVEMENT HISTORY:

ORIGINAL PAVEMENT: 24 ft. wide, 9.5 in. PCC
PCC COARSE AGGREGATE SOURCE: Hawarden - No, gravel CLASS: 2
YEAR CONSTRUCTED: 1985

EXISTING CONDITIONS AND CAUSES OF DISTRESS:

This project is taking place for operational and safety improvements since this intersection is listed as a tier 1 location on the PCR map.

SAFETY CONSIDERATION:

Crash History

During the five-year study period from January 1, 2021 through December 31, 2025, there were 40 crashes including, 2 fatal crashes, 12 personal injury crashes, and 26 personal property crashes.

PCR Level All Crashes (KABCO): Negligible

PCR Level Severe Crashes (KAB): Medium

PCR Value All Crashes (KABCO): 0.140265 crash/year for all crashes

PCR Value Severe Crashes (KAB): 0.181773 crash/year for

ALTERNATIVE 1 (RECONSTRUCTION):

This project is at the north junction of US 18 and US 75. This roadway is a 2-lane highway. The proposed alternative is to remove the intersection and replace it with a roundabout, including accommodations for oversized, overweight vehicles. An offsite detour will be utilized.

The existing mainline pavement, paved shoulders and granular shoulders will be removed. The new roadway typical section will consist of 10 inches of PCC pavement on top of 12 inches of modified subbase, 14" PCC will be used within the limits of the truck apron with 100 percent subdrain coverage. Storm drain intakes will be needed on the surmountable truck apron.

The typical sections for the lanes approaching the roundabout will consist of a 12 ft. lane with 2.5 ft. curbed median shoulder, and 10 ft. outside combination shoulder (4 ft. paved and 6 ft. granular). Lanes entering the roundabout will be separated by a variable width

raised median.

Lanes within the roundabout will be widened to 20 ft. with a 3 ft. sloped curb on the inside and a 12 ft. wide truck apron. Surmountable truck aprons will also be included on the four quadrants of the roundabout.

The center raised median of the roundabout will need to remain surmountable for oversized/overweight vehicles to pass through the roundabout.

Right of way will be required.

ESTIMATED COST:

<u>Item</u>	<u>Estimated Cost</u>
Excavation, Class 10 Rdwy+borrow	\$39,100
Excavation, Class 10 Waste	78,400
Modified Subbase	235,600
Granular shld,type A	81,700
Paved Shoulders	150,900
PCC Pavement, 10"	679,200
PCC Pavement, 14"	37,400
Median,PCC,6"	585,700
Storm Sewer	17,100
Longitudinal Subdrains (includes Outlets)	77,800
Removal of Pavement	125,700
Pavement Markings	11,900
Erosion Control	50,000
Seed and Fertilize, Rural	2,000
Traffic Control (5%)	181,000
Mobilization (5%)	181,000
M & C (30%)	<u>1,086,200</u>
Total Alternative No. 1	\$3,620,700

DETOUR

Available detour for US 75:

West on county road B40 (7th St NW), then north on county road K42(Garfield Ave), Then east on county road A44 (250th St) back to US 75.

Available detour for US 18:

North on county road K52 (Division St/Hickory Ave), then west on county road A52 (260th St), then north on US 75, the west on county road A44 (250th St), then south on county road K42 (Garfield Ave) back to US 18.

RECOMMENDATIONS:

The recommended method of rehabilitation for this project is reconstructing mainline pavement and shoulders at the intersection of US 75 and US 18 and replacing with a roundabout, utilizing an offsite detour. The estimated cost of this project is **\$3,620,700**.

Right of way is required.

The Office of Location and Environment has reviewed this project to determine potential impacts to wetlands or other protected waters. Based on the information provided to date, they have determined that a Section 404 Permit is NOT required for this project. If the project concept changes, additional ROW becomes necessary, or extra work is identified during construction, further review by the Office of Location and Environment may be necessary.

SPECIAL CONSIDERATIONS

Anticipated traffic volumes during construction do not warrant special construction scheduling.

This will not be a traffic critical project. Traffic critical projects identifies key construction projects across the state that may cause significant safety or mobility issues to the traveling public. Mitigation strategies could include intelligent work zones, TIM plans, work day restrictions, night work, lane rental etc.

An Environmental Research Study Area (ERSA) has been developed for this project and can be viewed in the concept attachments.

The south intersection of US 18 and US 75 will be completed the following year.

FUNDS PROGRAMMED: This proposed HSPIX project is not yet in the 2027-2031 program listed at \$2,800,000 in 2028. It has been identified by the District 3 office for construction in FY 2028. A schedule of events for plan development will be determined following approval of the Project Concept.

cc:

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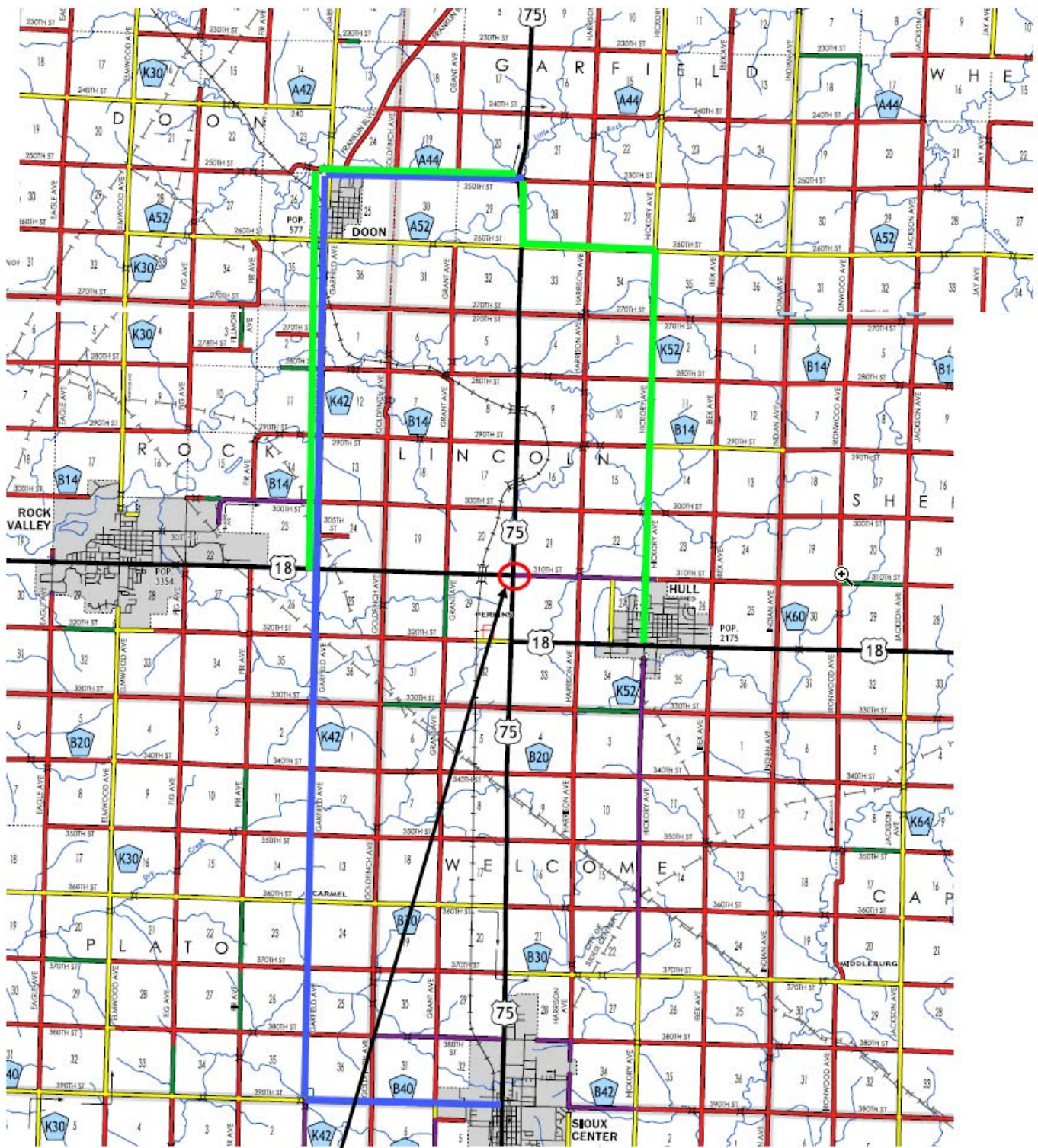
SIoux COUNTY



North Junction US 75 Intersection
HSIPX-018-1(113)- -3L-84
PIN: 26-84-018-060

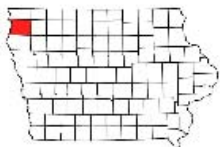






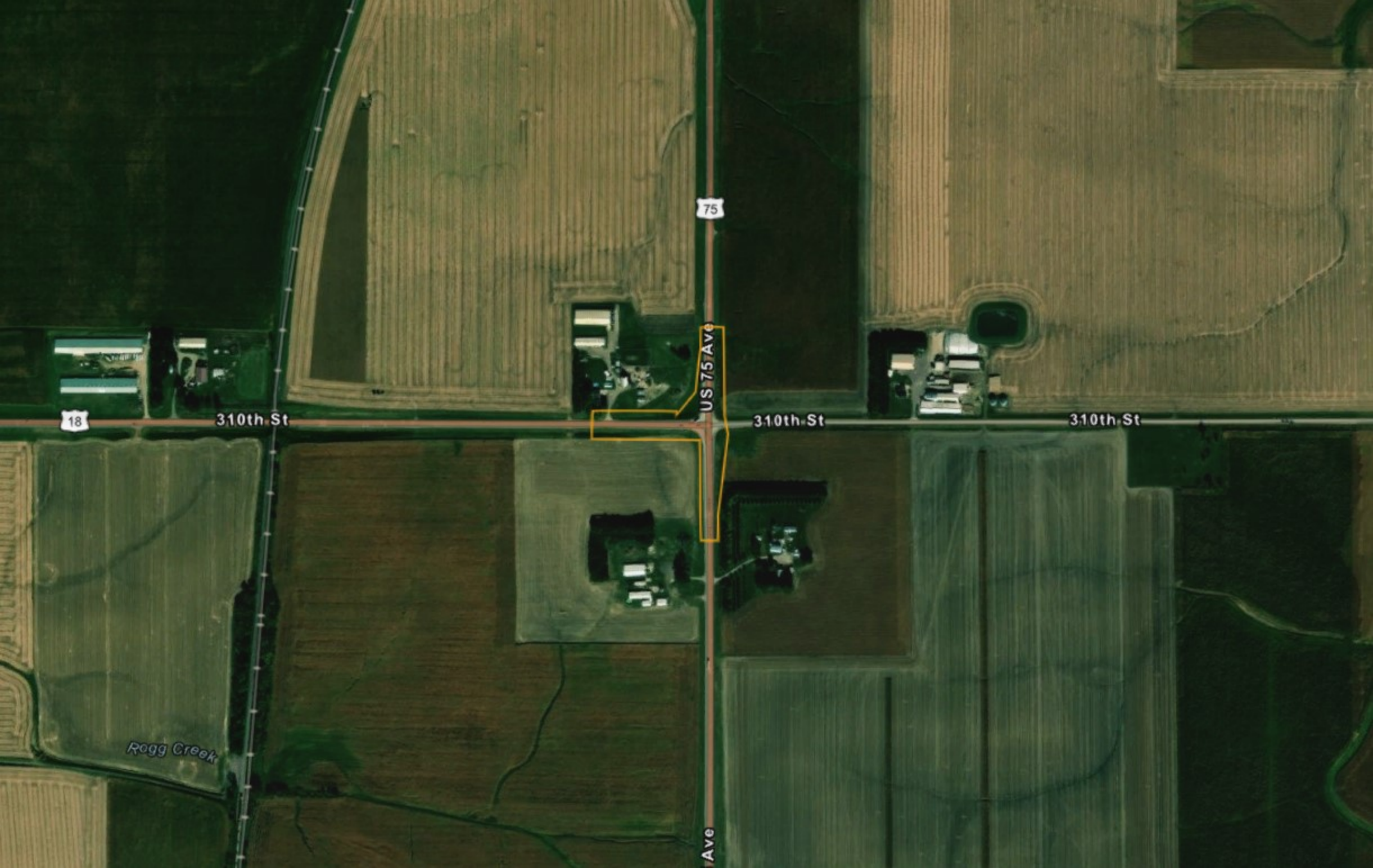
PROJECT LOCATION

US 75 ROUTE
US 18 ROUTE



Sioux County
North junction US 75 Intersection
HSIPX-018-1(113)--3L-84
PIN: 26-84-018-060





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