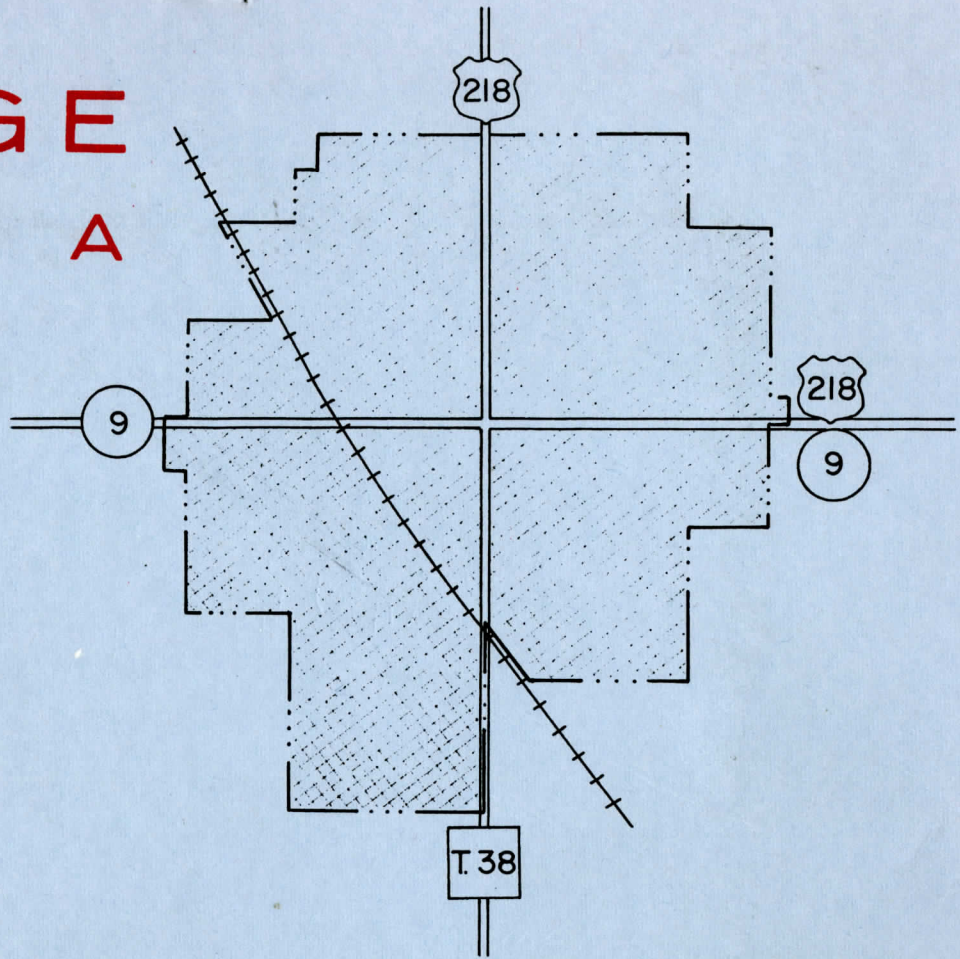


# OSAGE IOWA



a pictorial review of the existing highway, street, and sidewalk conditions within the central business district — and a proposal for the reconstruction and improvement of them.

Iowa Department of Transportation  
Library  
800 Lincoln Way  
Ames, Iowa 50010

NOVEMBER, 1972.

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1972

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Mr. Joseph R. Coupal, Jr.  
Director of Highways  
Iowa State Highway Commission  
Ames, Iowa 50010

Dear Mr. Coupal:

During the past year, we have had the opportunity to meet with Mr. Darrel Campbell and Mr. Odell Solem of your District 2 Office in Mason City in regard to certain proposed street improvements within the City of Osage, Iowa.

The City of Osage has pursued a very progressive street improvement program since 1965, with 114 blocks of portland cement concrete being placed in residential areas. We have 33 more blocks of residential street paving proposed for 1973 as the City wishes to continue this very successful program in an effort to provide its citizenry with the best possible street system. It is in this regard that we are seeking cooperation from the Iowa State Highway Commission in improving streets within the City which also serve as State and U. S. Highways.

The City prepared plans for nine (9) blocks of reconstruction on streets within the Central Business District that intersect the through highways. This program was originally scheduled for completion in 1972. This project is being delayed, however, in an effort to coordinate these plans with improvements to Highways 9 and 218. Attached to this letter is a brochure containing a pictorial and descriptive report with two alternative proposals for improvements to the through highways which the City believes should be initiated immediately. These highways are presently using streets which were built by the City in 1911 (East-West 9 and 218) and 1930 (North-South 218). The present deteriorated condition of these streets is sufficient evidence to prove that they have long out lived their life expectancy. The "Origin and Destination Traffic Report" prepared in August 1970 by your Division of Planning provides substantial data to indicate the inadequacy of the existing system to accomodate present day traffic.

The alternatives herein submitted by the City represent a sincere desire to eliminate the existing traffic problems confronting both the City and the Iowa State Highway Commission. It is hoped that these improvements can be made in the very near future. Your prompt consideration of this proposal will be appreciated since we are currently updating our paving program.

Thank you for your cooperation.

Respectfully submitted,

*Elgin G. Enabnit*  
Elgin G. Enabnit, Mayor

EGE:ss

cc: William O. Gray, Chairman  
Iowa State Highway Commission  
Ames, Iowa 50010

cc: Darrel Campbell, District Engineer  
Iowa State Highway Commission  
1420 - 4th Street S. E.  
Mason City, Iowa 50401

CITY OF OSAGE, IOWA, OFFICIALS

MAYOR: Elgin G. Enabnit

CITY COUNCIL: Robert E. Erdmann  
Arthur E. Kark  
Lewis G. Lauterbach  
Roger S. Loden  
Roland A. Philipp  
James H. Watts

CITY ATTORNEY: Joseph B. Casey

CITY CLERK: Clarissa Brush

POLICE CHIEF: Edward Viskocil

PUBLIC WORKS DIRECTOR: William H. Bollinger

PLANNING AND ZONING COMMISSION: Carl F. Conway, Chairman  
Frank Ahrens  
Paul J. Bunge  
Sam A. Holcomb  
Clayton C. Schlick  
Joseph Spartz  
Arthur E. Tesch



IOWA STATE HIGHWAY COMMISSION OFFICIALS

COMMISSIONERS:	William O. Gray, Chairman Stephen Garst, Vice Chairman Jules M. Busker Harry F. Reed Robert R. Rigler	Cedar Rapids Coon Rapids Sioux City Winterset New Hampton
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DIRECTOR OF HIGHWAYS:	Joseph R. Coupal, Jr.
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CHIEF ENGINEER:	Howard E. Gunnerson
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URBAN ENGINEER:	Rex H. Wiant
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DISTRICT 2 OFFICE	Mason City
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DISTRICT ENGINEER:	Darrel D. Campbell
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DISTRICT URBAN ENGINEER:	Odell C. Solem
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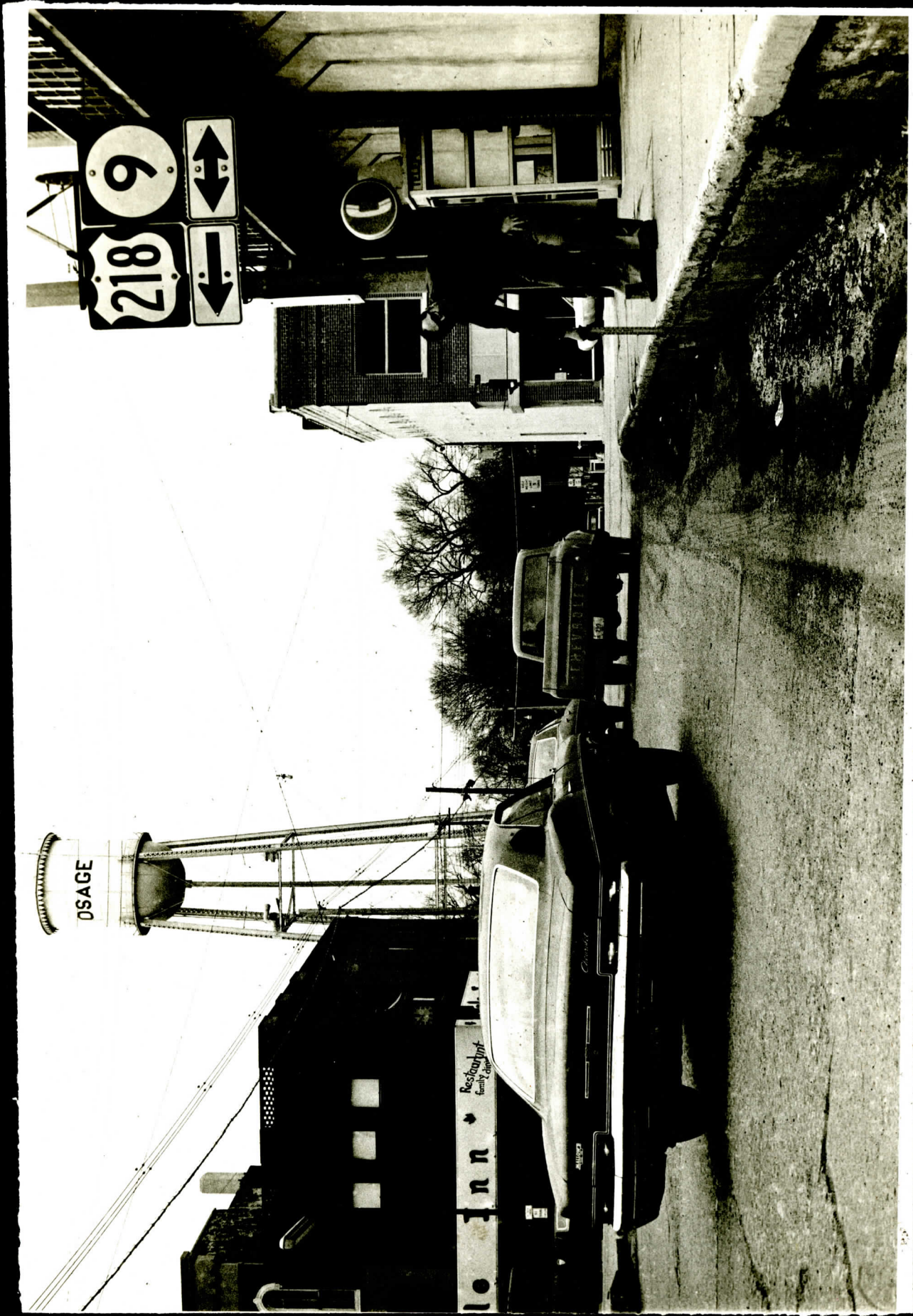
The first photograph, on page 4 was taken sometime in 1911, shortly after Main Street was paved with portland cement concrete.

The other black and white photographs of Main Street (Highways 9 and 218), North Seventh Street (Highway 218), and the intersecting streets within the Osage Central Business District were taken in May 1972. These photos are a fair representation of the existing structural and use conditions of the present vehicular and pedestrian thoroughfares.



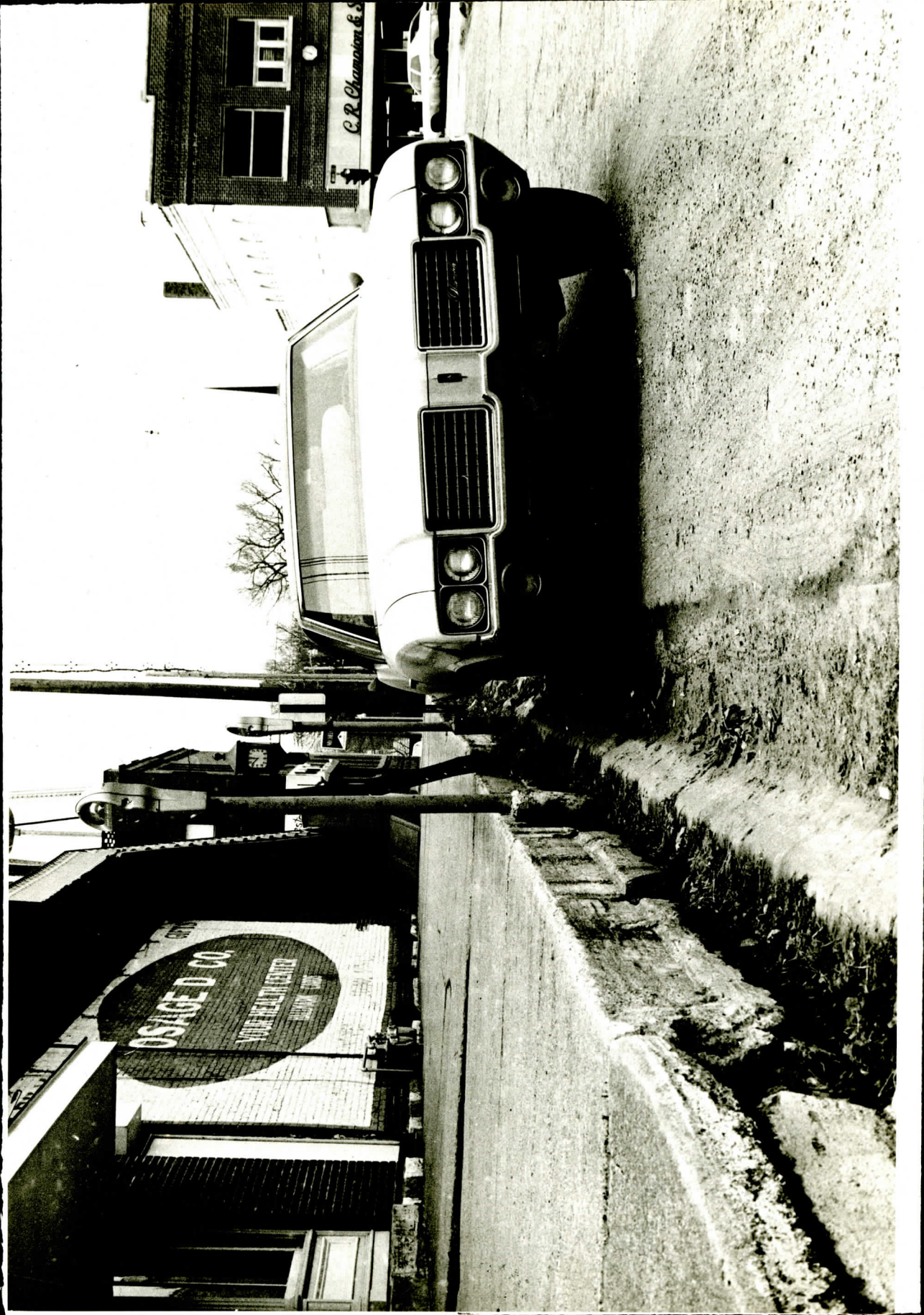
**Main Street - paved by the City of Osage with portland cement concrete in 1911, and overlain with asphaltic concrete in 1952, presently being used for Highways 9 and 218.**





Highway 218 (North Seventh Street, between Chase and Main) - Variable curb height, poor drainage, deteriorating surface, and obsolete traffic signals.





Highway 218 (North Seventh Street, between Chase and Main) - Extremely high curb, deteriorating surface.





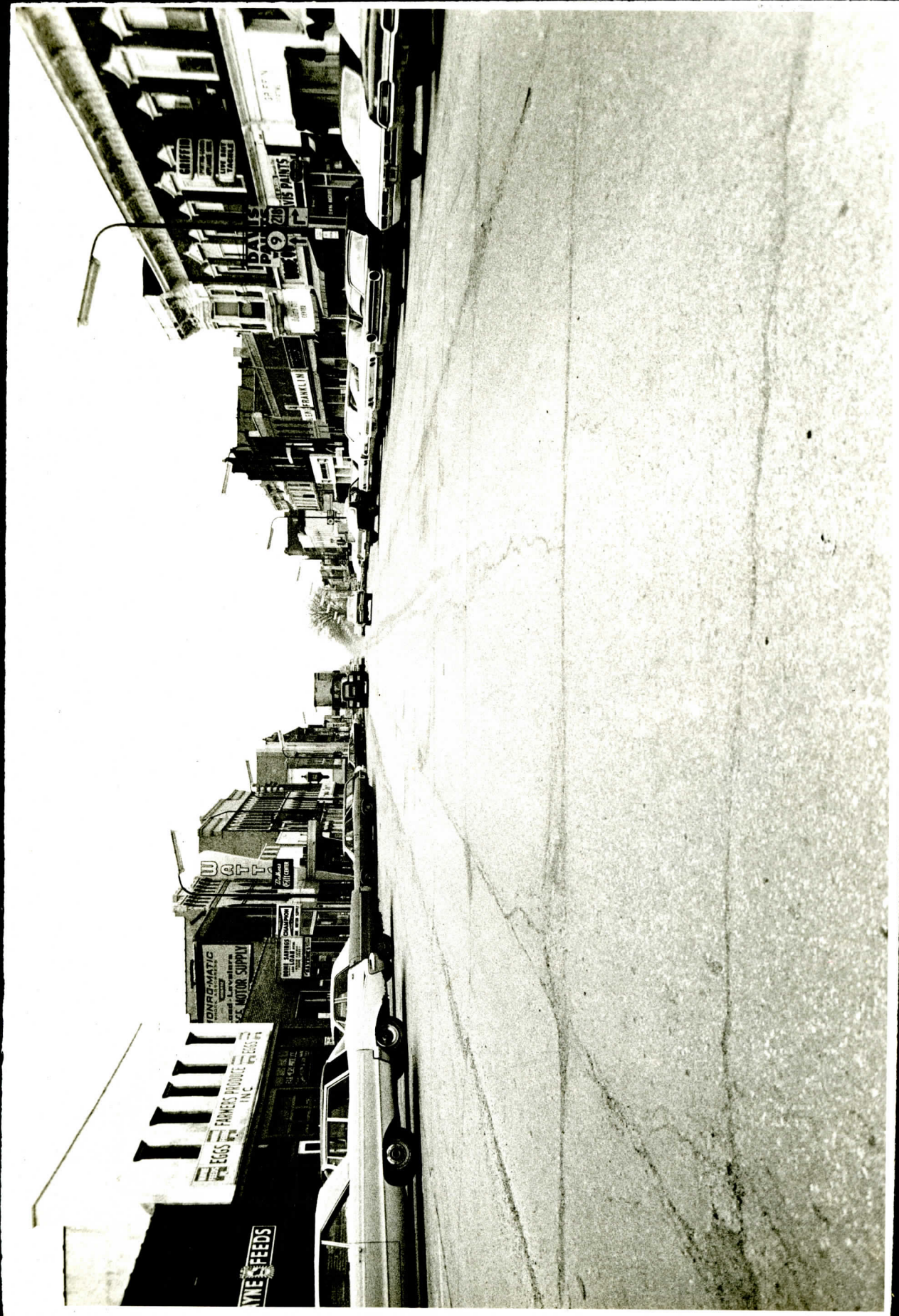
Highway 9 (Main Street, between Fifth and Fourth) - Surface and structural deterioration.





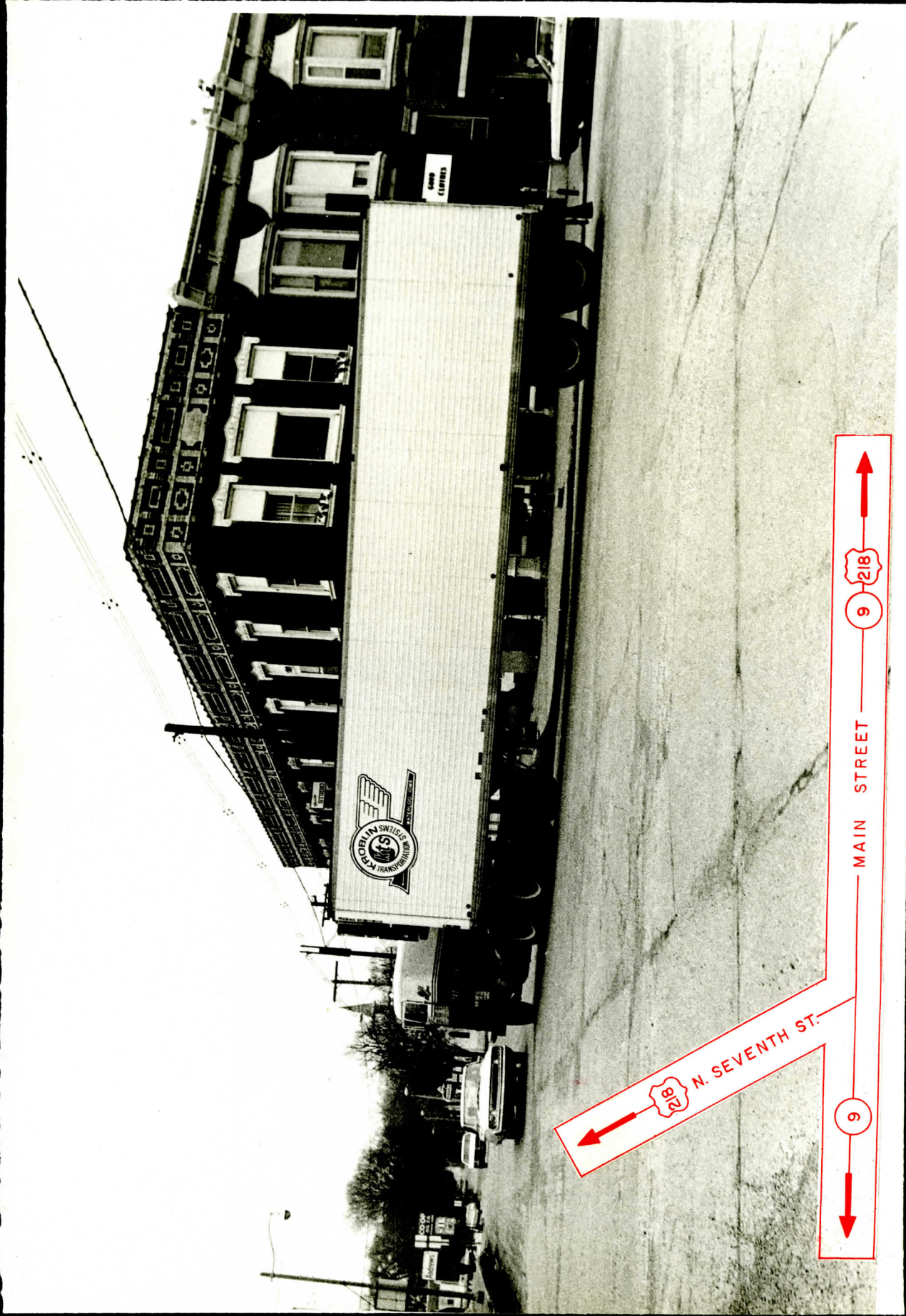
Highway 9 (Main Street, between Fifth and Sixth) - Surface and structural deterioration.





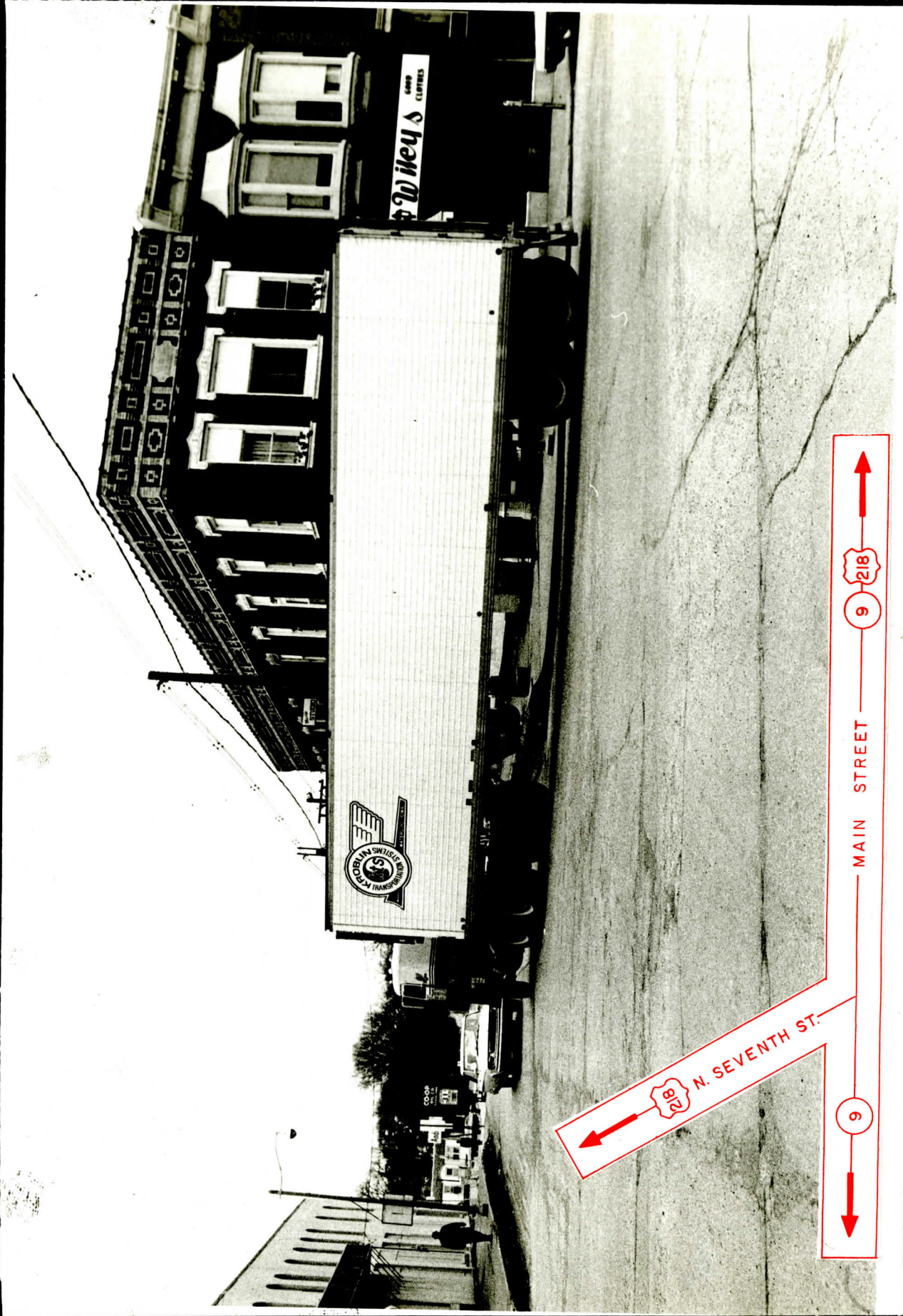
Highways 9 and 218 (Main Street, between Eighth and Seventh) - Surface and structural deterioration.





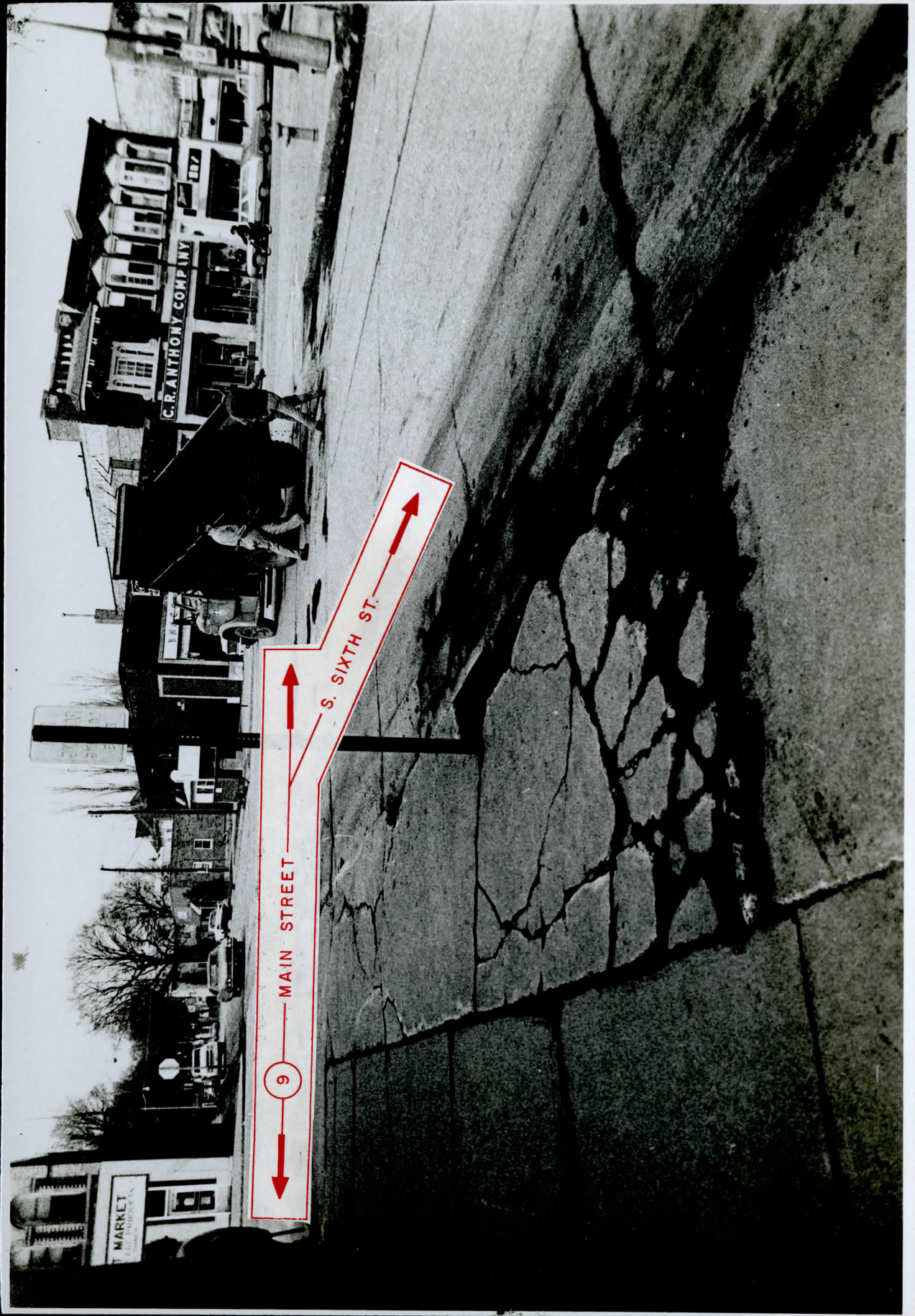
Sequence I - Beginning of typical "tractor-trailer" turning movement.





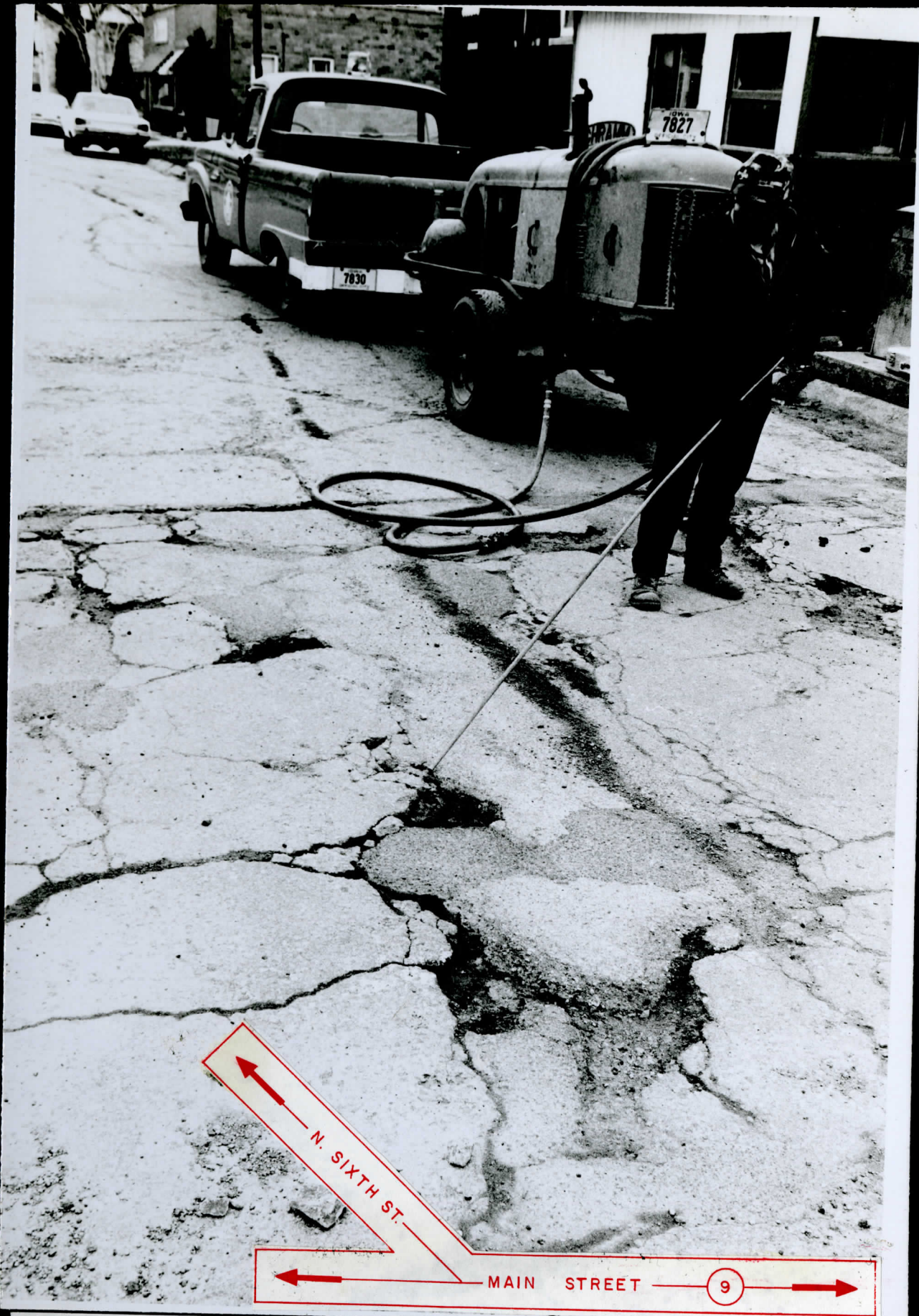
Sequence 2 - Tractor-trailer is to the left of the centerline, forcing the oncoming car to back up.





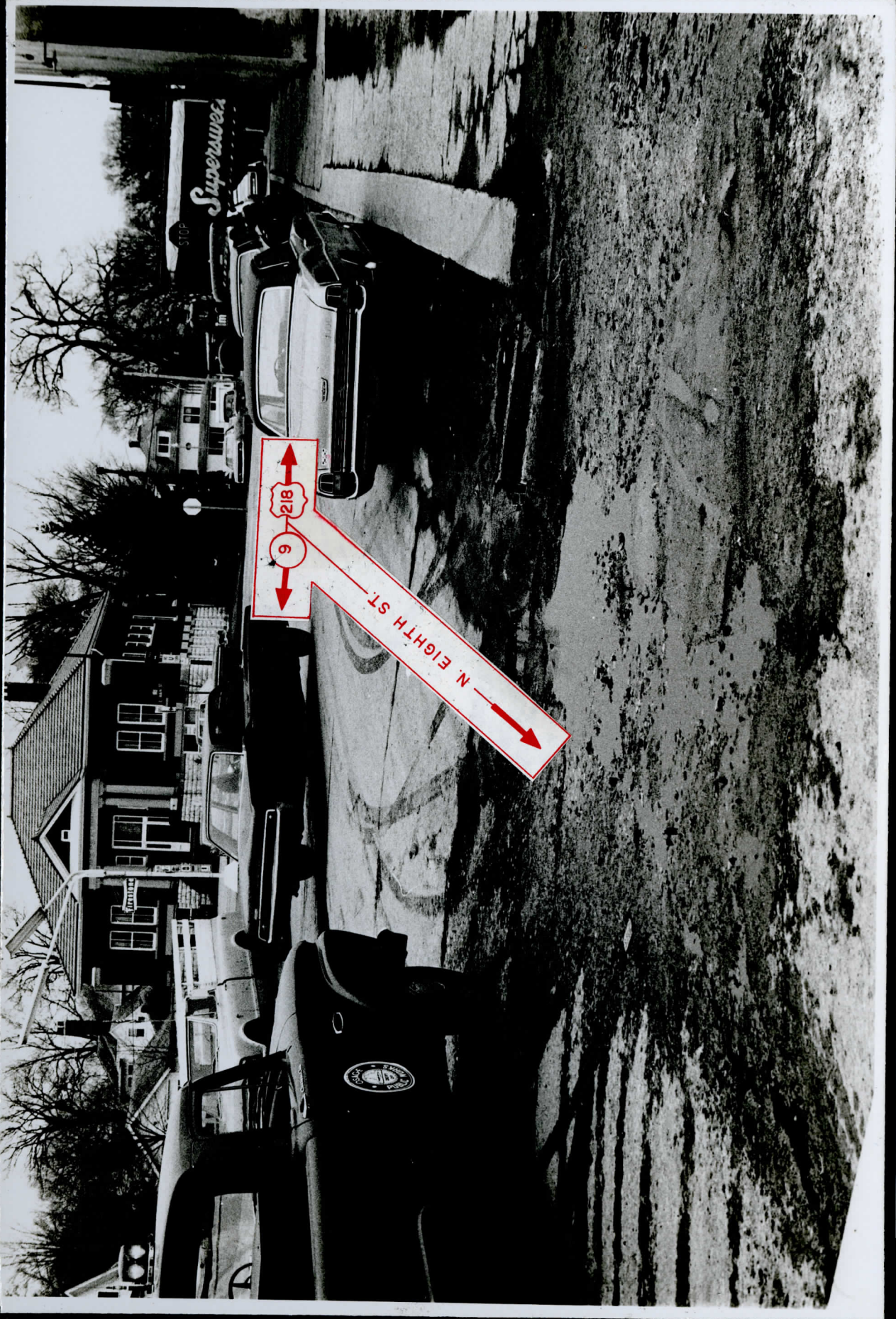
South Sixth Street intersecting Highway 9 - This street to receive widening, resurfacing, and new sidewalk construction, to coincide with Highway 9 reconstruction.





North Sixth Street - Typical Main Street cross-walk deterioration. This street to be widened, resurfaced, and new sidewalks constructed, coinciding with Highway 9 reconstruction.





North Eighth Street - This street to receive widening, resurfacing, and new sidewalks, to coincide with Highways 9 and 218 reconstruction.



The colored photographs on the following three pages were taken prior to and after residential street construction projects in 1965, 1966, and 1967. These photos depict the tremendous impact that the street improvement projects have had on the residential areas of Osage.

We plan to pave thirty three (33) more blocks with portland cement concrete in 1973 to add to the 114 blocks that were paved in the construction programs of 1965, 1966, 1967, and 1969.

**RECENT RESIDENTIAL STREET PAVING  
(Portland Cement Concrete)**



**Before Construction**



**After Construction**



**RECENT RESIDENTIAL STREET PAVING  
(Portland Cement Concrete)**



**Before Construction**



**After Construction**

**RECENT RESIDENTIAL STREET PAVING  
(Portland Cement Concrete)**



**Before Construction**



**After Construction**



PROPOSED STREET WIDTHS  
OSAGE, IOWA

MAIN STREET	EXISTING WIDTH	ALTERNATE I	ALTERNATE II
1st St. to 2nd St.			50 ft.
2nd St. to 3rd St.			50 ft.
3rd St. to 4th St.			50 ft.
4th St. to 5th St.	53 ft.		53 ft.
5th St. to 6th St.	73 ft.	73 ft.	73 ft.
6th St. to 7th St.	73.5 ft.	73 ft.	73 ft.
7th St. to 8th St.	73.5 ft.	73 ft.	73 ft.
8th St. to 9th St.	63.0 to 75.4 ft.	74 ft.	72 ft.
9th St. to 10th St.	63 ft.		53 ft.

The following proposal for street widths, and alternate proposals for street improvements with cost estimates, was prepared by the consulting firm of Yaggy Associates of Rochester, Minnesota, after meetings with the Osage City Council and staff members of the Iowa State Highway Commission.

NORTH SEVENTH STREET

Main St. to Cass St.	43 ft.	45 ft.	45 ft.
Cass St. to Mechanic St.	44 ft. (N 1/2)	As existing	As existing
	34 ft. (S 1/2)	As existing	As existing

NOTE: All widths are measured back to back of curbs.

1786

**PROPOSED STREET WIDTHS  
OSAGE, IOWA**

SOUTH SEVENTH STREET

<u>MAIN STREET</u>	<u>EXISTING WIDTH</u>	<u>ALTERNATE I</u>	<u>ALTERNATE II</u>
1st St. to 2nd St.	53 ft.		53 ft.
2nd St. to 3rd St.	53 ft.		53 ft.
3rd St. to 4th St.	53 ft.		53 ft.
4th St. to 5th St.	53 ft.		53 ft.
5th St. to 6th St.	73 ft.	72 ft.	72 ft.
6th St. to 7th St.	73.5 ft.	72 ft.	72 ft.
7th St. to 8th St.	73.5 ft.	72 ft.	72 ft.
8th St. to 9th St.	63.9 to 75.4 ft.	72 ft.	72 ft.
9th St. to 10th St.	53 ft.		53 ft.

NORTH SEVENTH STREET

NORTH SEVENTH STREET

Main St. to Chase St.	43 ft.	45 ft.	45 ft.
Chase St. to Mechanic St.	44 ft. (S 1/2)	As existing	As existing
	34 ft. (N 1/2)	As existing	As existing
Estimated Cost:	\$ 42,570.00	\$ 14,710.00	\$ 57,280.00
Street Surfacing			

**NOTE: All widths are measured back to back of curb.**



CITY OF  
OSAGE, IOWA

**PROPOSED STREET IMPROVEMENT COST  
OSAGE, IOWA**

**MAIN STREET**

**ALTERNATE I**

**Project Location:** Main St. from 5th St. to 7th St. (State Hwy. 9)  
Main St. from 7th St. to 9th St. (State Hwy. 9 and U. S. Hwy. 218)

**Type of Improvement:** 9" P.C.C. Paving

<u>Estimated Cost:</u>	<u>ISHC Share</u>	<u>City Share</u>	<u>Total</u>
Street Surfacing	\$177,640.00	\$159,360.00	\$337,000.00
Storm Sewer	5,000.00	10,000.00	15,000.00
Traffic Signals	6,750.00	8,250.00	15,000.00
<b>TOTAL PROJECT</b>	<b>\$189,390.00</b>	<b>\$177,610.00</b>	<b>\$367,000.00</b>

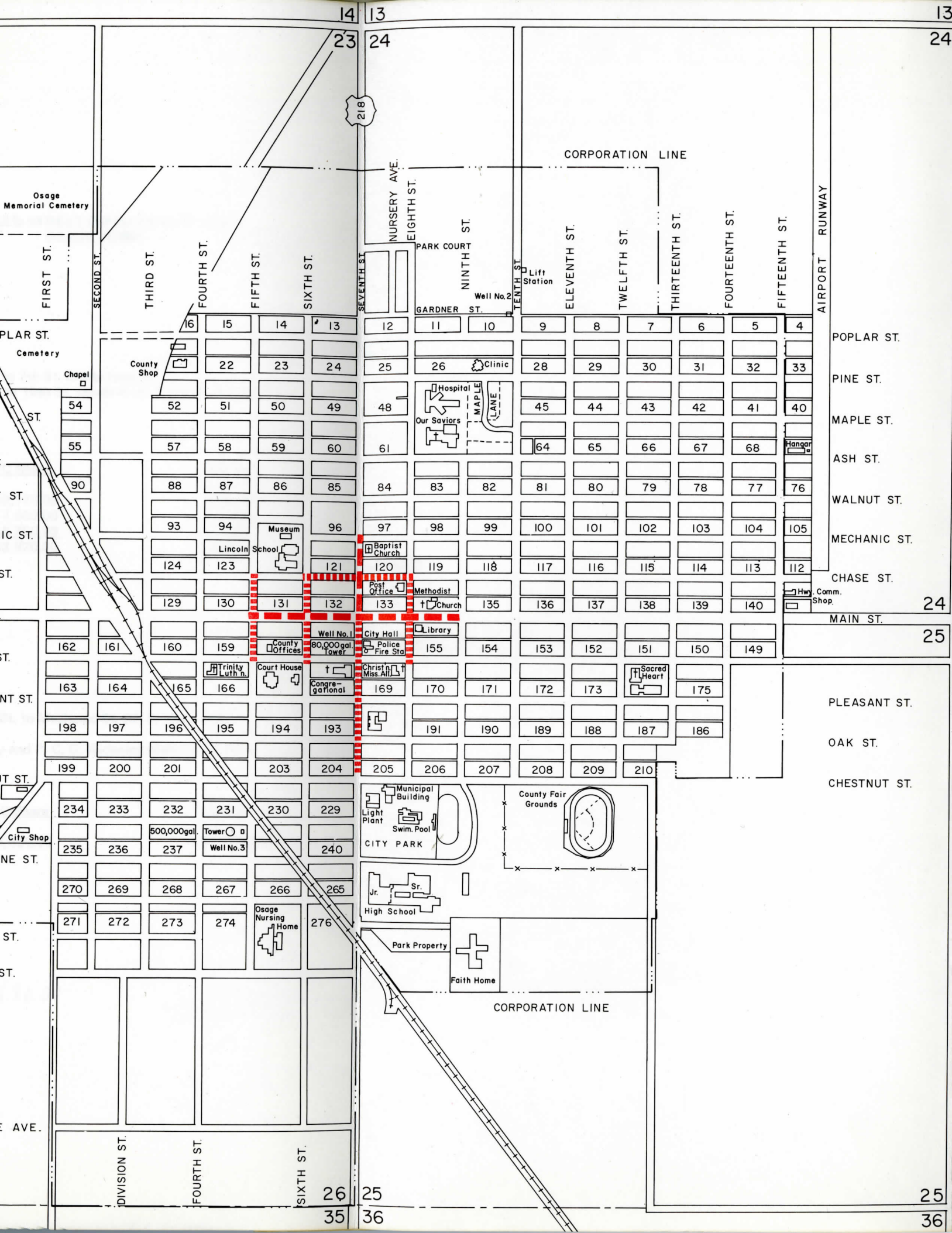
**NORTH SEVENTH STREET**

**ALTERNATE I**

**Project Location:** N. 7th St., from Main St. to Mechanic St. (U.S. Hwy.218)

**Type of Improvement:** 9" P.C.C. Paving, Main St. to Chase St.  
3" A.C. Overlay, Chase St. to Mechanic St.

<u>Estimated Cost:</u>	<u>ISHC Share</u>	<u>City Share</u>	<u>Total</u>
Street Surfacing	\$ 42,570.00	\$ 14,710.00	\$ 57,280.00



14 13

13

23 24

24

218

CORPORATION LINE

AIRPORT RUNWAY

POPLAR ST.  
PINE ST.  
MAPLE ST.  
ASH ST.  
WALNUT ST.  
MECHANIC ST.  
CHASE ST.

24

MAIN ST.

25

PLEASANT ST.  
OAK ST.  
CHESTNUT ST.

25

26 25

35 36

36



CITY OF  
OSAGE, IOWA

PROPOSED STREET IMPROVEMENT COST  
OSAGE, IOWA

MAIN STREET

ALTERNATE II

Project Location: Main St. from 1st St. to 7th St. (State Hwy.9)  
Main St. from 7th St. to 10th St. (State Hwy. 9 and U. S. Hwy. 218)

Type of Improvement: 9" P.C.C. Paving

<u>Estimated Cost:</u>	<u>ISHC Share</u>	<u>City Share</u>	<u>Total</u>
Street Surfacing	\$419,170.00	\$220,830.00	\$640,000.00
Storm Sewer	\$ 7,000.00	\$ 93,000.00	\$100,000.00
Traffic Signals	\$ 6,750.00	\$ 8,250.00	\$ 15,000.00
<b>TOTAL PROJECT</b>	<b>\$432,920.00</b>	<b>\$322,080.00</b>	<b>\$755,000.00</b>

NORTH SEVENTH STREET

ALTERNATE II

Project Location: N. 7th St. from Main St. to Mechanic St. (U. S. Hwy. 218)

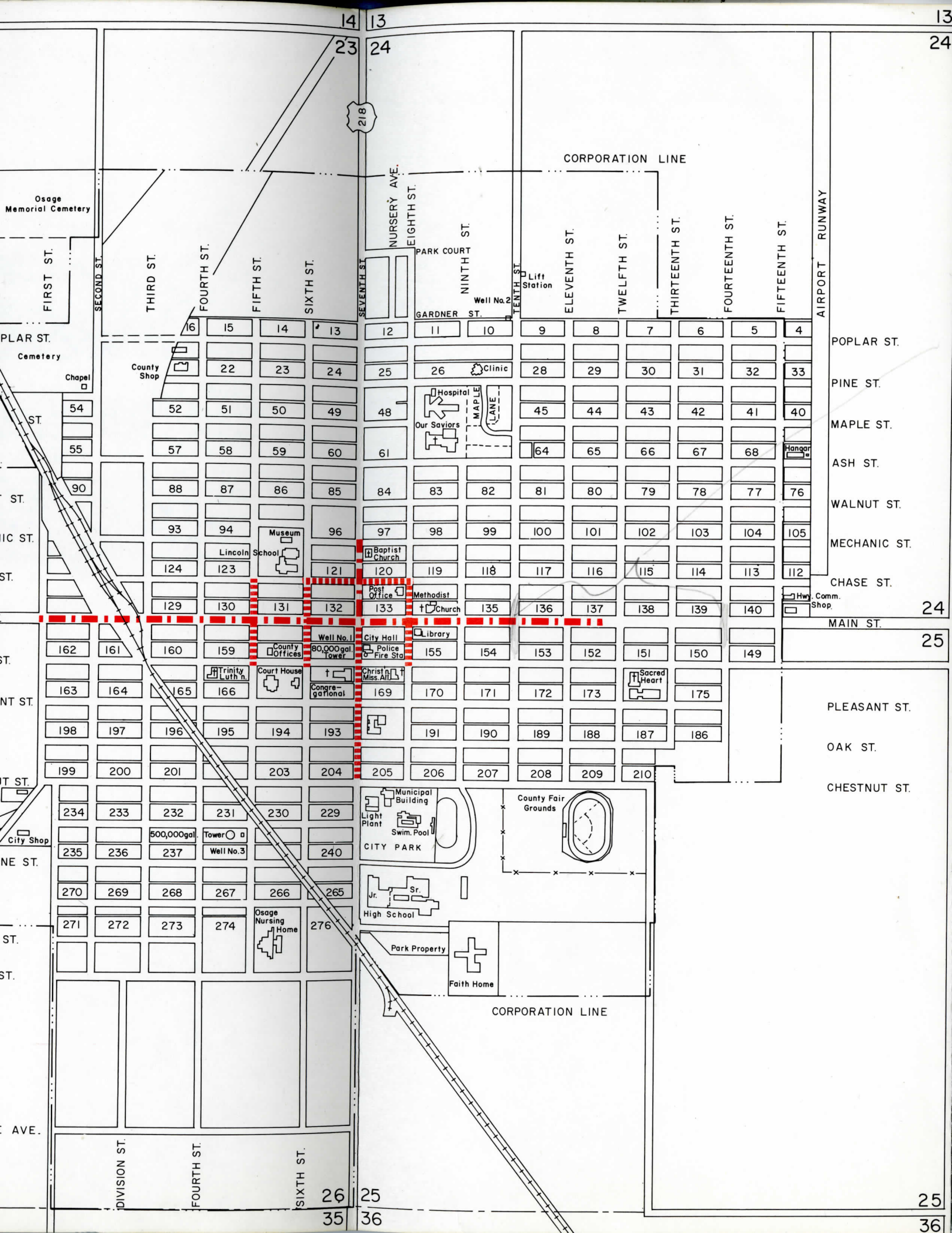
Type of Improvement: 3" A. C. Overlay and P. C. C. Widening Main St. to Mechanic St.

<u>Estimated Cost:</u>	<u>ISHC Share</u>	<u>City Share</u>	<u>Total</u>
Street Surfacing	\$ 24,660.00	\$ 12,220.00	\$ 36,880.00

457,580.00

334,300.00

791,880.00





We recognize the many critical needs for highway construction throughout the State of Iowa and the priority schedules and budget problems that face the Highway Commission.

The segments of Highways 9 and 218 as outlined in the Alternate II proposal is recognized as being in the poorest condition of any part of the 9 and 218 highway system. A great deal of criticism is constantly directed toward the Highway Commission and the City of Osage, both by local people, and by business and industry representatives for the numerous "bumps" and "chuckholes" that are ever present, especially in the months of March, April, and May.

The continual maintenance programs that are necessary to keep these highways and the intersecting streets in just a "passable condition" are extremely costly. A substantial overall savings to the taxpayers and road users would be realized by a joint venture by the Highway Commission and the City in initiating an immediate reconstruction project for these thoroughfares.

It is our feeling, that we must reconstruct and improve several of the streets that intersect these highways in the very near future, although, the intersecting streets are not quite as poor structurally as the main thoroughfares. We also realize that this can be most economically and sensibly accomplished in a program that will coincide with the reconstruction to the through highways. We are prepared to rearrange our capital expenditure priorities and to finance our share of the highway project in a joint venture with the Iowa State Highway Commission which will mutually benefit both governmental units and their citizens tremendously.

IOWA DOT LIBRARY



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