

HE
356
.18
A66
1978

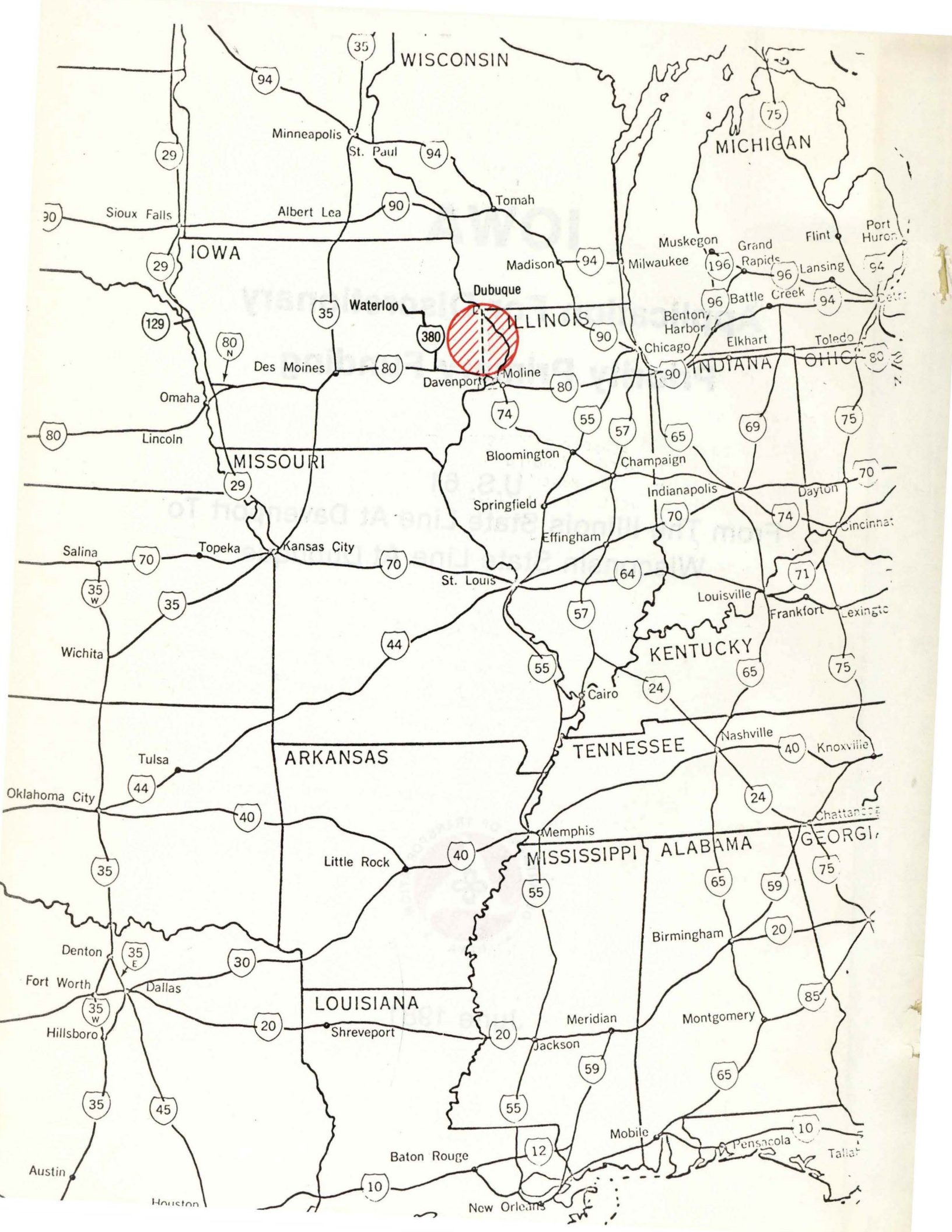
IOWA

Application For Discretionary Priority Primary Funding

U.S. 61
From The Illinois State Line At Davenport To
Wisconsin State Line At Dubuque



June 1981



WISCONSIN

MICHIGAN

IOWA

ILLINOIS

INDIANA

OHIO

MISSOURI

KENTUCKY

ARKANSAS

TENNESSEE

MISSISSIPPI

ALABAMA

GEORGIA

LOUISIANA

Minneapolis

St. Paul

Tomah

Sioux Falls

Albert Lea

Muskegon

Grand Rapids

Flint

Port Huron

Madison

Milwaukee

Lansing

Waterloo

Dubuque

Benton Harbor

Battle Creek

Chicago

Des Moines

Davenport

Moline

Elkhart

Toledo

Omaha

Lincoln

Bloomington

Champaign

Indianapolis

Dayton

Salina

Topeka

Kansas City

St. Louis

Louisville

Frankfort

Lexington

Wichita

Tulsa

Oklahoma City

Little Rock

Memphis

Nashville

Knoxville

Denton

Fort Worth

Dallas

Shreveport

Meridian

Birmingham

Montgomery

Hillsboro

Jackson

Mobile

Pensacola

Tallahassee

Austin

Baton Rouge

New Orleans

Houston



Department of Transportation

Director's Office
800 Lincoln Way, Ames, Iowa 50010
515/296-1111

REF. NO. 360

Date?

The Honorable Drew Lewis
Secretary of Transportation
United States Department of Transportation
444 North Capitol Street, N.W., Suite 225
Washington, DC 20001

Dear Secretary Lewis:

The Iowa Department of Transportation is hereby submitting a request for federal Priority Primary discretionary funding to continue the improvement of Priority Primary Route US 61 in Iowa. Route 61 extends from the Illinois state line at Davenport northerly to the Wisconsin state line at Dubuque. Prior allocations in fiscal years 1980 and 1981 have assisted the State in the improvement of a critical section of this route from I-80 northerly to US 30. Two additional sections of this route are currently in the development stage for improvement. One project is in Davenport and the other in Dubuque, both vitally important metropolitan areas and industrial centers with critical transportation needs. In each case the improvement is a key element in the metropolitan transportation plan and the highest priority transportation need.

Right-of-way acquisition is now underway for the Davenport project and will be completed in 1981. The Dubuque project is nearing federal location approval and will be available for preliminary right-of-way acquisition for protective and hardship purposes during federal fiscal year 1982.

In addition to the above a final sum is being requested to complete the segment from I-80 to US 30. The total asking from fiscal 1982 Priority Primary discretionary funds is therefore \$10,155,000 as supported on the attached schedule. Additional materials relating to this important Iowa Priority Primary route are included for reference.

Sincerely,

R. L. Kassel
Director

RLK:mkf

Attachment

cc: Mr. Ray Barnhart
Federal Highway Administrator

Mr. H. A. Willard
Division Administrator

COMMISSIONERS

BARBARA DUNN
Des Moines

C. ROGER FAIR
Davenport

DARREL RENSINK
Sioux Center

ROBERT R. RIGLER
New Hampton

BRUCE H. VAN DRUFF
Red Oak

DEL VAN HORN
Jefferson

DENNIS W. VOY
Maquoketa

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INTRODUCTION

U.S. 61 in Iowa is a very important part of the State Primary Road System as well as the interregional network feeding the National Interstate System. It joins two of Iowa's major industrial centers and parallels the traditional Mississippi River transportation corridor.

Iowa has for many years proposed this segment to be a part of the National Interstate System which now cannot be accomplished due to the congressional mandate in the 1978 Surface Transportation Act. As an alternative the route has been designated at the highest level of Iowa's priority primary route segments. Recognition of this status has been given in the past two years through allocations from the discretionary priority primary authorization established by Congress in 1978 in recognition of the needs associated with this class of primary roads.

Currently the Iowa Department of Transportation is developing improvement projects for two metropolitan segments of this critical route in addition to the work now underway in the first priority rural segment. The cost schedules, project area maps, and associated background information related to this route and its association with statewide planning are included as part of this request.

Iowa Priority Primary
Route US 61
Candidate Projects For Fiscal 1982 Discretionary Funding

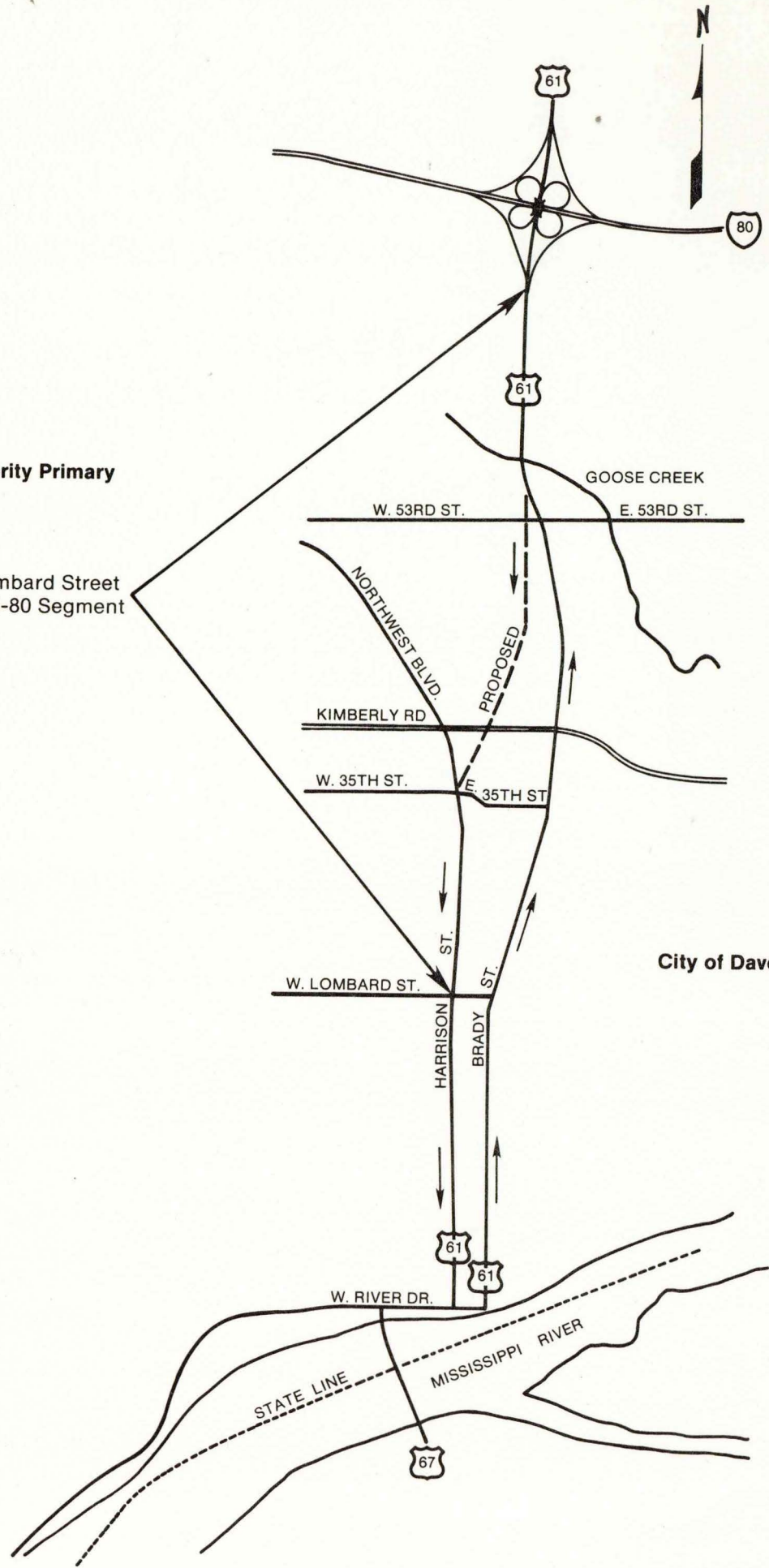
<u>County</u>	<u>Route Section (See attached Maps for Location)</u>	<u>Project Status</u>	<u>1981 Work Type</u>	<u>Estimated Fiscal 1982 Obligations</u>	<u>Federal 75%</u>
Scott	From Lombard St. in Davenport north to I-80	Right-of-way now being acquired (1981)	Grade structures, & pave	\$ 9,273,000	\$ 6,955,000
Scott/Clinton	From I-80 north to US 30	Grading & bridging now under construction	Pave/ Misc.	2,933,000	2,200,000 ^{1/}
Dubuque	From Jct. US 20 to Iowa/Wisconsin Bridge now under construction	Preliminary right-of-way acquisition pending final project design	R.O.W.	1,333,000	1,000,000
			TOTAL	\$13,539,000	\$10,155,000

^{1/} This is the concluding sum which, combined with previous allocations for fiscal years 1980 and 1981, will complete this segment.

Office of Program Management
May 27, 1981
515/296-1265

Priority Primary

Lombard Street
To I-80 Segment



City of Davenport

TO CEDAR RAPIDS

TO DUBUQUE

DE WITT

U.S. 30/61

TO CLINTON

PRESENT
U.S. 61

CLINTON CO.

Wapsipinicon River

SCOTT CO.

DUAL
624' x 40'

DUAL
280' x 40'

DUAL
280' x 40'

CO. RD.

LONG GROVE

CO. RD.

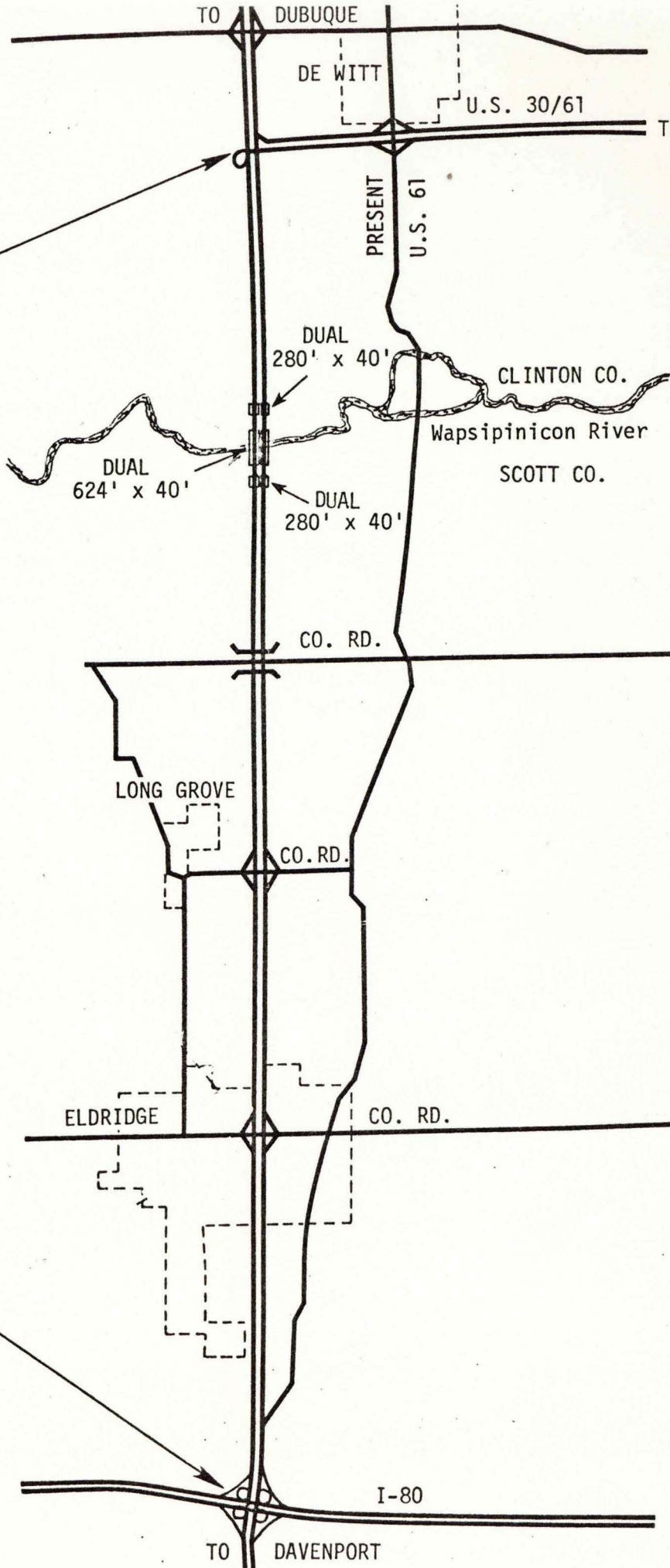
ELDRIDGE

CO. RD.

I-80

TO DAVENPORT

FROM INTERSTATE 80 TO U.S. 30



**New Bridge
Under Construction
Open For Traffic
Mid-1982**

EOB WISCONSIN
STATE OF IOWA

To Madison
61

WISCONSIN
ILLINOIS

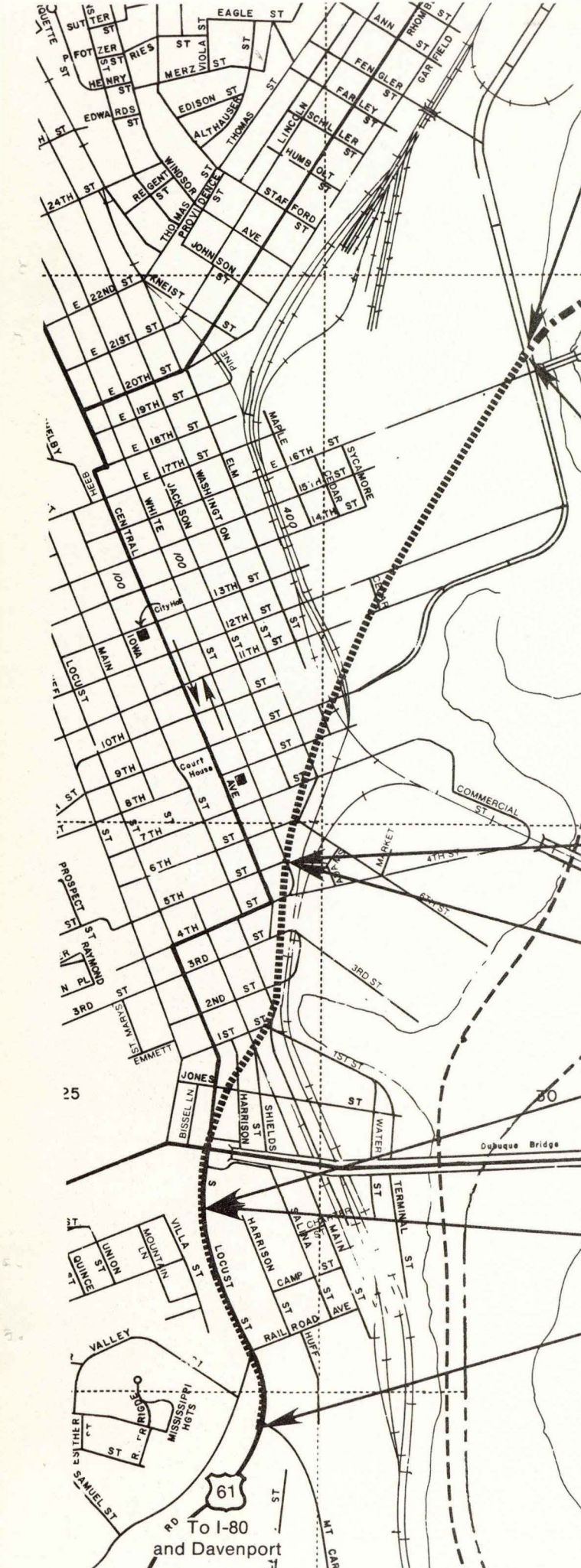


Phase II

Phase I
U.S. 20 to Central/White
Connection

Phase II

City of Dubuque



19

25

30

20
Dubuque Bridge

61
RD To I-80
and Davenport

APPENDIX

Iowa Transportation Policy

January 1, 1981

GOAL

The transportation goal for Iowa is to provide adequate, safe, and efficient transportation services to the public.

POLICY

The Iowa Department of Transportation will:

A. General

1. Promote a transportation system to satisfy user needs and maximize economic and social benefits for Iowa citizens.
2. Provide for a participatory planning process which involves public, private, and citizen interests and which encourages complementary transportation and land development patterns.
3. Encourage and support programs to provide commodity movement and mobility for all citizens.
4. Develop and promote just and equitable policies and procedures for the registration and regulation of motor vehicles and common carriers of passengers and freight.
5. Promote financing of the transportation system through user and non-user sources in an equitable manner.

B. Plan

1. Develop a total transportation system plan, subject to annual review, which;
 - considers all transportation modes as interacting elements;
 - considers facilities and services necessary for person and commodity movement from origin to destination;
 - contributes to the development and implementation of a comprehensive state plan;
 - exerts a positive influence on social, economic, and aesthetic values;
 - provides safe, convenient travel opportunities;
 - minimizes economic, energy and environmental costs;
 - coordinates available federal, state, and local resources;
 - recommends appropriate investment and funding procedures;
 - makes the best use of land resources for permanent transportation use;
 - encourages more efficient use of energy resources;
 - fosters usage of technological advancements in transportation facilities; and
 - evaluates progress toward achievement of the goal contained in this policy.
2. Encourage and assist in the development of general aviation, airport facilities, and air-carrier services.
3. Encourage and assist in the general development, preservation and efficient use of highway transportation through improvement programs to equalize functional adequacy of roads and streets throughout Iowa.
4. Encourage and assist in the development, maintenance and improvement of public transit systems and services.
5. Encourage and assist in developing and maintaining a viable railroad system which is responsive to the needs of Iowa and the United States.
6. Encourage and assist in the development of programs which promote efficient use of river transportation.
7. Develop and participate in programs to improve the safety of all transportation modes.
8. Encourage and support development of transportation education programs.

C. Program

1. Prepare a current and long-range program of capital investment, services, and regulatory practice--each year.
2. Propose and promote legislative programs to facilitate an integrated transportation system.

U.S. 61 FROM DAVENPORT TO DUBUQUE
PLANNING CHRONOLOGY

- In 1960, a report prepared for the Iowa Legislature recommended the development of a limited system of freeways to supplement the Interstate System.
- In 1962, the Federal Highway Act initiated the transportation planning process in urbanized areas including Davenport and Dubuque at the two termini of this section.
- In 1965, Iowa proposed a specific system of freeways which was updated in 1968 and included the U.S. 61 Dubuque to Davenport corridor.
- In 1968, this section was included as an Iowa candidate for the additional 1500 miles of interstate authorized in the highway act of that year.
- In 1969, a request was again made for interstate mileage for this corridor.
- In 1973, the highway act of that year [Section 143(7)] included this route for specific study.
- Also Section 126 of the 1973 act established the Priority Primary System. This route was thus designated in the route study report submitted in June, 1974.
- In March, 1976, the initial Iowa transportation plan, TRANSPLAN '76, was approved by the Transportation Commission and designated this route as part of the State Arterial System for development to four-lane standards.
- In July, 1976, the "3% mileage designation" within the Priority Primary System was revised to include this section which had previously been excluded from the limited designation because of its special congressional report status.
- In August, 1976, the Transportation Commission authorized an agreement with the Federal Highway Administration to designate this route as an Interstate highway as provided in Section 139(b) of Title 23 U.S.C.
- In April, 1977, the agreement was signed by the Federal Highway Administration.
- In May, 1977, a request for reallocation of mileage for the purpose of extending I-74 to Dubuque was submitted.
- In 1978, Congress terminated future additions to the Interstate System.
- In federal fiscal years 1979 and 1980, allocations were made from discretionary priority primary authorizations to assist the state in the improvement of a 14-mile segment from I-80 to U.S. 30.

LEVELS OF SERVICE WITHIN THE PRIMARY SYSTEM

IN 1979 A DETAILED STUDY WAS MADE BY THE DEPARTMENT OF THE CRITERIA TO DETERMINE THE SIZE AND COMPOSITION OF THE PRIMARY ROAD SYSTEM. THE MAIN PURPOSES OF THE STUDY WERE:

1. TO PROVIDE ADDITIONAL GUIDANCE FOR ADMINISTRATIVE AND POLICY PURPOSES.
2. TO PROVIDE GUIDANCE FOR CONSTRUCTION AND MAINTENANCE PRIORITIES.
3. TO PROVIDE INFORMATION TOWARD DEVELOPMENT OF A HIGHWAY SYSTEM PLAN AND FUTURE STATE TRANSPORTATION PLANS.

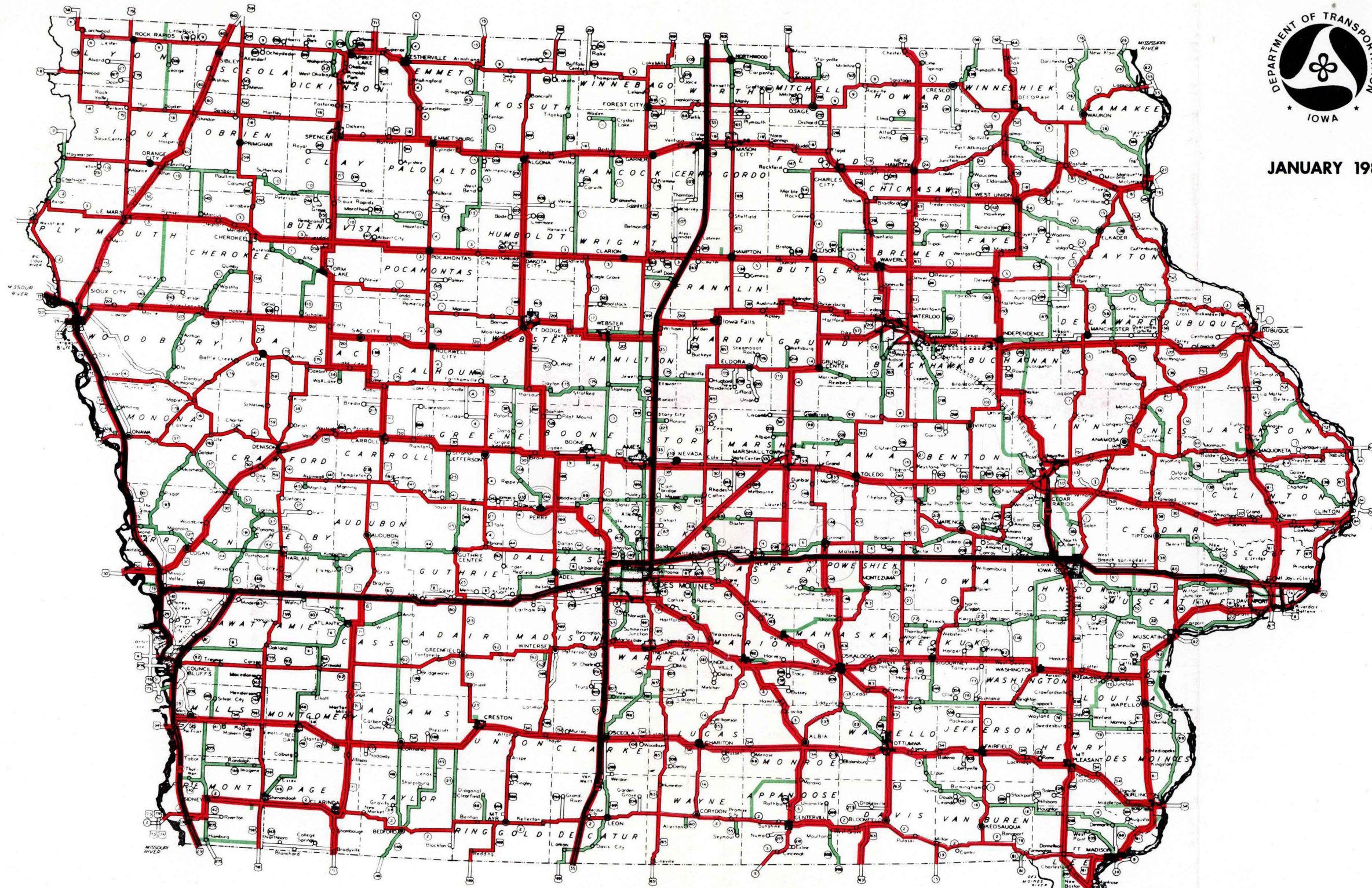
THE STUDY PROCESS IDENTIFIED SEVERAL DISTINCT LEVELS OF SERVICE WITHIN THE PRIMARY SYSTEM. AT THE UPPER LEVEL IS THE INTERSTATE SYSTEM (LEVEL A), WHICH SERVES A HIGH PROPORTION OF IN-STATE TRAVEL AND CONNECTS IOWA WITH THE PRINCIPAL NATIONAL AND REGIONAL HIGHWAYS. IOWA'S 632 RURAL INTERSTATE MILES SERVE 21 PERCENT OF ALL RURAL TRAVEL. LEVEL B, THE NEXT 2,600 MILES IN COMBINATION WITH THE INTERSTATE ROADS, SERVES NEARLY HALF OF ALL RURAL TRAVEL. LEVELS C AND D SERVE 13 PERCENT AND 10 PERCENT OF RURAL TRAVEL, RESPECTIVELY, ON AN INCREASINGLY LOCAL BASIS. ALL OTHER RURAL ROADS, THOSE UNDER COUNTY JURISDICTION, SERVE 30 PERCENT OF RURAL TRAVEL.

PRIMARY ROAD SERVICE LEVEL CATEGORIES

I O W A



JANUARY 1981



LEVEL A (INTERSTATE)



LEVEL C

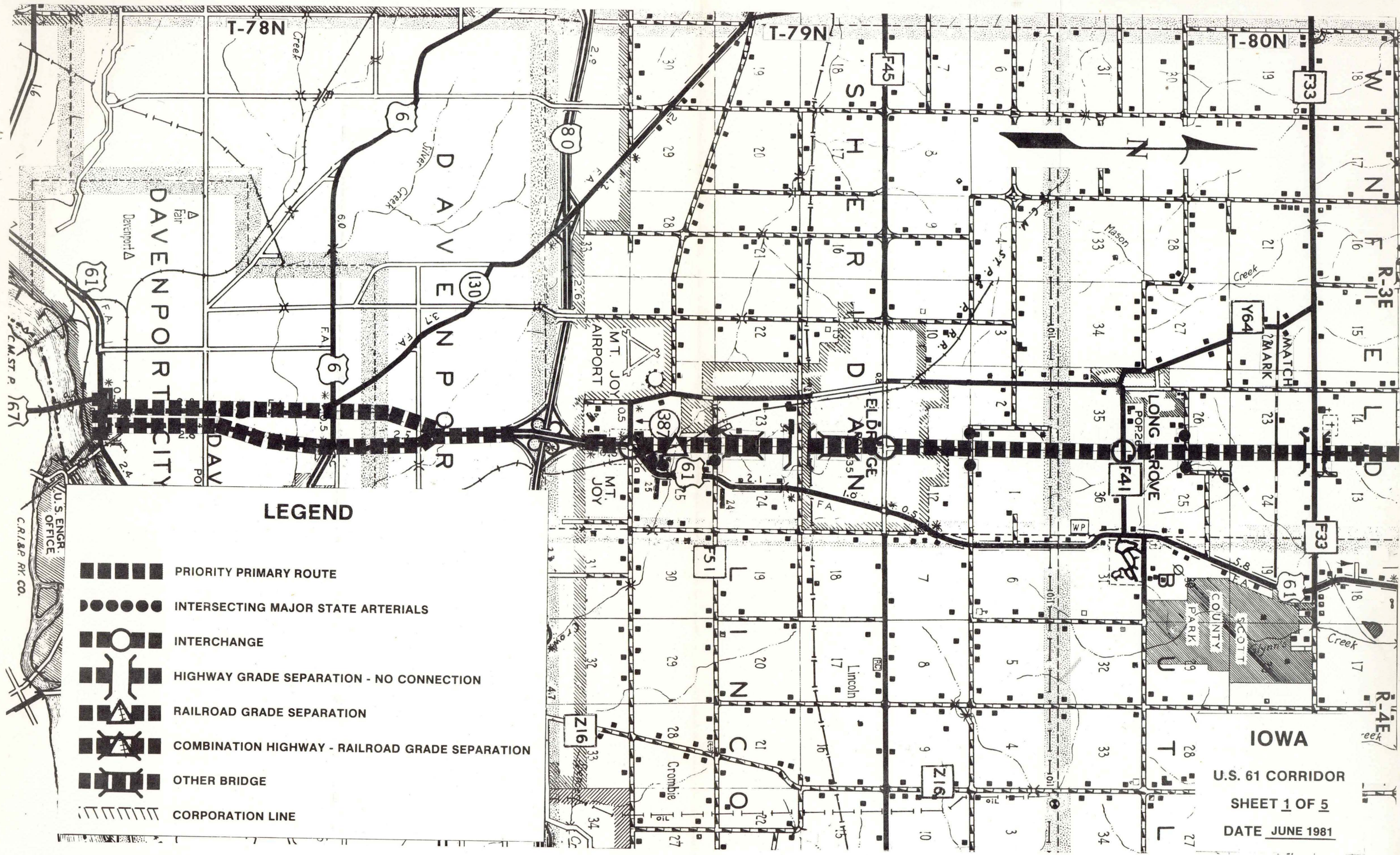


LEVEL B






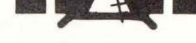

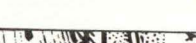


LEVEL D



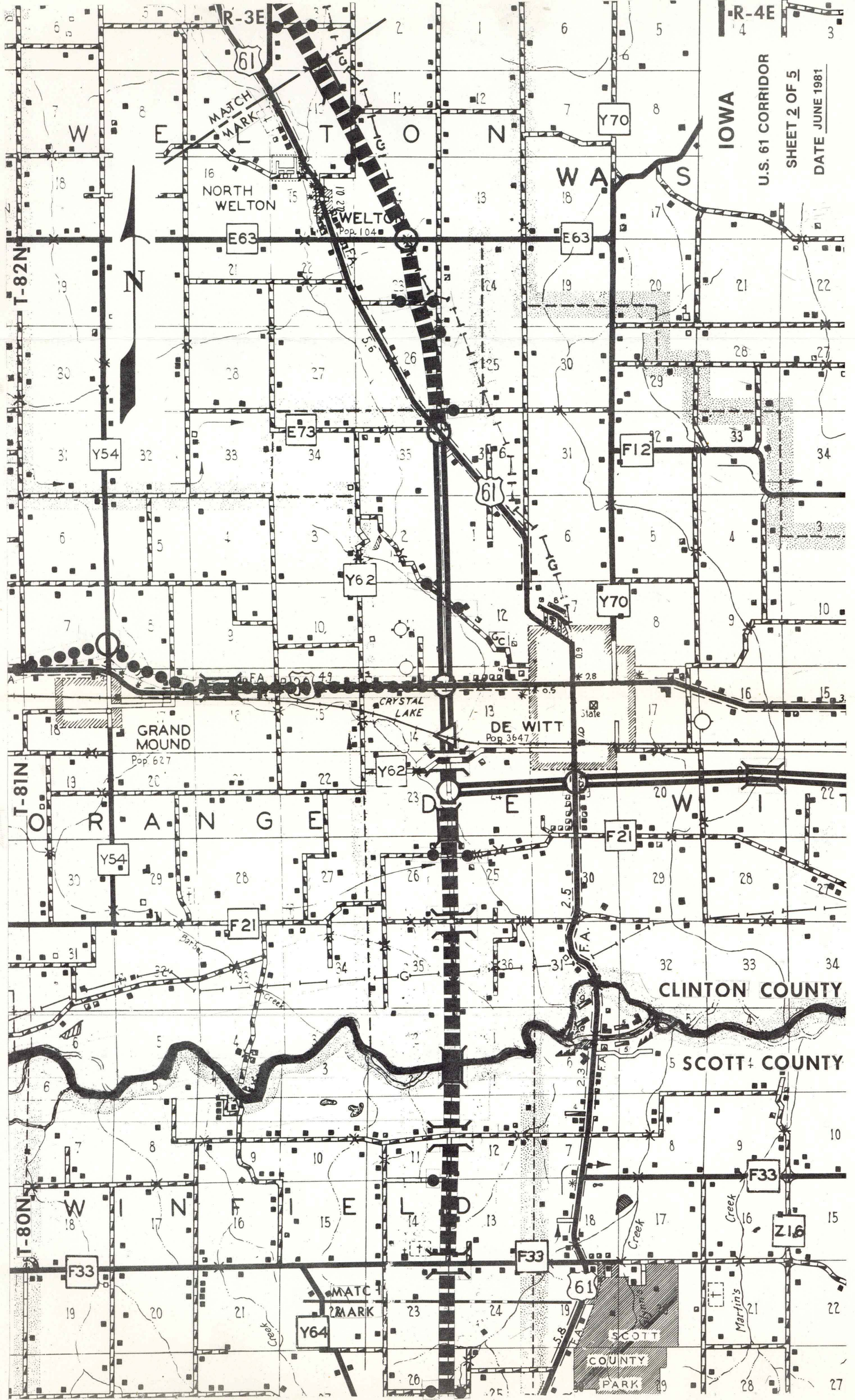


LEGEND

-  PRIORITY PRIMARY ROUTE
-  INTERSECTING MAJOR STATE ARTERIALS
-  INTERCHANGE
-  HIGHWAY GRADE SEPARATION - NO CONNECTION
-  RAILROAD GRADE SEPARATION
-  COMBINATION HIGHWAY - RAILROAD GRADE SEPARATION
-  OTHER BRIDGE
-  CORPORATION LINE

IOWA
 U.S. 61 CORRIDOR
 SHEET 1 OF 5
 DATE JUNE 1981

U.S. ENGR.
 OFFICE
 C.R.I.&P. RY. CO.



IOWA
U.S. 61 CORRIDOR
SHEET 2 OF 5
DATE JUNE 1981



R-3E
WELTON
Pop. 104

61

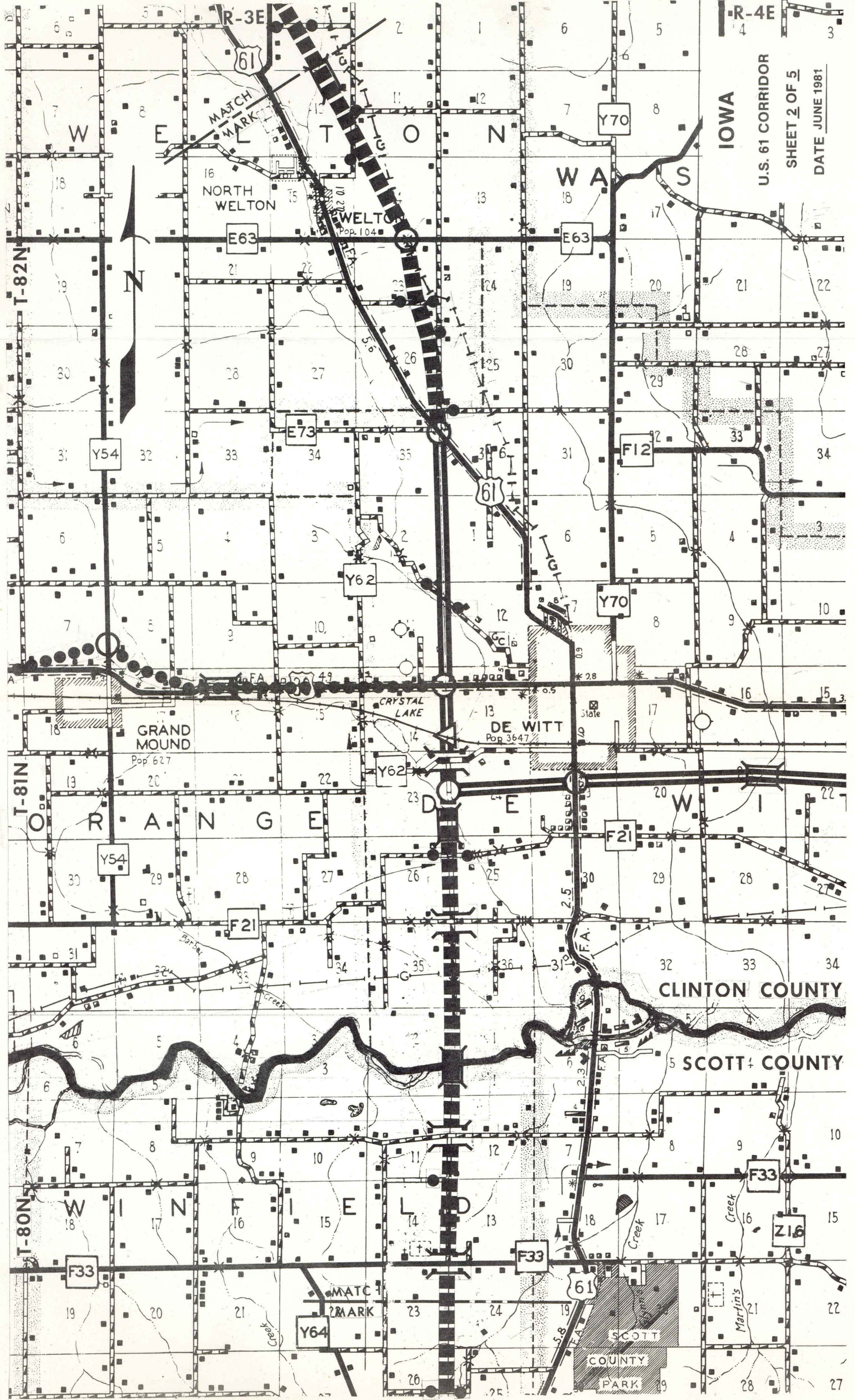
DE WITT
Pop. 3647

GRAND MOUND
Pop. 627

CLINTON COUNTY

SCOTT COUNTY

SCOTT COUNTY PARK



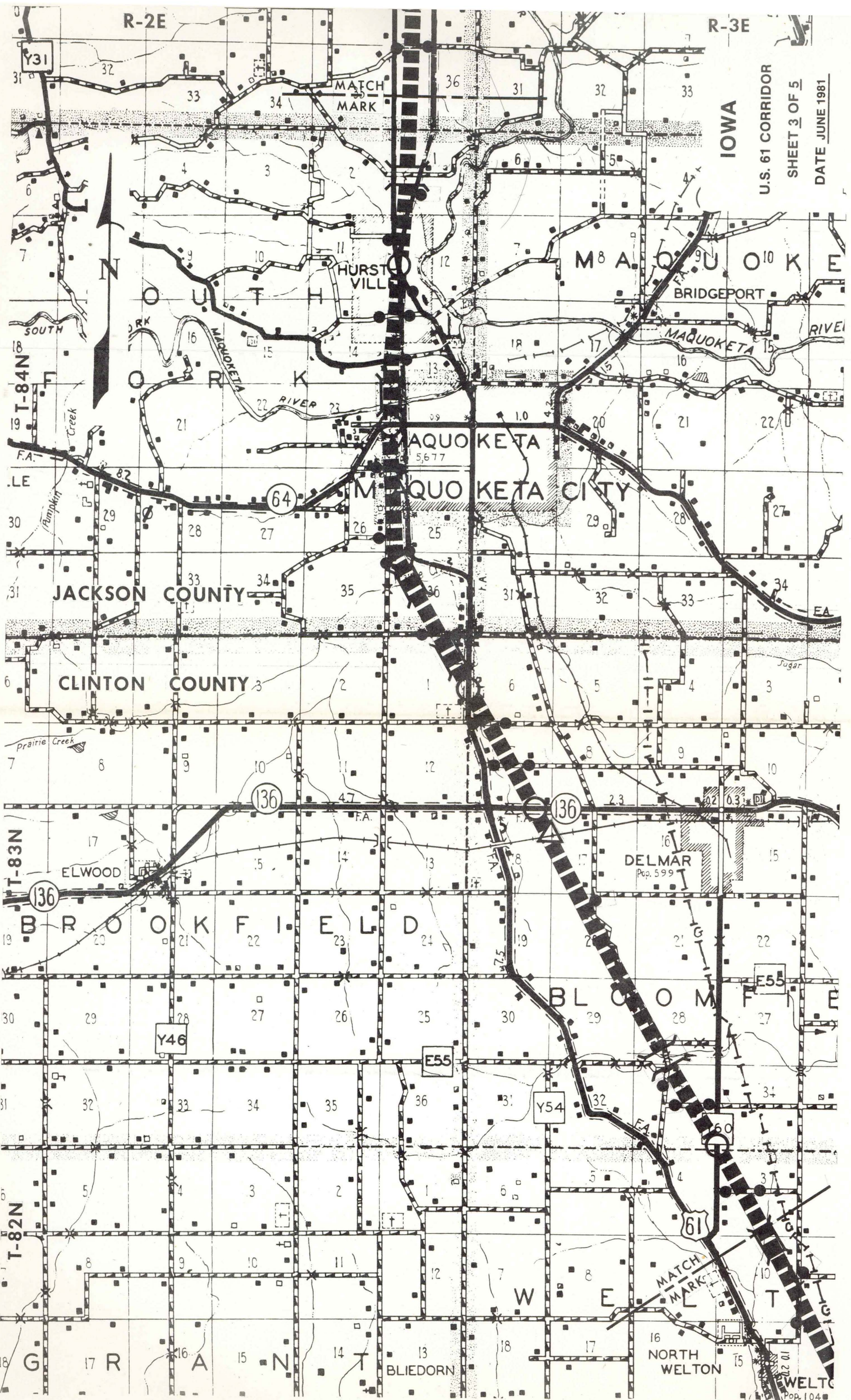
R-2E

R-3E

IOWA
U.S. 61 CORRIDOR

SHEET 3 OF 5

DATE JUNE 1981



MATCH MARK



HURSTVILLE

MAQUOKETA

BRIDGEPORT

MAQUOKETA CITY
5,677

JACKSON COUNTY

CLINTON COUNTY

ELWOOD

BROOKFIELD

DELMAR
Pop. 599

BLOOMFIELD

Y46

E55

Y54

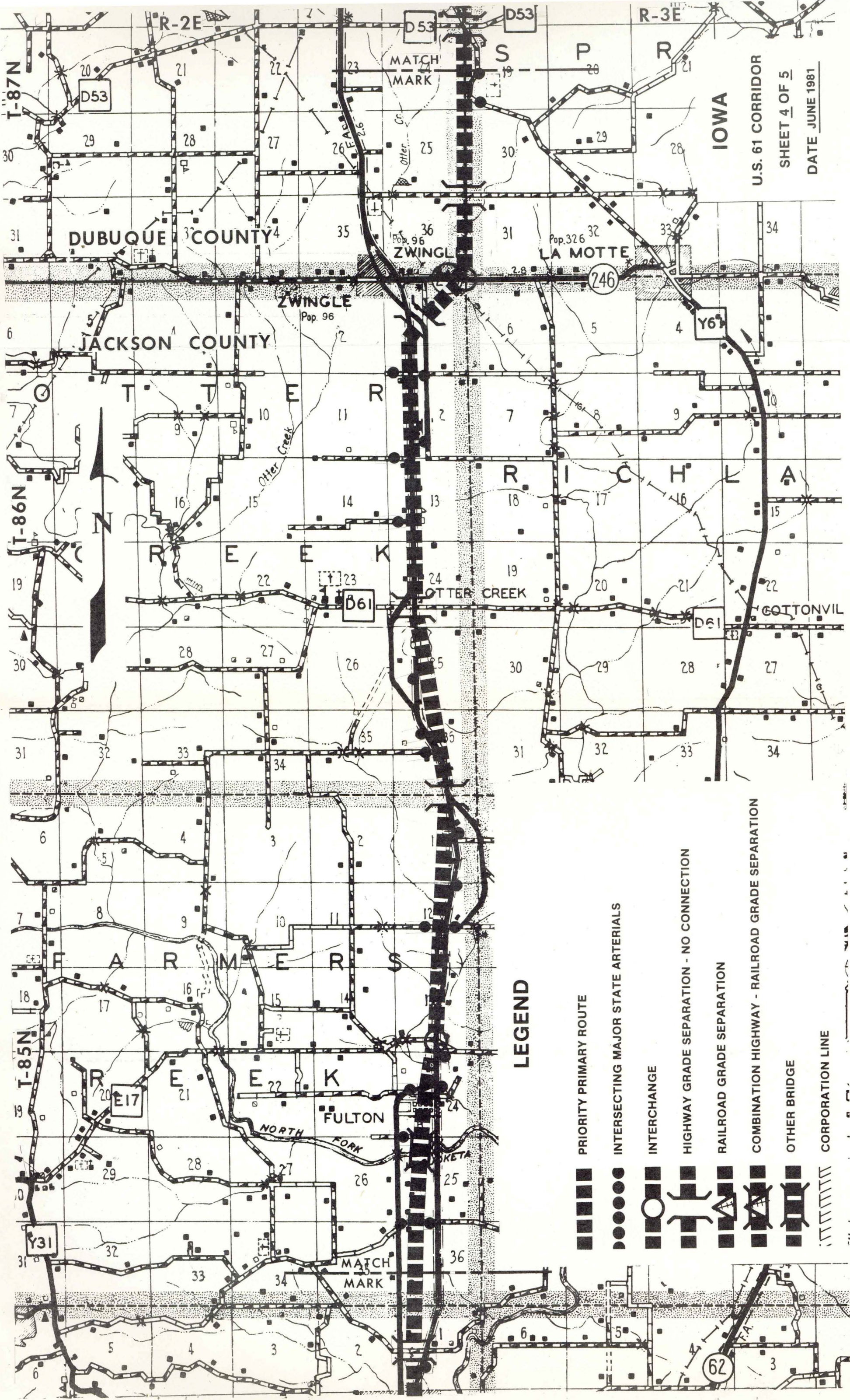
61

MATCH MARK

BLIEDORN









NORTH WELTON

WELTON
Pop. 104



IOWA
 U.S. 61 CORRIDOR
 SHEET 4 OF 5
 DATE JUNE 1981

LEGEND

-  PRIORITY PRIMARY ROUTE
-  INTERSECTING MAJOR STATE ARTERIALS
-  INTERCHANGE
-  HIGHWAY GRADE SEPARATION - NO CONNECTION
-  RAILROAD GRADE SEPARATION
-  COMBINATION HIGHWAY - RAILROAD GRADE SEPARATION
-  OTHER BRIDGE
-  CORPORATION LINE

R-2E

R-3E

DUBUQUE

U.S. LOCK & DAM NO. 11
UPPER POOL
ELEVATION 603.0

61
151

IOWA

U.S. 61 CORRIDOR

SHEET 5 OF 5

DATE JUNE 1981

T-89-N

GRANT CO.

JO DAVIESS CO.

I.G.R.R. CO.
G.C.W. RY. CO.

20 EAST DUBUQUE
TO GALENA

DUBUQUE

R-3-E

FRENTRESS LAKE

MATCH MARK

MATCH MARK

MOUND

T-88N

DUBUQUE COUNTY

WASHINGTON

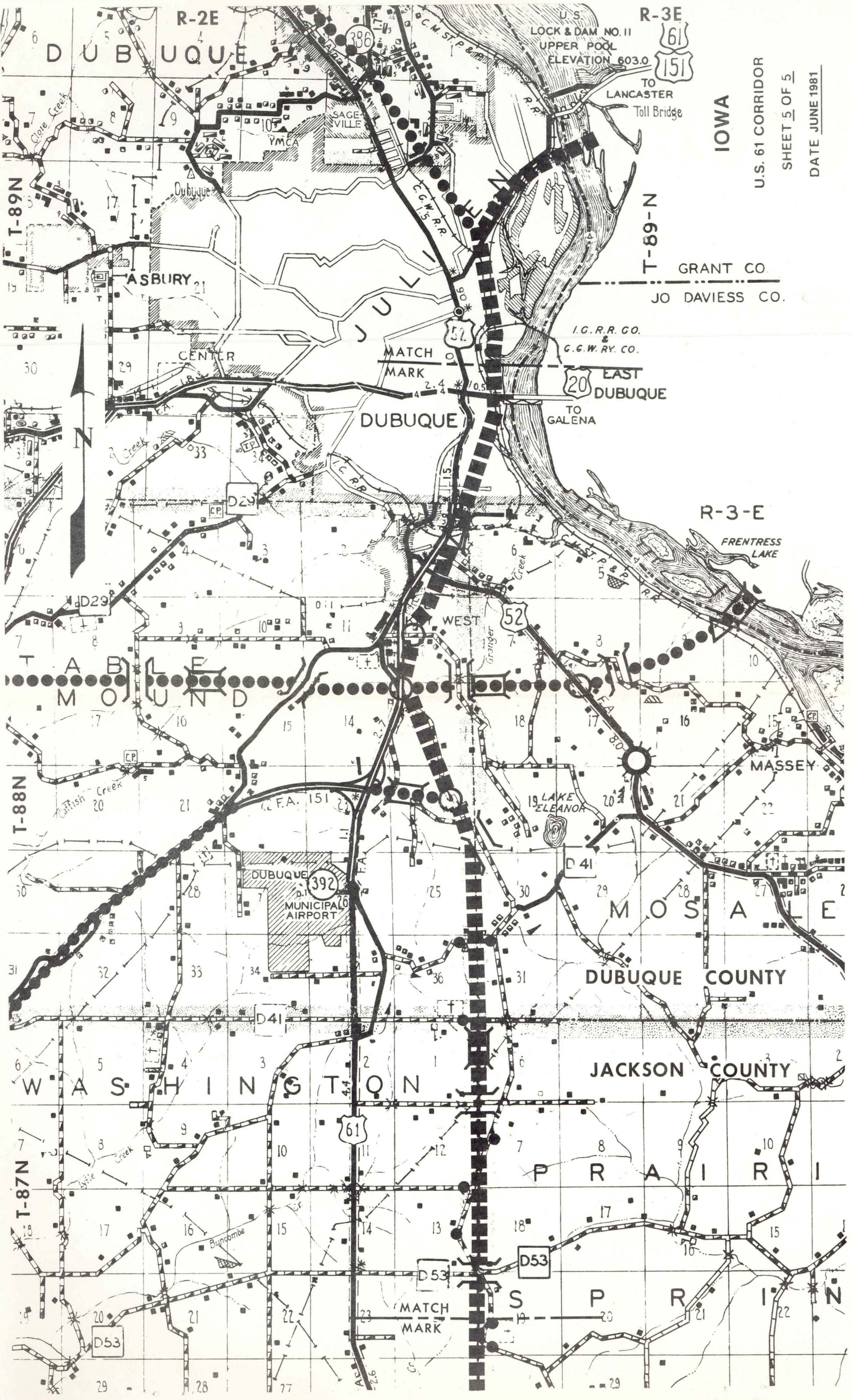
JACKSON COUNTY

T-87N

PRAIRIE

SPRING

MATCH MARK



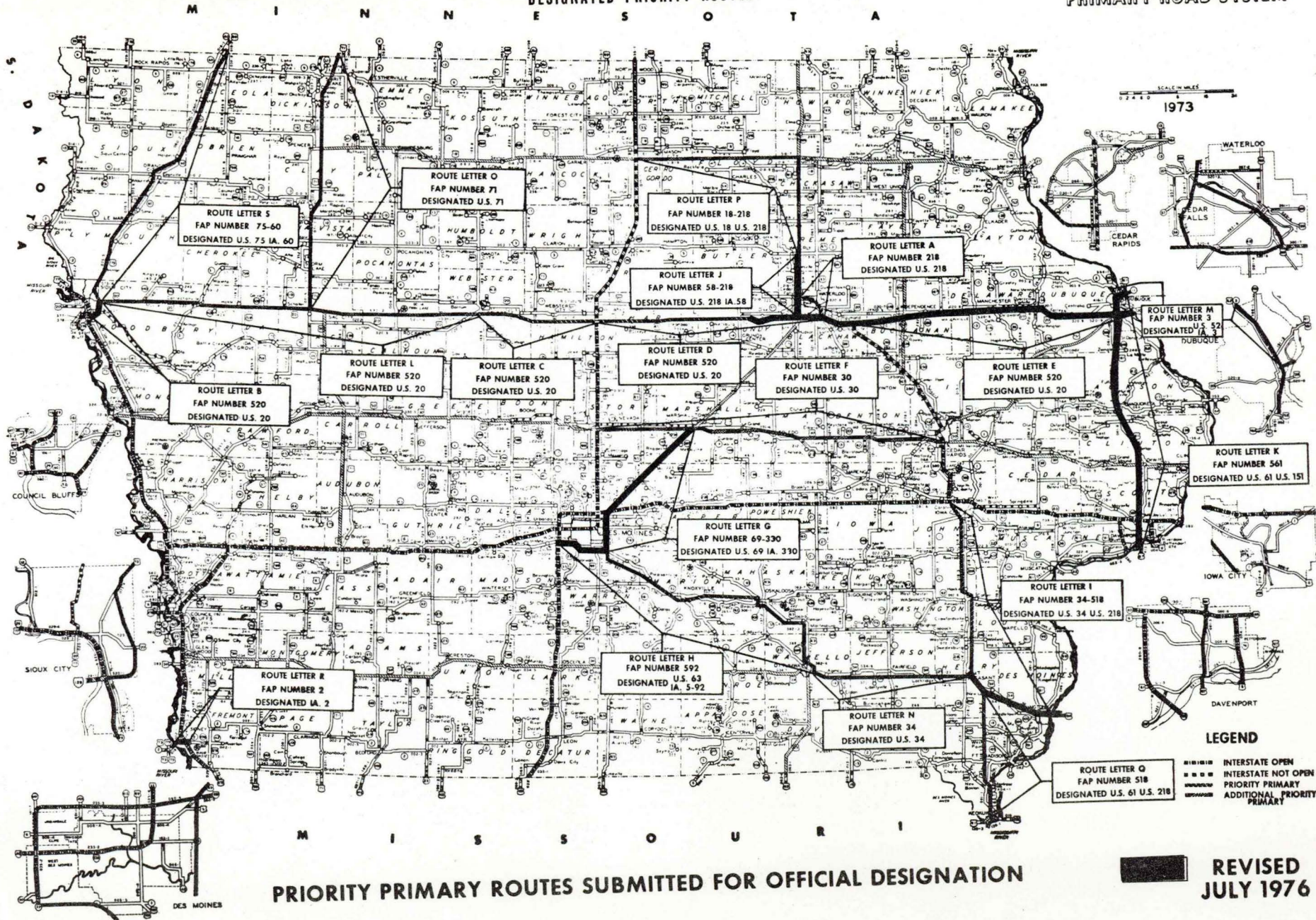
Priority Primary Routes
Proposed Mileages for Preliminary Allocation
Revised July 1976

<u>Route Letter</u>	<u>Route Number</u>	<u>Priority Rank</u>	<u>Description</u>	<u>Miles</u>
G	Ex. 330	1	Jct. I-80 to Jct. Exp. 30	34.3
G	F 500	1	Jct. F-592 to Jct. I-80	10.6
B	F 520	2	Sioux City Bypass	3.6
J	F 518	3	F 520 at Cedar Falls to Ia. 3	18.8
K	F 561	4	Illinois line to Wisconsin line	75.8
E	F 520	7	I-380 to Illinois line	82.8
H	F 592	9	I-35 to Jct. F 500	14.1
D	F 520	10	Jct. Ia. 14 to I-380 at Waterloo	23.0
I	F 534	11	Mississippi River to N. Jct. 518	28.1
R	Ia. 2	12	Nebraska state line to I-29	<u>3.3</u>
TOTAL				294.4

PRIORITY PRIMARY ROUTE STUDY

DESIGNATED PRIORITY ROUTES

IOWA
PRIMARY ROAD SYSTEM



Davenport, Iowa to LaCrosse, Wisconsin
Highway Corridor Study

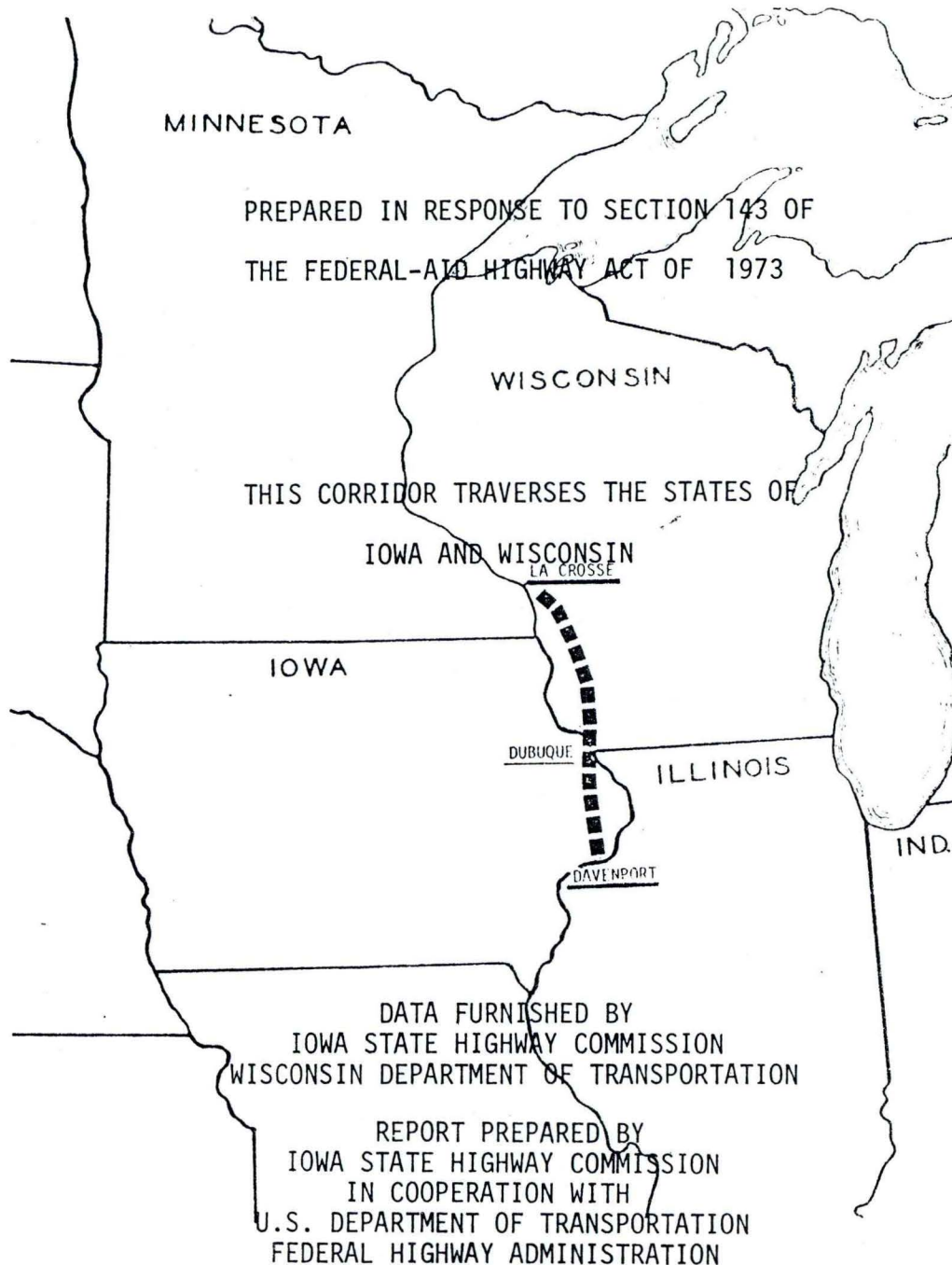
Prepared in Response to Section 143 of
the Federal-Aid Highway Act of 1973

This corridor traverses the states of
Iowa and Wisconsin

Data furnished by
Iowa State Highway Commission
Wisconsin Department of Transportation

Report Prepared By
Iowa State Highway Commission
in cooperation with
U.S. Department of Transportation
Federal Highway Administration

DAVENPORT, IOWA TO LA CROSSE, WISCONSIN HIGHWAY CORRIDOR STUDY



SEPTEMBER, 1974

Section 143 of the Federal Highway Act of 1973 states: "The Secretary of Transportation shall report to Congress by January 1, 1975, on the feasibility and necessity for construction to appropriate standards proposed highways along the following routes:

(7).... and an extension of Interstate Highway 74 from Davenport, Iowa - Moline, Illinois, area through Dubuque, Iowa to Interstate 90 at LaCrosse, Wisconsin."

The affected states were thus asked to report the estimated cost and consequences of developing the specified routes to minimum AASHTO standards, consistent with the states' plans and forecasted traffic volumes. It should be noted that the states' responses will not be viewed as a commitment, since the consolidated report to Congress is expected to be principally informational in nature.

This feasibility and necessity study report includes separate, complete sections for the Iowa portion and the Wisconsin portion of the route. Tables (1, 2, 3), and a location map are included for the complete route from Davenport, Iowa to LaCrosse, Wisconsin.

Two alternate routes were considered by Iowa, and one by Wisconsin for this study.

In both states the staff responsible for the study concluded for their respective portion of the route that it is feasible and necessary.

Projected traffic volumes would require freeway development for the Iowa portion, while Wisconsin recommends freeway from Dubuque to Dickeyville and in the LaCrosse area and two-lane highway for the rest of their portion of the route.

ROUTE SUMMARY DATA

Approval Expires March, 1975

OMB No. 04-S-74006

SHEET 1 OF 2 SHEETS

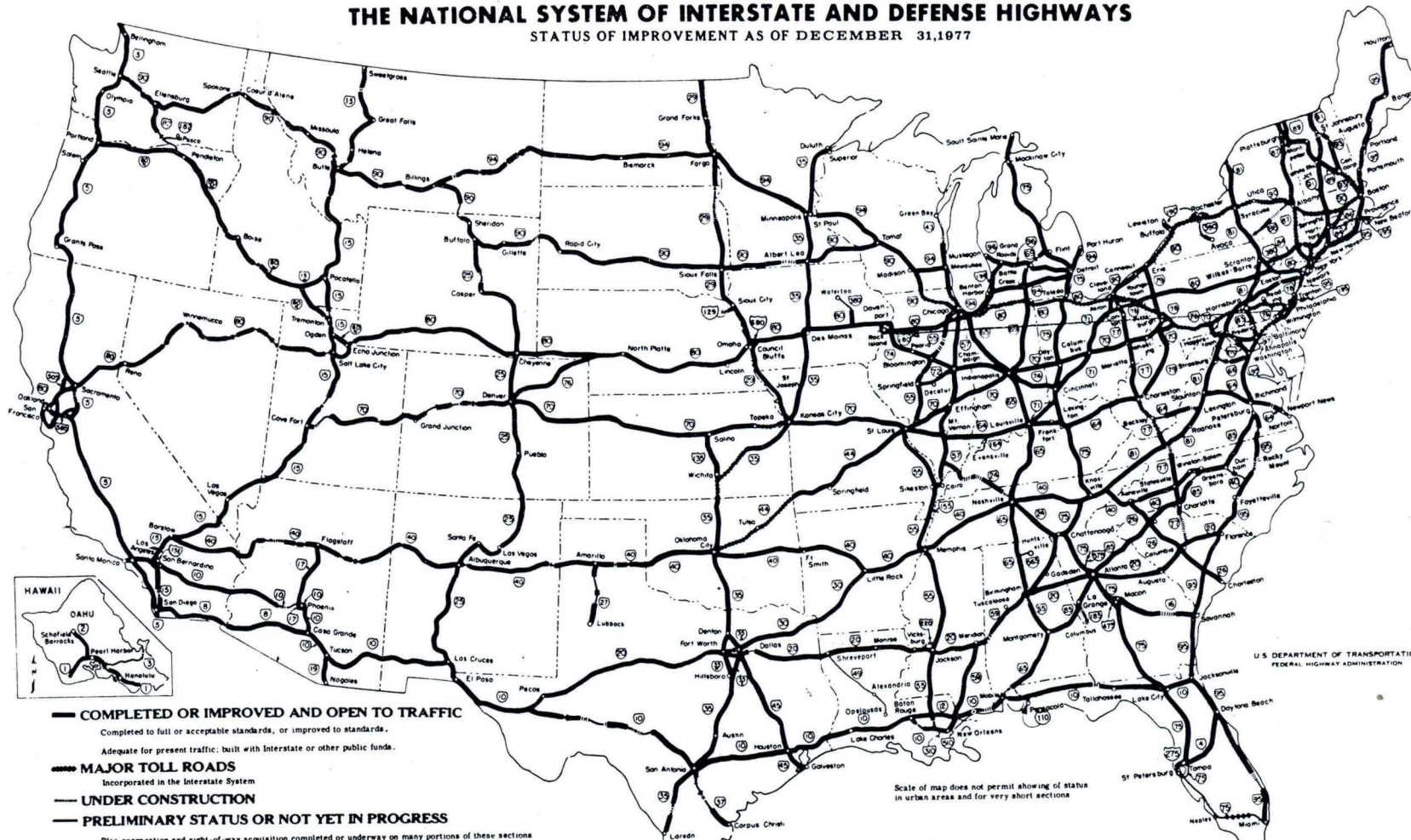
1. Study Route Number		11A				11A,				11A					
2. State		ALL				IOWA				WISCONSIN					
5. Total Length		RURAL	SMALL URBAN	URBANIZED	TOTAL	RURAL	SMALL URBAN	URBANIZED	TOTAL	RURAL	SMALL URBAN	URBANIZED	TOTAL		
		167.0		26.5	193.5	55.2		15.9	71.1	111.8		10.6	122.4		
6. Interstate Mileage Included (Note: Exclude data on this mileage for all subsequent lines)				2.2	2.2			2.2	2.2						
For Non-Interstate Section Mileage Only	7. (a) 1973 Weighted ADT (DVMT/Mile)	3367		13,640	4676	3964		9492	5063	3073		19,000	4452		
	(b) 1995 Weighted ADT (DVMT/Mile)	5895		26,600	8533	5935		22,423	9213	5876		32,000	8139		
	8. (a) Average Annual Injuries - (1970-1972)	284		184	468	100		70	170	184		114	298		
	(b) Average Annual Fatalities - (1970-1972)	30		2	32	19		1	20	11		1	12		
	9. Present Road Type Mileage	(a) < 4 Lane	165.9		16.7	182.6	54.1		10.6	64.7	111.8		6.1	117.9	
		(b) 4 or More W/O FAC ^{1/}	1.1		7.6	8.7	1.1		3.1	4.2			4.5	4.5	
		(c) Freeways													
	10. Condition - Miles Critically Deficient	25.1		1.6	27.2	25.6		1.6	27.2						
	11. Mileage of Proposed Improvements by Location	(a) AASHTO Standards													
		(1) Existing Location	104.1			104.1	3.4			3.4	100.7			100.7	
		(2) New Location	62.9		24.3	87.2	51.8		13.7	65.5	11.1		10.6	21.7	
		(b) 1990 Plan													
	(1) Existing Location	113.1			113.1	3.4			3.4	109.7			109.7		
	(2) New Location	53.9		24.3	78.2	51.8		13.7	65.5	2.1		10.6	12.7		
	12. Future Road Type Mileage	(a) AASHTO Standards													
		(1) < 4 Lane	73.4			73.4					73.4			73.4	
		(2) 4 or More W/O FAC ^{1/}	30.4			30.4					30.4			30.4	
		(3) Freeways - 4 Lane		63.2		17.1	80.3	55.2		13.7	68.9	8.0		3.4	11.4
			6 or More			7.2	7.2							7.2	7.2
		(b) 1990 Plan													
(1) < 4 Lane		103.0			103.0					103.8			103.8		
(2) 4 or More W/O FAC ^{1/}															
(3) Freeways - 4 Lane	63.2		17.1	80.3	55.2		13.7	68.9	8.0		3.4	11.4			
6 or More			7.2	7.2							7.2	7.2			
13. Improvement Costs (\$000)	(a) AASHTO Standards	127,419		127,709	255,128	43,331		73,687	117,018	84,088		54,022	138,110		
	(b) 1990 Plan	61,431		127,709	189,140	43,331		73,687	117,018	18,100		54,022	72,122		

^{1/}W/O FAC - Without Full Access Control

*Items 3 and 4 intentionally omitted from this form for line number consistency with Table 3.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1977



— COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards.
Adequate for present traffic; built with Interstate or other public funds.

--- MAJOR TOLL ROADS

Incorporated in the Interstate System

... UNDER CONSTRUCTION

... PRELIMINARY STATUS OR NOT YET IN PROGRESS

Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

Scale of map does not permit showing of status in urban areas and for very short sections

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Preliminary Status or Not Yet in Progress 550 Miles	Engineering and Right-of-Way in Progress 1,611 Miles	Under Basic Construction 1,432 Miles	Toll 2,266 Miles	Adequate Present Traffic 1,731 Miles	Minor Improvement is Required or Underway 26,150 Miles	Complete or Essentially Complete 8,760 Miles
--	---	---	---------------------	---	---	---

Total Open to Traffic
38,907 Miles



Active construction or improvement currently is under way on 3,995 miles. This figure includes improvement of 2,563 miles which are already in use and construction of 1,432 new miles, or 3.4 percent of the entire system.

As of December 31, 1977, work had either been completed or was under way on 99.4 percent or 42,225 miles of the Interstate System. Only 275 miles or 0.6 percent, had not yet advanced to the point where public hearings had been held on proposed locations.

The Interstate System, as currently designated, consists of 33,258 miles of rural and 9,242 miles of urban highways. As of this report, 30,663 miles or 92.2 percent of the rural mileage, and 8,244 miles or 89.2 percent of the urban mileage are open to traffic.

In addition to the sections open to traffic, 1,432 miles were under basic construction as of December 31, 1977; engineering or right-of-way acquisition prior to construction was in progress on another 1,611 miles and route location approval was pending on 275 additional miles for which public hearings had been held.

The status of the Interstate System as of December 31, 1977, is shown on the accompanying map, and in detail in Table 1. In summary, the status follows:

	<u>Miles</u>	<u>Percent</u>
1. Open to traffic	38,907	91.50
a. Complete or essentially complete (Free)	8,760	
(Toll)	2,103	(10,863)
b. Minor improvement-needed	24,032	
under way	2,118	(26,150)
c. Major improvement-needed (Free)	1,286	
(Toll)	163	
-under way	445	(1,894)
2. Under basic construction	1,432	3.40
3. Location approved, construction not started	1,611	3.80
4. Public hearings held-approval pending	275	0.65
5. No location action taken	275	0.65
	<u>42,500</u>	<u>100.00</u>

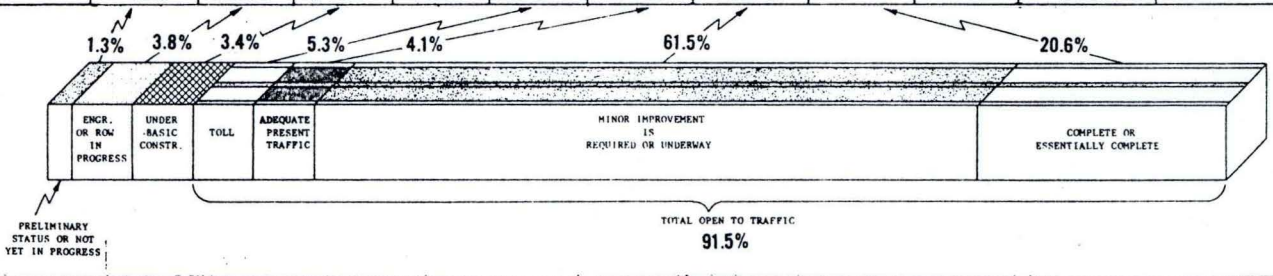


THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 1977

TABLE I

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS	WORK IN PROGRESS NOT OPEN TO TRAFFIC			OPEN TO TRAFFIC						STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS		TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE	
							ADDITIONAL MINOR IMPROVEMENTS REQUIRED OR UNDERWAY	COMPLETE OR ESSENTIALLY COMPLETE			
ALABAMA	20.20	52.70	60.80	113.50	-	36.90	729.30	-	766.20	899.90	ALABAMA
ARIZONA	-	52.40	73.12	125.58	-	42.33	954.18	2.20	1,043.71	1,169.29	ARIZONA
ARKANSAS	-	2.23	2.62	4.87	-	17.54	500.35	3.53	521.47	526.34	ARKANSAS
CALIFORNIA	-	78.40	41.80	120.70	10.20	85.10	2,082.90	8.90	2,167.10	2,237.80	CALIFORNIA
COLORADO	-	66.21	21.37	89.58	-	28.88	809.46	23.05	861.39	950.97	COLORADO
CONNECTICUT	44.27	4.56	3.74	8.30	12.41	49.60	211.55	7.27	280.83	333.40	CONNECTICUT
DELAWARE	-	-	-	-	-	-	-	-	-	-	DELAWARE
DIST. OF COL.	1.56	5.54	0.38	5.92	-	2.47	9.80	0.05	12.32	21.80	DIST. OF COL.
FLORIDA	33.40	174.40	45.40	249.80	91.20	13.88	58.58	909.22	1,152.98	1,406.18	FLORIDA
GEORGIA	2.20	1.70	0.33	2.23	-	3.40	209.27	870.19	1,084.91	1,135.14	GEORGIA
HAWAII	-	11.12	8.58	19.70	-	2.01	10.06	19.23	31.30	51.00	HAWAII
IDAHO	4.02	16.82	16.82	27.05	-	78.08	297.08	204.36	560.12	611.79	IDAHO
ILLINOIS	10.38	25.78	64.55	90.33	154.72	31.30	1,068.13	367.94	1,622.09	1,722.80	ILLINOIS
INDIANA	14.30	-	-	-	156.90	-	936.69	21.59	1,115.12	1,139.42	INDIANA
IOWA	55.62	2.00	2.25	4.25	0.16	3.01	699.51	26.11	728.79	738.66	IOWA
KANSAS	-	14.40	4.00	23.80	187.70	5.00	604.10	0.60	797.40	821.20	KANSAS
KENTUCKY	-	-	58.30	58.30	-	-	51.22	553.93	74.00	679.15	KENTUCKY
LOUISIANA	7.40	53.02	51.15	104.17	-	0.86	530.35	74.58	605.79	717.76	LOUISIANA
MAINE	-	2.25	-	2.25	54.48	-	187.42	5.40	309.56	311.81	MAINE
MARYLAND	11.80	9.00	4.30	13.30	53.30	-	183.71	81.40	322.08	357.18	MARYLAND
MASSACHUSETTS	4.55	21.44	4.94	26.38	132.63	21.79	179.95	94.29	418.86	449.79	MASSACHUSETTS
MICHIGAN	40.30	10.30	16.80	26.80	4.50	26.60	183.20	496.10	1,110.80	1,177.90	MICHIGAN
MINNESOTA	14.01	40.25	46.47	96.72	-	13.00	802.88	0.69	816.63	919.36	MINNESOTA
MISSISSIPPI	-	14.40	32.90	34.30	-	3.40	635.30	5.50	548.90	683.20	MISSISSIPPI
MISSOURI	-	44.40	19.57	64.37	-	-	92.00	962.70	27.80	1,082.50	MISSOURI
MONTANA	1.92	33.09	62.16	153.02	-	-	136.14	201.31	698.53	1,136.70	MONTANA
NEBRASKA	1.92	-	1.75	1.75	0.22	-	476.92	2.88	480.02	483.69	NEBRASKA
NEVADA	5.00	27.65	19.08	66.73	-	-	329.12	136.75	466.60	540.33	NEVADA
NEW HAMPSHIRE	-	20.43	3.79	21.22	21.24	1.50	168.23	6.25	197.23	218.45	NEW HAMPSHIRE
NEW JERSEY	18.20	24.93	9.10	34.00	45.70	13.80	39.00	204.70	305.80	388.00	NEW JERSEY
NEW MEXICO	-	20.21	13.06	38.27	-	-	903.92	9.05	960.33	999.30	NEW MEXICO
NEW YORK	7.07	20.31	23.78	77.09	451.03	11.31	486.39	234.75	1,245.98	1,330.14	NEW YORK
NORTH CAROLINA	40.15	33.55	74.11	107.00	-	87.50	592.68	7.58	690.76	838.57	NORTH CAROLINA
NORTH DAKOTA	-	-	-	-	-	37.40	77.20	456.13	571.33	571.33	NORTH DAKOTA
OHIO	10.68	43.11	35.28	75.39	206.20	40.96	1,185.33	19.72	1,452.21	1,538.28	OHIO
OKLAHOMA	3.66	1.41	0.58	1.79	174.04	16.80	57.53	554.62	803.00	808.65	OKLAHOMA
OREGON	17.70	1.06	8.33	9.39	-	7.48	417.43	275.01	731.02	728.11	OREGON
PENNSYLVANIA	12.67	22.40	33.62	76.08	360.18	6.18	1,070.00	41.80	1,479.16	1,566.91	PENNSYLVANIA
RHODE ISLAND	23.66	-	-	-	0.60	3.94	70.31	0.78	75.33	98.99	RHODE ISLAND
SOUTH CAROLINA	4.95	2.44	56.21	60.65	-	-	694.93	2.42	697.25	762.95	SOUTH CAROLINA
SOUTH DAKOTA	-	88.72	23.65	59.37	-	-	32.22	559.38	27.92	619.42	SOUTH DAKOTA
TENNESSEE	-	13.00	33.10	56.10	-	-	68.40	165.00	499.20	1,045.30	TENNESSEE
TEXAS	6.60	107.80	127.02	234.90	-	-	250.83	2,048.62	2,121.89	3,162.69	TEXAS
UTAH	-	100.43	45.63	194.32	-	-	46.81	382.24	359.57	744.72	UTAH
VERMONT	-	10.79	6.79	17.58	-	-	36.13	206.85	302.95	320.56	VERMONT
VIRGINIA	48.65	41.79	95.56	137.35	8.30	82.30	239.84	551.61	882.05	1,068.05	VIRGINIA
WASHINGTON	29.79	63.69	13.85	94.54	-	-	53.56	593.25	0.84	631.65	WASHINGTON
WEST VIRGINIA	14.01	22.74	13.05	35.79	85.11	2.70	212.11	163.35	463.47	513.27	WEST VIRGINIA
WISCONSIN	-	24.04	34.43	65.47	-	26.18	488.27	756.29	514.45	577.92	WISCONSIN
WYOMING	38.70	31.78	23.55	55.28	-	-	102.33	-	358.31	913.59	WYOMING
PENDING	-	-	-	-	-	-	-	-	-	38.70	PENDING
TOTAL	550.51	1,610.75	1,431.89	3,342.64	1,165.92	1,731.27	26,149.63	8,700.93	38,906.85	42,500.00	TOTAL



INTERSTATE MILEAGE CHARGEABLE TO SECTION 103(e)(2) OF TITLE 23 USC - (Howard-Cramer Amendment)

State	Route	Miles	Description	State	Route	Miles	Description
California	1-105	7.00	Century Freeway	Maryland	1-197	3.40	Spur Route to Annapolis
Connecticut	1-284	1.04	Hartford	"	1-297	8.10	Bowie to Millersville
"	1-691	6.69	Meriden	"	1-370	1.10	Spur to Washington Grove
Florida	1-75	43.80	St. Petersburg-Tampa Bypass	Massachusetts	1-93	7.25	SH Expressway - Boston Urban Area
Georgia	1-520	9.10	Augusta	"	1-495	13.80	Extension of I-495 to Wareham
"	1-575	28.20	Spur to Marietta	New Jersey	1-195	27.50	Trenton-Asbury Park Spur
"	1-420	5.00	In Atlanta	New York	1-390	54.70	Genesee Expressway
"	1-675	7.70	In Atlanta	"	1-590	10.60	Rochester
Louisiana	1-49	145.90	North-South Expressway - Opelousas to Shreveport	Rhode Island	1-895	27.40	From Hope Valley to Mass. State Line
Maryland	1-97	30.40	Capital Beltway to Parole then South to Baltimore				
"	1-195	2.10	From I-95 to Friendship Airport				

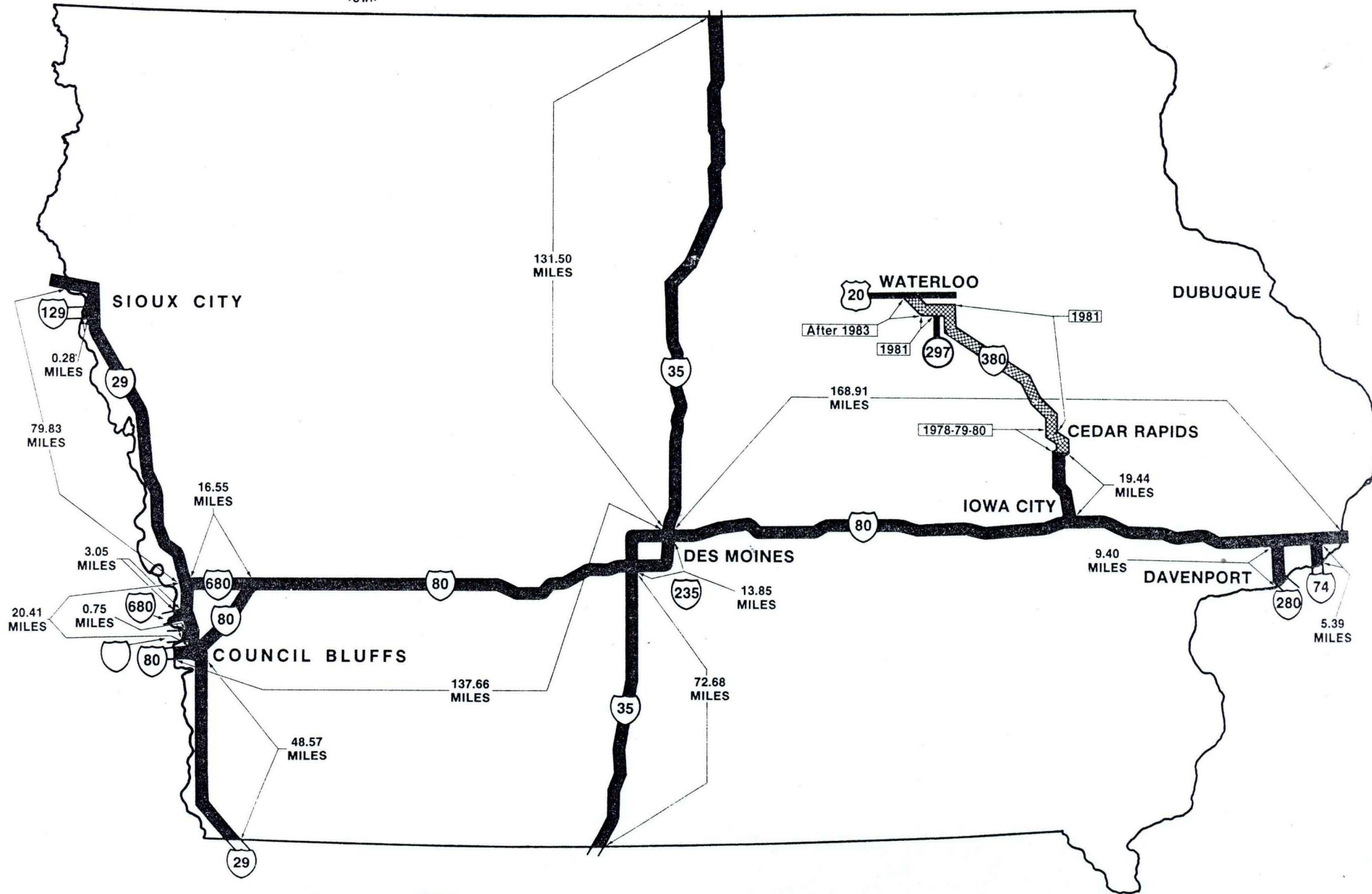
1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
 2/ Total designated system mileage excludes the mileage chargeable to Section 103(e)(2).

3/ Mileage which has not been assigned to any specific route and is being held in reserve for final measurement of the system.



INTERSTATE PROGRESS IN IOWA

(TOTAL MILES IN SYSTEM - 789)



Open to Traffic by the End of January 1, 1978 (728 miles)

Proposed Interstate System (61 miles)

Rank of Urbanized Areas in the United States by Population: 1970

[For meaning of symbols, see text]

Urbanized Areas	Population	Rank	Urbanized Areas	Population	Rank	Urbanized Areas	Population
1 New York, N.Y.—Northeastern New Jersey	16,206,841	81 Des Moines, Iowa	255,824	165 Portland, Maine	106,599		
2 Los Angeles—Long Beach, Calif.	8,351,266	82 Baton Rouge, La.	249,463	166 Modesto, Calif.	106,197		
3 Chicago, Ill.—Northwestern Indiana	6,714,578	83 Worcester, Mass.	247,416	167 Muskegon—Muskegon Heights, Mich.	105,716		
4 Philadelphia, Pa.—N.J.	4,021,066	84 Peoria, Ill.	247,121	168 Provo—Orem, Utah	104,110		
5 Detroit, Mich.	3,970,584	85 Oxnard—Ventura—Thousand Oaks, Calif.	244,653	169 Pueblo, Colo.	103,300		
6 San Francisco—Oakland, Calif.	2,987,850	86 Canton, Ohio	244,279	170 Durham, N.C.	100,764		
7 Boston, Mass.	2,652,575	87 Columbia, S.C.	241,781	171 Petersburg—Colonial Heights, Va.	100,617		
8 Washington, D.C.—Md.—Va.	2,481,489	88 Harrisburg, Pa.	240,751	172 Champaign—Urbana, Ill.	100,417		
9 Cleveland, Ohio	1,959,880	89 Las Vegas, Nev.	236,681	173 Decatur, Ill.	99,693		
10 St. Louis, Mo.—Ill.	1,882,944	90 Shreveport, La.	234,564	174 Reno, Nev.	99,687		
11 Pittsburgh, Pa.	1,846,042	91 Aurora—Elgin, Ill.	232,917	175 Meriden, Conn.	98,454		
12 Minneapolis—St. Paul, Minn.	1,704,423	92 Spokane, Wash.	229,620	176 Wichita Falls, Tex.	97,564		
13 Houston, Tex.	1,677,863	93 Lansing, Mich.	229,518	177 Johnstown, Pa.	96,146		
14 Baltimore, Md.	1,579,781	94 Charleston, S.C.	228,399	178 Sioux City, Iowa—Nebr.—S. Dak.	95,937		
15 Dallas, Tex.	1,338,684	95 Fort Wayne, Ind.	225,184	179 Lawton, Okla.	95,687		
16 Milwaukee, Wis.	1,252,457	96 Chattanooga, Tenn.—Ga.	223,580	180 Manchester, N.H.	95,140		
17 Seattle—Everett, Wash.	1,238,107	97 Wilkes-Barre, Pa.	222,830	181 Springfield, Ohio	93,653		
18 Miami, Fla.	1,219,661	98 Little Rock—North Little Rock, Ark.	222,616	182 High Point, N.C.	93,547		
19 San Diego, Calif.	1,198,323	99 Corpus Christi, Tex.	212,820	183 Seaside—Monterey, Calif.	93,284		
20 Atlanta, Ga.	1,172,778	100 Columbus, Ga.—Ala.	208,616	184 Salem, Oreg.	93,041		
21 Cincinnati, Ohio—Ky.	1,110,514	101 Rockford, Ill.	206,084	185 Wheeling, W. Va.—Ohio	92,944		
22 Kansas City, Mo.—Kans.	1,101,787	102 Madison, Wis.	205,457	186 McAllen—Pharr—Edinburg, Tex.	91,141		
23 Buffalo, N.Y.	1,086,594	103 Colorado Springs, Colo.	204,766	187 Hamilton, Ohio	90,912		
24 Denver, Colo.	1,047,311	104 Scranton, Pa.	204,205	188 Abilene, Tex.	90,571		
25 San Jose, Calif.	1,025,273	105 Lawrence—Haverhill, Mass.—N.H.	200,280	189 Monroe, La.	90,567		
26 New Orleans, La.	961,728	106 Lorain—Elyria, Ohio	192,265	190 Muncie, Ind.	90,427		
27 Phoenix, Ariz.	863,357	107 Knoxville, Tenn.	190,502	191 Lake Charles, La.	88,260		
28 Portland, Oreg.—Wash.	824,926	108 Jackson, Miss.	190,060	192 Tuscaloosa, Ala.	85,875		
29 Indianapolis, Ind.	820,259	109 Stamford, Conn.	184,898	193 Steubenville—Weirton, Ohio—W. Va.	85,492		
30 Providence—Pawtucket—Warwick, R.I.—Mass.	795,311	110 Lowell, Mass.	182,731	194 Fargo—Moorhead, N. Dak.—Minn.	85,446		
31 Columbus, Ohio	790,019	111 Utica—Rome, N.Y.	180,355	195 Boise City, Idaho	85,187		
32 San Antonio, Tex.	772,513	112 Ann Arbor, Mich.	178,605	196 Kenosha, Wis.	84,262		
33 Louisville, Ky.—Ind.	739,396	113 Bakersfield, Calif.	176,155	197 Texas City—La Marque, Tex.	84,054		
34 Dayton, Ohio	685,942	114 Erie, Pa.	175,263	198 Altoona, Pa.	81,795		
35 Fort Worth, Tex.	676,944	115 Reading, Pa.	167,932	199 Odessa, Tex.	81,645		
36 Norfolk—Portsmouth, Va.	668,259	116 Huntington—Ashland, W. Va.—Ky.—Ohio	167,583	200 Terre Haute, Ind.	80,908		
37 Memphis, Tenn.—Miss.	663,976	117 Binghamton, N.Y.	167,224	201 Anderson, Ind.	80,704		
38 Sacramento, Calif.	633,732	118 Pensacola, Fla.	166,619	202 Lafayette—West Lafayette, Ind.	79,117		
39 Fort Lauderdale—Hollywood, Fla.	613,797	119 Savannah, Ga.	163,753	203 Jackson, Mich.	78,572		
40 Rochester, N.Y.	601,361	120 Fayetteville, N.C.	161,370	204 Lafayette, La.	78,544		
41 San Bernardino—Riverside, Calif.	585,597	121 Stockton, Calif.	160,373	205 Bay City, Mich.	78,097		
42 Oklahoma City, Okla.	579,788	122 Lexington, Ky.	159,538	206 Pittsburg—Leicester, Mass.	78,053		
43 Birmingham, Ala.	558,099	123 Charleston, W. Va.	157,662	207 Tallahassee, Fla.	77,851		
44 Akron, Ohio	542,775	124 Greenville, S.C.	157,073	208 Mansfield, Ohio	77,599		
45 Jacksonville, Fla.	529,585	125 Waterbury, Conn.	156,986	209 St. Joseph, Mo.—Kans.	77,223		
46 Springfield—Chicopee—Holyoke, Mass.—Conn.	514,308	126 Roanoke, Va.	156,621	210 Albany, Ga.	76,512		
47 St. Petersburg, Fla.	495,159	127 Joliet, Ill.	155,500	211 Fort Smith, Ark.—Okla.	75,517		
48 Omaha, Nebr.—Iowa	491,776	128 Lincoln, Nebr.	153,443	212 Sioux Falls, S. Dak.	75,146		
49 Toledo, Ohio—Mich.	487,789	129 Raleigh, N.C.	152,289	213 Santa Rosa, Calif.	75,083		
50 Albany—Schenectady—Troy, N.Y.	486,525	130 Greensboro, N.C.	152,252	214 Vineland—Millville, N.J.	73,579		
51 Salt Lake City, Utah	379,342	131 Kalamazoo, Mich.	152,083	215 Asheville, N.C.	72,451		
52 Hartford, Conn.	465,001	132 Lubbock, Tex.	150,135	216 Bristol, Conn.	71,732		
53 Nashville—Davidson, Tenn.	448,444	133 Ogden, Utah	149,727	217 Billings, Mont.	71,197		
54 Honolulu, Hawaii	442,397	134 Augusta, Ga.—S.C.	148,953	218 Great Falls, Mont.	70,905		
55 Richmond, Va.	416,563	135 Brockton, Mass.	148,844	219 Lynchburg, Va.	70,842		
56 Bridgeport, Conn.	413,366	136 Saginaw, Mich.	147,552	220 Lima, Ohio	70,295		
57 Youngstown—Warren, Ohio	395,540	137 Huntsville, Ala.	146,565	221 Laredo, Tex.	70,197		
58 Syracuse, N.Y.	376,169	138 Winston-Salem, N.C.	142,584	222 Bloomington—Normal, Ill.	69,392		
59 Tulsa, Okla.	371,499	139 Evansville, Ind.	142,476	223 Gainesville, Fla.	69,329		
60 Wilmington, Del.—N.J.	371,267	140 Fall River, Mass.—R.I.	139,392	224 Boulder, Colo.	68,634		
61 Tampa, Fla.	368,742	141 Eugene, Oreg.	139,255	225 Gadsden, Ala.	67,706		
62 Allentown—Bethlehem—Easton, Pa.—N.J.	363,517	142 Montgomery, Ala.	138,983	226 Danbury, Conn.	66,651		
63 Grand Rapids, Mich.	352,703	143 Duluth—Superior, Minn.—Wis.	138,352	227 Dubuque, Iowa—Ill.	65,550		
64 New Haven, Conn.	348,341	144 Atlantic City, N.J.	134,016	228 Lewiston—Auburn, Maine	65,212		
65 El Paso, Tex.	337,471	145 New Bedford, Mass.	133,667	229 San Angelo, Tex.	63,884		
66 Tacoma, Wash.	332,521	146 Topeka, Kans.	132,108	230 La Crosse, Wis.—Minn.	63,373		
67 Flint, Mich.	330,128	147 Cedar Rapids, Iowa	132,008	231 Pittsfield, Mass.	62,872		
68 Orlando, Fla.	305,479	148 New Britain, Conn.	131,349	232 Salinas, Calif.	62,456		
69 Wichita, Kans.	302,334	149 Santa Barbara, Calif.	129,774	233 Galveston, Tex.	61,809		
70 Albuquerque, N. Mex.	297,451	150 Appleton, Wis.	129,532	234 Nashua, N.H.	60,961		
71 Tucson, Ariz.	294,184	151 Green Bay, Wis.	129,105	235 Pine Bluff, Ark.	60,907		
72 South Bend, Ind.—Mich.	288,572	152 Macon, Ga.	128,065	236 Midland, Tex.	60,371		
73 West Palm Beach, Fla.	287,561	153 Amarillo, Tex.	127,010	237 Tyler, Tex.	59,781		
74 Charlotte, N.C.	279,530	154 York, Pa.	123,106	238 Columbia, Mo.	59,231		
75 Trenton, N.J.—Pa.	274,148	155 Biloxi—Gulfport, Miss.	121,601	239 Texarkana, Tex.—Ark.	58,570		
76 Newport News—Hampton, Va.	268,263	156 Springfield, Mo.	121,340	240 Wilmington, N.C.	57,645		
77 Davenport—Rock Island—Moline, Iowa—Ill.	266,119	157 Springfield, Ill.	120,794	241 Simi Valley, Calif.	56,936		
78 Austin, Tex.	264,499	158 Waco, Tex.	118,843	242 Rochester, Minn.	56,604		
79 Fresno, Calif.	262,908	159 Racine, Wis.	117,408	243 Oshkosh, Wis.	55,480		
80 Mobile, Ala.	257,816	160 Lancaster, Pa.	117,097	244 Sherman—Denison, Tex.	55,343		
		161 Port Arthur, Tex.	116,474	245 Owensboro, Ky.	53,133		
		162 Beaumont, Tex.	116,350	246 Brownsville, Tex.	52,627		
		163 Waterloo, Iowa	112,881	247 Bryan—College Station, Tex.	51,395		
		164 Norwalk, Conn.	106,707	248 Harlingen—San Benito, Tex.	50,469		



Department of Transportation

STATE CAPITOL

DES MOINES, IOWA 50319

May 6, 1977

REF. NO. 012

The Honorable Brock Adams
Secretary of Transportation
Nassif Building
400 7th St., S.W.
Washington, D.C. 20590

Dear Secretary Adams:

Enclosed is a request to extend Interstate Highway 74 from I-80 at Davenport, its present terminus, north to Dubuque. The request anticipates that a portion of the presently authorized 42,500 miles of the National System of Interstate and Defense Highways will not be constructed as originally contemplated and will be available to you for reallocation.

Section 103(e) of Title 23 U.S. Code prescribes that the Interstate System "...shall be so located as to connect by routes, as direct as practicable, the principal metropolitan areas, cities, and industrial centers.." Dubuque, at the northerly end of the proposed extension, and the Davenport, Iowa - Rock Island, Illinois metropolitan area at the southerly terminus are principal metropolitan and industrial areas of the dynamic Iowa-Illinois-Wisconsin, Upper Mississippi Valley Region. The tri-state metropolitan complex at Dubuque is one of the largest urbanized areas not served directly or in close proximity to the present Interstate System.

State, federal, and metropolitan transportation planning over the past two decades have repeatedly shown the critical and growing transportation demand in this corridor. Recent emphasis is illustrated by the special study status of this corridor in the 1973 Federal Aid Highway Act and the designation of this route segment as a Priority Primary Route within the top three percent of the Federal Aid Primary System. Evidence of Iowa's commitment is the agreement recently entered into with the Federal Highway Administration under Section 139 of Title 23, stating that this corridor is a logical extension or connection to the Interstate System and pledging accordingly that improvements will be done to full Interstate standards. This is consistent with the initial Iowa Transportation Plan (TransPlan '76) and the metropolitan transportation plans of both the Tri-State Region at Dubuque and the Bi-State Region at Davenport.

COMMISSIONERS

BARBARA DUNN
Des Moines

DONALD K. GARDNER
Cedar Rapids

STEPHEN GARST
Coon Rapids

WILLIAM F. McGRATH
Melrose

ROBERT R. RIGLER
New Hampton

L. STANLEY SCHOELERMAN
Spencer

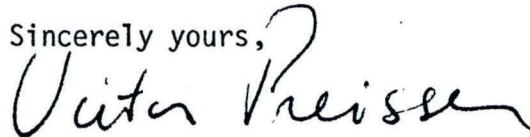
ALLAN THOMS
Dubuque

The Honorable Brock Adams
Page 2
May 6, 1977

Supporting information is contained in the material enclosed supplemented by basic data and analytical reports on file with the Iowa Department of Transportation and Federal Highway Administration.

The Iowa Transportation Commission urges your favorable consideration of this request.

Sincerely yours,



Victor Preisser
Director

VP:mkf

Enclosure

cc: William Cox
Federal Highway Administrator

The Honorable John Culver
United States Senator

The Honorable Dick Clark
United State Senator

The Honorable Michael Blouin
United States Representative



Department of Transportation

PLANNING AND RESEARCH DIVISION

800 LINCOLN WAY AMES, IOWA 50010 515-296-1661

October 31, 1977 REF. NO. 700.010

Commander
Military Traffic Management Command
ATT. MT-SA
Washington, D.C. 20315

Dear Sir:

Please find enclosed your completed questionnaire per Mr. Allen J. Dowd's request dated August 31, 1977, transmitted to us by Mr. Henrik Stafseth, American Association of State Highways and Transportation Officials.

Iowa Highway 60 (your reference index number 305) from Sioux City to the Minnesota border has long been recognized as an important highway corridor in Iowa. For many years it was part of Iowa's officially designated "Freeway-Expressway System", as a proposed expressway facility.

Iowa has recently altered its Freeway-Expressway concept and designated a State Arterial Highway System. Routes in this system could be either two lane or four lane design facilities, with four-laning dependent upon the year of actual need for four-lane design.

In addition, the Iowa Department of Transportation restudied 10 of the original Freeway-Expressway projects. The purpose was to determine if possible improvements could be made on present alignment rather than relocation, in order to reduce the removal of Iowa farmland from production for highway purposes. Iowa Highway 60 from Sioux City to the Minnesota border was one of the 10 projects.

On February 2, 1977, the Iowa Department of Transportation (DOT) Commission approved a staff recommendation that the Highway Division pursue further development of the project utilizing existing alignment where possible. Bypasses of the cities along the route would be developed in the future when traffic in the communities exceeds capacity. It is anticipated that Iowa 60 will be developed in stages (ultimate 4-lane) with rural sections developed first as segments of the existing facility became unable to serve traffic needs efficiently.

COMMISSIONERS

JULES M. BUSKER
Sioux City

BARBARA DUNN
Des Moines

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Melrose

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Spencer

ALLAN THOMS
Dubuque

Ultimately, we expect the facility to meet all of your desired standards of improvement (enclosed). However, due to the tremendous reduction in our highway construction capabilities because of inflation in recent years, it is not likely that this corridor north of Sioux City will be developed to the full four-lane design until near or beyond the year 2000.

In the Sioux City area (see enclosed 1990 SIOUX CITY URBAN AREA TRANSPORTATION IMPROVEMENT PROGRAM), it is shown that the southerly portion of the route, north of U.S. 20, Section F-1 (colored red) will likely see improvement to a four-lane divided facility sometime between 1985 and 2000. The DOT and the Siouxland Interstate Metropolitan Planning Council (SIMPCO) are currently working on agreements for protection of the corridor.

On the same map, it is also apparent that a very logical and convenient bypass of the Sioux City area for civil and military purposes is contained in the connection of U.S. 77, I-129 and Iowa 520 (colored in yellow - Iowa 520 is identified as Sec. F-2). Iowa 520 is expected to open to U.S. 20 east in 1978. This route will become U.S. 20 when opened. It is expected that all these sections will meet your desired standards.

The \$112,836,000 shown for cost of the Iowa 60 project reflects the total cost from U.S. 20 to the Minnesota border. Included are costs for Right-of-Way, Construction, Engineering, and Administration. This is the latest Iowa DOT estimate and reflects 1976 prices.

In addition to Iowa Highway 60, I wish to strongly recommend that you consider adding to your strategic highway corridor network, a route from I-80 beginning at Davenport, and proceeding north to the Wisconsin State line at Dubuque, Iowa. I have color coded this corridor yellow on your (enclosed) network map.

This corridor currently contains U.S. Route 61 from Davenport to the Wisconsin state line at Dubuque. In April of this year, the Iowa DOT requested that this route be added to the National System of Interstate and Defense Highways. The U.S. DOT has approved U.S. 61 as a future addition to the Interstate after its construction to full interstate standards by Iowa.

The entire route from Davenport to LaCrosse was specifically designated for study under Section 143 of the 1973 Federal Aid Highway Act (feasibility and necessity study). In both states, staff responsible for the study concluded that a route was feasible and necessary, and projected traffic volumes would require freeway development for the Iowa portion.

In Iowa this route (U.S. 61 - Davenport to Dubuque) was designated as a priority primary route under the system established in Section 126 of the 1973 Federal Highway Act.

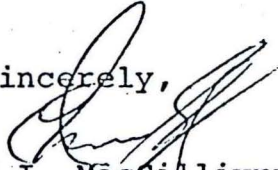
This is a high priority civilian corridor for the State of Iowa. Dubuque, one of Iowa's seven largest urban areas is located at the north end and the Iowa-Illinois Quad Cities metropolitan area is located at the south end. The interrelated industrial complexes at both termini demand heavy duty efficient and safe multilane highway service. Very few, if any, metropolitan areas in the nation are as remotely located from the interstate system as Dubuque.

From a defense standpoint, it appears that this corridor provides a direct connection North from I-80 toward the Twin Cities which could serve as a useful alternate, for military purposes, to the river movements up or downstream during the freeze-up months. Keokuk, Iowa is the northernmost point on the Upper Mississippi generally open to barge traffic year around. Virtually no shipments can be made from that point to the Twin Cities during the months from December to March.

In view of my recommendation, I am enclosing a completed questionnaire for the Davenport to Dubuque segment for your consideration.

Also enclosed, in reference to this corridor is a copy of Iowa's report on its application for Interstate designation of U.S. 61 from Davenport to Dubuque, and a copy of the feasibility and necessity study, pursuant to Section 143 of the Federal Aid Highway Act of 1973.

Sincerely,



C.I. MacGillivray
Director
Planning and Research Division

CIM:JEN:ls
Enclosures

IOWA

SURVEY

- ★ CORRIDOR: U.S. 61 Davenport, Iowa to Dubuque, Iowa
- ★ ALONG GENERAL ALIGNMENT OF: U.S. Highway 61 between Davenport and Dubuque, Iowa
- ★ IS THERE NEED FOR HIGHWAY IN THIS CORRIDOR? YES
- ★ ARE HIGHWAY IMPROVEMENTS PROGRAMMED NEXT 5 YEARS? YES
- ★ IF NOT, ANY PROGRAMMED PRIOR TO 1990? _____
- ★ FEASIBILITY OF LOCATING HIGHWAY IN CORRIDOR

	<u>FAVORABLE</u>	<u>NOT FAVORABLE</u>
ENVIRONMENTAL	<u>X</u>	_____
PROJECTED USAGE	<u>X</u>	_____
COST OF CONSTRUCTION	<u>X</u>	_____
TECHNICAL ASPECTS	<u>X</u>	_____
OTHER FACTORS	SEE <u>LETTER</u>	_____

- ★ REMARKS AND COST DATA \$160 million (1977 prices) - Includes R.O.W., Construction Engineering and Administration

IOWA

SURVEY

- ★ CORRIDOR: Index #305
- ★ ALONG GENERAL ALIGNMENT OF: Minneapolis, MN, SW to North Platte, NE
- ★ IS THERE NEED FOR HIGHWAY IN THIS CORRIDOR? YES
- ★ ARE HIGHWAY IMPROVEMENTS PROGRAMMED NEXT 5 YEARS? NO
- ★ IF NOT, ANY PROGRAMMED PRIOR TO 1990? YES
- ★ FEASIBILITY OF LOCATING HIGHWAY IN CORRIDOR

	<u>FAVORABLE</u>	<u>NOT FAVORABLE</u>
ENVIRONMENTAL	<u>X</u>	<u> </u>
PROJECTED USAGE	<u>X</u>	<u> </u>
COST OF CONSTRUCTION	<u>X</u>	<u> </u>
TECHNICAL ASPECTS	<u>X</u>	<u> </u>
OTHER FACTORS	<u> </u>	<u>X</u>

- ★ REMARKS AND COST DATA Remarks - See accompanying letter
Cost to complete four lane design = \$112,836,000



Department of Transportation

STATE CAPITOL

DES MOINES, IOWA 50319

May 31, 1978

REF. NO. 012

The Honorable Brock Adams
Secretary of Transportation
Nassif Building
400 7th St., S.W.
Washington, D.C. 20590

Dear Secretary Adams:

On May 6, 1977, a request was transmitted to you for an extension of Interstate Route 74 from Interstate 80 at Davenport north to Dubuque. This is a reiteration of that request and with a specific priority for a 14.3 mile segment from I-80 north to US 30.

This Davenport to Dubuque corridor qualifies as part of the National System of Interstate and Defense Highways. It interconnects two multi-state metropolitan industrial centers. The tri-state metropolitan complex at Dubuque is one of the nation's largest urbanized areas not served directly or in close proximity to the present interstate system. Its connection to the interstate network at Davenport-Rock Island metropolitan area is of vital importance both within and beyond the borders of Iowa. That importance is illustrated by the following:

- The current Iowa transportation plan, TransPlan '77, includes this route within the top functional component of the state highway system.
- The Federal Highway Administration and the state have signed an agreement under Section 139 of Title 23 stating that this route is a logical extension or connection to the interstate system and the state has pledged that improvements will be made to full interstate standards.
- The route is presently designated as a Priority Primary Route within the top three percent of the Federal Aid Primary System.
- The route was given special study status in the 1973 Federal Aid Highway Act along with other key national sections on the Federal Aid Primary System.
- Because of its strategic location with respect to the parallel Mississippi Waterway, this route has been submitted to the Department of Defense for designation as part of the National Defense Strategic Highway Network.

COMMISSIONERS

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Sioux City

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Dubuque

The Honorable Brock Adams
Page 2
May 31, 1978

With respect to the 14.3 mile first priority section between Interstate 80 and US 30, the entire segment is now being designed. Federal location approval has been received as well as design approval on the southerly 4 miles.

Supporting information is included in the material enclosed supplemented by basic data and analytical reports on file with the Iowa Department of Transportation and Federal Highway Administration.

The Iowa Transportation Commission again urges your favorable consideration of this request.

Sincerely yours,



R. L. Kassel
Director

RLK:mkf

cc: Karl Bowers
Acting Federal Highway Administrator

The Honorable John Culver
United States Senator

The Honorable Dick Clark
United States Senator

The Honorable Michael Blouin
United States Representative

The Honorable James A. Leach
United States Representative



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

AUG 1 1978

OFFICE OF THE ADMINISTRATOR

IN REPLY REFER TO:

HHP-14

THROUGH: *Calvin Stenge*
Mr. John B. Kemp
Regional Federal Highway
Administrator
Kansas City, Missouri
H. A. Willard
Mr. Hubert A. Willard
Division Administrator
Ames, Iowa

Mr. Raymond L. Kassel
State Director
Iowa Department of Transportation
State Capitol
Des Moines, Iowa 50319

Dear Mr. Kassel:

This is in response to your memorandum of June 2 to Iowa Division Administrator H. A. Willard regarding the proposed addition to the Interstate System of a 70-mile section of IAP 61 from Davenport to Dubuque, Iowa. We also note that you requested priority consideration for a 14.3-mile segment of the proposed addition from I-80 north to U.S. Route 30.

At the present time, we do not have sufficient Interstate mileage to accommodate your request. Although a small amount of additional Interstate mileage may become available, we do not anticipate that such mileage would ever be sufficient for designation of a route from Davenport to Dubuque.

We will hold your request for later consideration. You should be aware, however, that our present policy is to give priority consideration for route additions of less than 10 miles in length.

Sincerely yours,

H. A. Lindberg
H. A. Lindberg

For Karl S. Bowers
Acting Federal Highway Administrator

JIM LEACH
1ST DISTRICT, IOWA



COMMITTEES:
BANKING, FINANCE AND URBAN AFFAIRS
POST OFFICE AND CIVIL SERVICE

Congress of the United States
House of Representatives
Washington, D.C. 20515

October 27, 1978

Mr. Raymond L. Kassel
Director
Iowa Department of Transportation
State Capitol
Des Moines, Iowa 50319

Dear Ray:

Following communication with Gus Anderson of your staff, I wrote to Secretary Adams of the Department of Transportation, urging him to award any unallocated Interstate mileage to Iowa for the Interstate system extension from I-80 at Davenport to U.S. 30 in Dubuque.

I was initially informed that a total of four miles had been returned for reallocation and I was hopeful Iowa would be given priority consideration in the final decision to award that additional mileage. However, on October 24, 1978, the staff at the Federal Highway Administration informed me that the mileage had been reallocated to the State of Maryland and that no additional mileage was available at this time.

To date, the President has not yet signed the Surface Transportation Assistance Act of 1978, so the prohibition against reallocation is not yet law. However, it does appear that prospects for any new mileage at this stage are very dim.

I have taken the liberty to enclose a copy of the October 14, 1978, CONGRESSIONAL RECORD (Part II) in which is printed the final conference version of H.R. 11733. I am sure you are aware, too, that the Congress approved S. 2981 (H.R. 11979) in the final closing hours of the 95th Congress. I supported both measures and am pleased that they were approved before Congress adjourned.

Again, I have appreciated your communication on transportation matters of special importance to Iowa and look forward to continued contact with you on these and other issues of significance to the State. Please feel free

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(319) 326-1841

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IOWA CITY, IOWA 52240
(319) 351-0062

Page 2
Mr. Kassel
October 27, 1978

to get in touch with me whenever I may be of any assistance to you
or your Department.

Sincerely,

A handwritten signature in black ink, appearing to be 'Jim Leach', written over a horizontal line.

Jim Leach
Member of Congress

JL:cs
Enclosure

STATE LIBRARY OF IOWA



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