

Hwy 38 Survey Response

- 2.) To what level do you disagree or agree with this statement: The DOT should resurface and pave the shoulders of Hwy 38 from Hwy 30 to I-80 before any work is done to improve either Hwy 30 or I-80.

| Strongly Agree (SA) | Agree (A) | Don't Know (DK) | Disagree (D) | Strongly Disagree (SD) | Other (O) | Surveys Returned |
|---------------------|-----------|-----------------|--------------|------------------------|-----------|------------------|
| 41 | 25 | 17 | 16 | 12 | 7 | 118 |

Comments:

- 2.) SA:
- I travel this stretch more frequently.
 - City limits should take priority as in worse shape.
 - It is deteriorating very rapidly.
 - If going to resurface road, should also do shoulders.
 - (No comment)
 - Needs to be done ASAP.
 - I do not use 30 much - So is already in great shape. 38 is a disgrace - get it done.
 - 38 is in such bad shape it is a must to get this done ASAP. The state did a terrible job patching here in Tipton. The road is so rough that it's ridiculous.
 - We should be first.
 - They have already spent enough money on Hwy 30 by Lisbon and Mt. Vernon. Time to use some money toward other roads that need repairing. How about our city streets that are in dire need of repair? When can we see the city address that? I know this is not the same as the DOT state roads, but ours here in Tipton are terrible.
 - Because once work begins on either I-80 or Hwy 30, Hwy 38 is likely to see an increase in traffic. An updated surface with paved shoulders will better withstand the increase in traffic due to construction.
 - (No comment)
 - The road will never last until the work would be done on I-80 or Hwy 30.
 - Hwy 38 is horrible to drive on especially winter driving and driving in the rain.
 - Otherwise it won't get done. Do it right the first time.
 - They all need repaired and some repair has been done in spots. But not through Tipton. Tipton also needs to do their part by checking any lines that go under Cedar Street before a new surface is put on, so you're not digging up the street 2 weeks later.
 - I-80 & Hwy 30 are in pretty good shape. Extra lane each way on 80 is needed.
 - It should be paved first as a preparation to the increase traffic on I-80 & 30, which will increase traffic on 38.
 - I feel Hwy 38 should be done before Hwy 30 or I-80. Because if those two more expensive projects are begun first, Hwy 38 may get put on hold. Again I don't think shoulders need to be surface. DOT does a great job keeping them graded.
 - (No comment)
 - Common sense - ease of construction at the junctions.
 - (No comment)

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- SA:
- This will allow if any resurfacing work to be done that the shoulders and travel portion of the road are at the same level and sinking doesn't occur. The resurface / paving of shoulders, again helps widen the paved portion creating even shoulders with travel surface. Highway speeds are often greater than 60 mph as an outdated width standard of a state highway.
 - Small towns count, too. And it is a much travelled road North to South connecting two major highways.
 - Because the road is narrow, uneven and makes travel difficult.
 - Make sure it gets done before running out of money for I-80 and Hwy 30.
 - Hwy 38 is in sad shape and increasing truck traffic will continue to destroy it, especially in Tipton. However, I still oppose paving shoulders all the way.
 - (No comment)
 - Those are major projects. Highway 38 through Tipton needs to be done now.
 - The DOT should resurface and pave the shoulders of Hwy 38 because that is the important area right now.
 - Need to be done. We already have the traffic.
 - Cedar County lacks recreational outlets for bike traffic. Paving these shoulders would make traveling on Hwy 38 safer both for recreation and local traffic using the roadway.
 - For the same reason as above. I would think it would allow for safer travel and more space for all drivers to make room for construction workers while repair is being done. It would be safer for bikers, bicyclists, and runners. Again, roads overall are at best, terrible.
 - (See above: Highway 38 is a direct route from I-80 to Hwy 30 and has a lot of truck traffic. Highway 38 is in horrific condition and is a hazard to drive on. It is not much better than driving on gravel.) Plus we need this improvement to attract new business as well as supporting existing business.
 - Improvements to Hwy 30 and /or I-80 will increase the cross traffic between them on Hwy 38. Hwy 38 needs improvements to handle additional traffic. Improvements should be completed before traffic on Hwy 38 increases.
 - Due to size of some traffic, especially wind turbine components, modular and mobile homes, and farm equipment, the extra width available with paved shoulders would be much safer for all. During wet weather and spring thawing, gravel shoulders can give way or be unsafe to use by the above mentioned users, forcing them to cross center line and endanger on coming traffic.
 - In my opinion, Highways 38 and 30 need more attention than I-80 right now. If ignored, those roads will deteriorate quickly. I would like to see 38 and 30 be resurfaced with concrete. Concrete is more cost effective long term and will hold up to the heavier traffic.
 - The state has been bandaging this road for far too long. Fix the road properly and be done with it!!
 - Not sure on paved shoulders. Should be done before 38 /80 because it will be a detour route when 38/80 work is being done.
 - Hwy 38 has no shoulder and is rutted in spots. Hwy 38 going thru Tipton is really bad: rutted, pot holes, concrete patches.
 - Improved safety needs to be done before work on Hwy 30 & I-80. There is increased travel through Tipton as trucks and cars travel through Tipton to both Hwy 30 & I-80.
 - (No comment)
 - Because the surface of Hwy 38 is fine.

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- SA: - A major traffic problem was solved with the Mt. Vernon/ Lisbon by-pass. Traffic through smaller towns East of Lisbon to Clinton, slows down but is not stopped, causing a problem. Minor improvements can be made on Hwy 30 to improve traffic. Hwy 38 carries a lot of heavy traffic and should be added to the top of the list for improvements.
- 2.) A: - Been a long time since any work has been done to this date. Lot of people take this route for work. Wheel rutting is starting and making roadway unsafe to drive on in adverse weather.
- Because Hwy 38 needs work now. I-80 and Hwy might take another 10 years before they (DOT) make up their minds what to do.
 - It's been let go to many years and should be done as soon as possible.
 - Safety
 - Hwy 38 is extremely rough at present. Especially for the truck drivers. It's been deteriorating for the last 3 years.
 - (No comment)
 - It's a smaller stretch than Hwy 30 or I-80. Hasn't had anything done in along time.
 - There is so much traffic now on this part of Hwy 38 that if any more is diverted onto it with work on Hwy 30 and I-80, the condition will just accelerate in deterioration.
 - I'm not sure why this question is being asked. You can work on 30, I-80 and Hwy 38 all at the same time. Or break up the work on Hwy 38 so you do from I-80 through Tipton one year and then from Tipton to Hwy 30 the next.
 - As long as they tile shoulders and pave at least 3' out.
 - The shoulders need to be resurfaced and paved, but it is better decision to do them at the same time as the highway.
Wider road could be used to help traffic pass when construction being done. But why do it before and then have to do it again when construction finally begins? Doesn't seem cost effective to me, to do it twice (road & shoulders). "Actual highway engineers probably know the correct way."
 - Highly traveled.
 - I do feel Hwy 38 is in worse shape than either Hwy 30 or I-80.
 - (No comment)
 - By the time the DOT gets around to do Highway 38 it will become really bad.
 - (No comment)
 - (No comment)
 - It would be best to have this portion done first, as it will be part of the detour routes while Hwy 30 and I-80 are being worked on.
 - Safer driving conditions.
 - If Hwy 38 is going to be a bypass for travel, then Hwy 38 should get done first or it will get rougher during the work on Hwy 30 and I-80 due to more traffic.
 - (No comment)
 - You'll need access to shoulder while road is being repaired.
 - If Hwy 38 will be used as a detour for I-80 traffic, then it would be best to have the reconstruction done before I-80 work begins.

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- 2.) DK:
- The state has to manage their budget.
 - DOT needs to make this decision. They're the only ones with knowledge at this level.
 - I-80 needs to be 6 lane, Hwy 30 needs to be 4 lane, Hwy 38 needs upgraded. Seem like the DOT is back and forth with decisions on what to do, so...I don't know.
 - (No comment)
 - (No comment)
 - Whatever is most cost efficient and avoids an alarming amount of inconvenience.
 - I-80 is in need of expansion ASAP, due to the traffic volumes. Hwy 30 is also aging and in need of repair. I believe all 3 roads need to be addressed but the order depends on funding sources and where they are in project development.
 - I am sure cost is a big factor! But why would shoulders be done ahead of the main part of Hwy 38? Usually when I have seen road projects, isn't it all done at the same time? 'That' being the highway and the shoulders?
 - Not sure why we would do shoulders if we planned to redo the road.
 - (No comment)
 - I think it doesn't matter, but would rather see the highway resurfaced where the traffic drives. Resurface shoulders after the highway.
 - I don't know the condition of each of these highways/interstate sections. If traffic is going to be re-routed on 38 in order to work on 30 & 80, then I agree that 38 should be resurfaced and shoulders paved first.
 - The sooner Hwy 38 can be upgraded the better. However, if one holds up the other, then believe it should be done when DOT plans for it.
 - (No comment)
 - I don't understand. If the highway is to be reconstructed, why the shoulders should be paved only to be torn up again? Am I missing something?
 - Why is this important?
 - I'm not sure why this should be due first. Efficiency?
 - Roads need improvement. Would be helpful to have paved shoulders.
- 2.) D:
- The road would be of more importance to me, than paving the shoulders.
 - Hwy 30 has been in the works for many years and should come first, but I-80 can wait.
 - Need 30 to continue 4 lane to DeWitt.
 - (No comment)
 - The shoulders do not affect the daily use of the highway itself.
 - Because there will be a lot of heavy equipment going to and from work sites to gravel and sandpits. That will ruin the new surface faster.
 - We think the road is in decent condition still, and paving the shoulders is an unnecessary expense.
 - The cost of paving shoulders before paving Hwy 30 would cost more to do.
 - Do it all at the same time.
 - A 4 lane highway 30 and a well maintained I-80 are critical to this town's economic stability. You NEED TO LET THE PAVED SHOULDERS GO! WE DO NOT NEED paved shoulders.
 - Paved shoulders would be nice but not essential.
 - This is a decision that the engineers of the highway should make. I think shoulders are usually added after a roadway is put in place.

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- D: - Improvements are more important, shoulders can be done later. Ideally, shouldn't it be concurrently?
- It seems to make more sense to do all at once. It seems the overall cost would be lower and would prevent damage to shoulders when road is resurfaced.
- (No comment)
- 2.) SD: - More traffic on the other two would give Tipton time to fix its own streets.
- 30 needs resurfaced badly. DOT needs to finish 30 before anything else!
- Our roads need redone. Take care of this section of Hwy 38 before I-80 or Hwy 30.
- Do it all at once.
- Highway 30 should be a priority over any shoulder work.
- Resurface through Tipton and South a mile or so. We are in bad times, so must be frugal.
- (No comment)
- The surface is dangerous for bicyclists and motorcyclists.
- I feel it would be more costly that way.
- (No comment)
- Highway 38 is well overdue for repair, including and especially through Tipton! At least the section through town should be done first and not wait!
- The highway needs to be fixed before the shoulders are paved. The gravel shoulders are wide right now, which helps.
- (No comment)
- It is totally asinine to pave the shoulders. Is the City of Tipton going to pay for this procedure?
- 2.) O: - No opinion.
- Don't care
- (Nothing marked)
- (Nothing marked)
- (Nothing marked)
- (Nothing marked)
- (Nothing marked)