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FINAL

**ENVIRONMENTAL STATEMENT
AND LOCATION STUDY
REPORT**

**U.S. 61 AND IOWA 2
FORT MADISON IN LEE COUNTY**

PROJECT NUMBER U-61-1

Prepared By

**IOWA DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
OFFICE OF PROJECT PLANNING**

In Cooperation With

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

SEPTEMBER 1975

**U.S. 61 AND IOWA 2
AT FORT MADISON IN LEE COUNTY**

**FROM 1 MILE WEST OF WEST JUNCTION IOWA 2
EAST THROUGH FORT MADISON**

ADMINISTRATIVE ACTION

FINAL

ENVIRONMENTAL IMPACT STATEMENT

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
IOWA DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

SUBMITTED PURSUANT TO 42 U.S.C. 4332 (2) (C) 23 U.S.C. 128 (a)

DATE

REGIONAL ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

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SUMMARY OF STATEMENT

Project Description

The study corridor for the improvement of U.S. 61 in Lee County begins approximately one mile west of the present junction of Iowa 2 with U.S. 61 west of Fort Madison and extends in an easterly direction into Fort Madison to just north of the east junction of Iowa 2 with U.S. 61 at Avenue C. These termini were selected so that all alternative alignments considered for the improvement of U.S. 61 could be studied on an equal basis.

The construction terminus for the selected alignment (Alternate 4A) begins approximately 300 feet west of the west junction of Iowa 2 with U.S. 61 and follows the present alignment of U.S. 61 to approximately 400 feet west of 40th Street (refer to Figure 1). The proposed alignment of Alternate 4A leaves the present alignment at this point and follows a southeasterly direction to near 35th Street south of Avenue Q, then in a northeasterly direction along the Burlington-Northern Railroad to near 20th Street just north of Avenue M, then easterly to just west of 13th Street, then north on 13th Street and 12th Street to Avenue H (present U.S. 61). Twelfth Street and 13th Street would become one-way streets with northbound traffic using 12th Street and southbound traffic using 13th Street. The project then proceeds easterly on Avenue H with construction from 14th Street to 10th Street. The roadway of present U.S. 61 from 10th Street easterly and northerly to the end of the project at Avenue C would be used as presently constructed. The total length of Alternate 4A is 6.5 miles of which 2.3 miles are rural and 4.2 miles are municipal. Project costs would be approximately \$12,884,000.

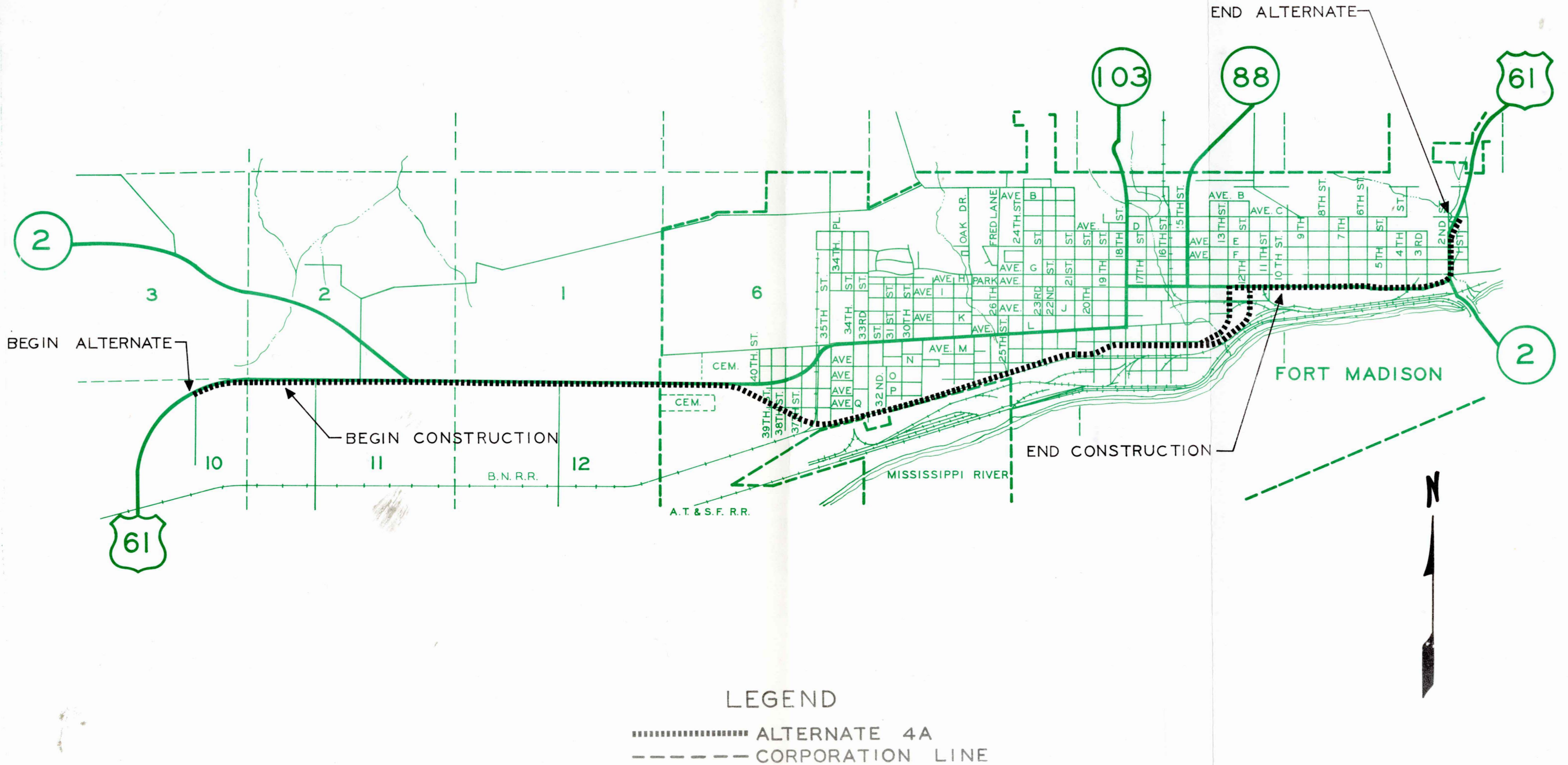
The relationship of this U.S. 61 project to other primary roads in the area and to the proposed Interstate, Freeway, Expressway System is shown in Figure 2.

Approximate right-of-way width would be 250 feet through the rural area of the project and 100 feet along the urban area, except for the portion along the one-way pairs; along this portion existing street right-of-way (an average of 60 feet) would be utilized. The project would require a total right-of-way acquisition of approximately 90 acres.

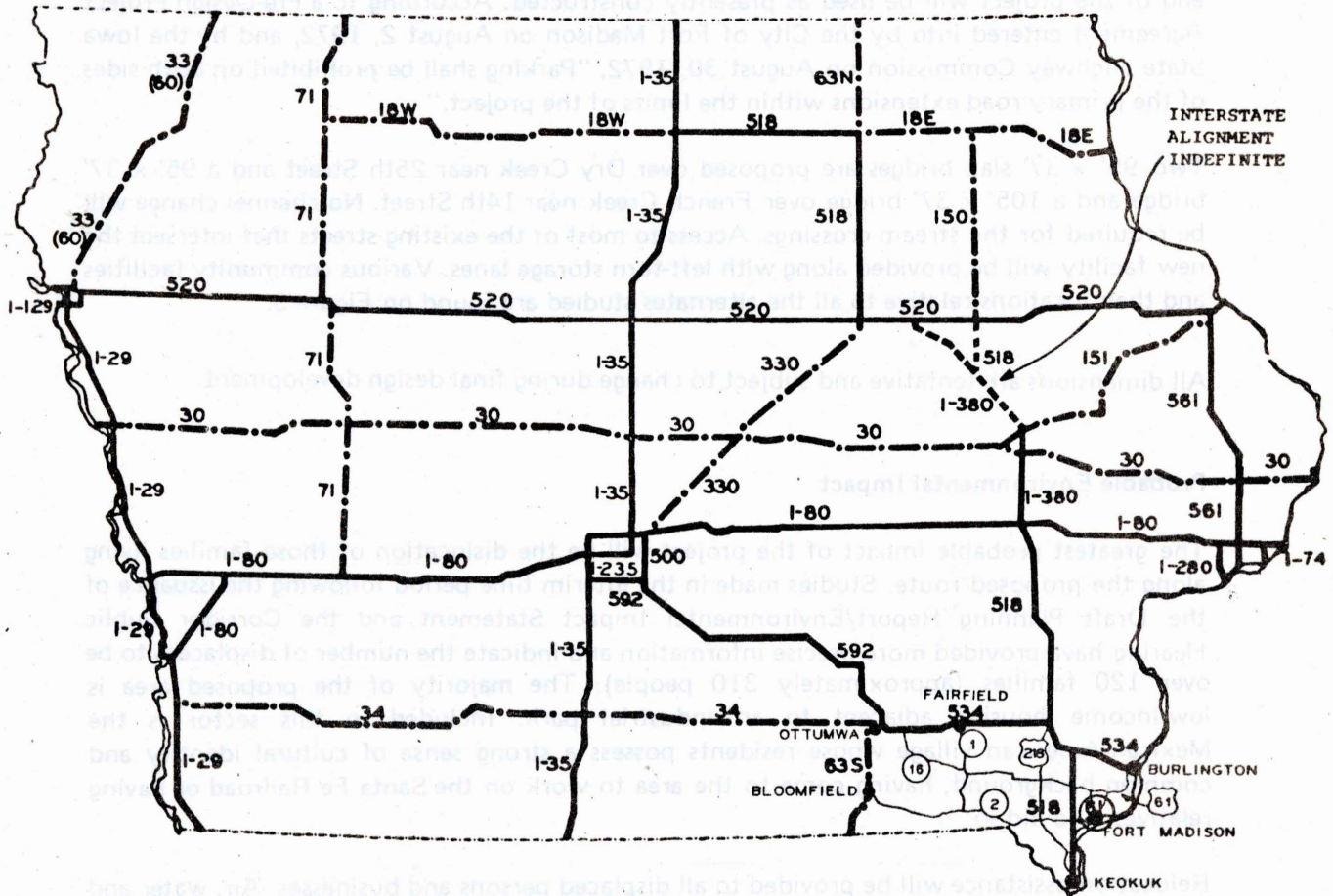
Construction on the proposed project will consist of four-lane pavement. From the beginning of the project to the west junction of Iowa 2, the present 24-foot pavement will be used as constructed for southbound traffic and a 24-foot pavement for northbound traffic constructed on the south side with the two directional lanes divided by a 24-foot median. From the junction of Iowa 2 east to the west corporation line of Fort Madison, the present 20-foot pavement will be widened to 24 feet and resurfaced. A 24-foot pavement will be constructed on the south side with a 24-foot median dividing the two directional lanes on this section. This entire rural section will have 10-foot stabilized shoulders on the outside of each lane with 6-foot stabilized shoulders on the median side.

From the corporation line east to where Alternate 4A leaves the present alignment, the present pavement will be widened and resurfaced to a curb section and a two-lane curb

PROPOSED ALTERNATE 4A



IOWA'S PROPOSED NETWORK OF FREEWAYS AND EXPRESSWAYS



INTERSTATES
 & FREEWAYS..... **—————**
 EXPRESSWAYS..... **- - - - -**
 IMPROVEMENT..... **○**
 PRIMARY ROADS
 IN STUDY AREA..... **—————**

FIGURE 2

section constructed on the south side; a raised median will divide the pavements. The section of Alternate 4A from the point where it leaves the present U.S. 61 alignment to the beginning of the one-way streets at 12th Street and 13th Street will provide a four-lane curbed pavement divided by a raised median.

Twelfth and Thirteenth Streets will become one-way and will be constructed providing for two lanes of traffic on each street to Avenue I. The alignment from Avenue I to Avenue H will be reconstructed to a 36-foot back-of-curb to back-of-curb pavement. A section of Avenue H (present U.S. 61) from 10th Street to 14th Street will be reconstructed to a 49-foot back-of-curb to back-of-curb pavement. Present U.S. 61 from 10th Street east to the end of the project will be used as presently constructed. According to a Pre-Design Project Agreement entered into by the City of Fort Madison on August 2, 1972, and by the Iowa State Highway Commission on August 30, 1972, "Parking shall be prohibited on both sides of the primary road extensions within the limits of the project."

Two 95' x 37' slab bridges are proposed over Dry Creek near 25th Street and a 95' x 37' bridge and a 105' x 37' bridge over French Creek near 14th Street. No channel change will be required for the stream crossings. Access to most of the existing streets that intersect the new facility will be provided along with left-turn storage lanes. Various community facilities and their locations relative to all the alternates studied are found on Figure 3.

All dimensions are tentative and subject to change during final design development.

Probable Environmental Impact

The greatest probable impact of the project will be the dislocation of those families living along the proposed route. Studies made in the interim time period following the issuance of the Draft Planning Report/Environmental Impact Statement and the Corridor Public Hearing have provided more precise information and indicate the number of displacees to be over 120 families (approximately 310 people). The majority of the proposed area is low-income housing adjacent to an industrial park. Included in this sector is the Mexican-American village whose residents possess a strong sense of cultural identity and common background, having come to the area to work on the Santa Fe Railroad or having relatives who did so.

Relocation assistance will be provided to all displaced persons and businesses. Air, water and noise pollution in the City of Fort Madison should not change appreciably. Traffic flow for the City of Fort Madison as a whole will be improved and congestion somewhat relieved. No parks, wildlife refuges or historic sites will be affected.

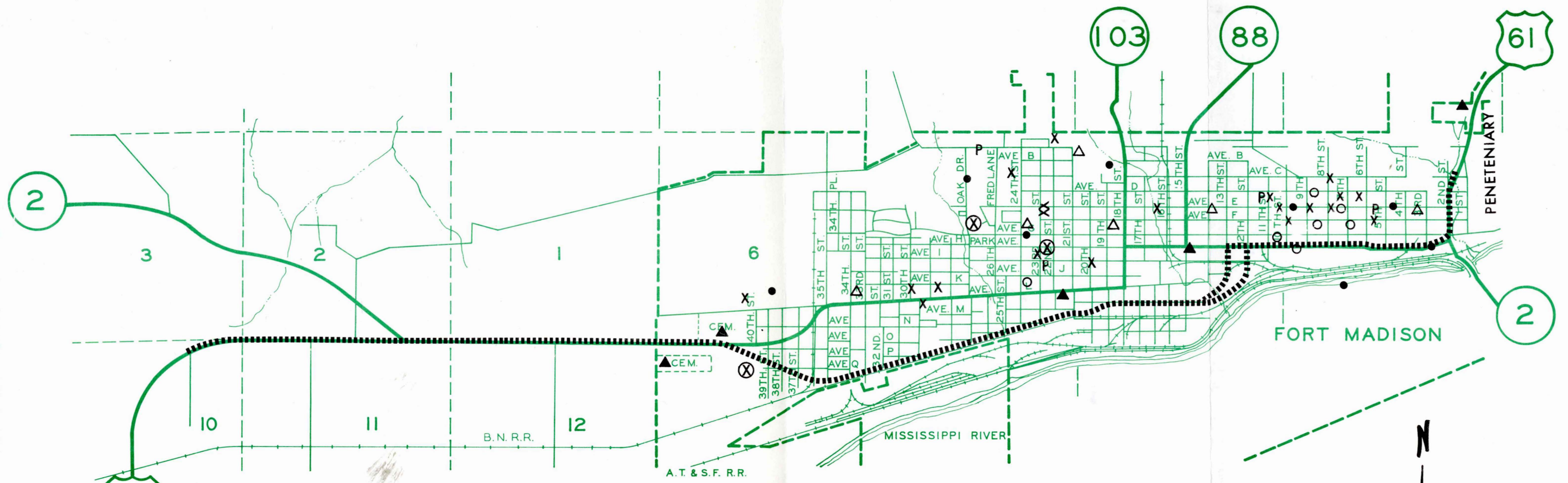
Alternatives

Four other major alternates with variations plus the "Do-Nothing" Alternate were considered. (See Figure 4).

Alternate 1 follows the present alignment of U.S. 61 from the beginning to end of project.

Alternate 1Y also follows the present alignment of U.S. 61 except for a relocation between 18th Street and 16th Street to eliminate the two right angle turns on the present route.

LOCATION OF HEALTH AND COMMUNITY FACILITIES IN FORT MADISON



LEGEND

- | | |
|--------------------------|-------|
| CHURCH | X |
| PUBLIC SCHOOL | Δ |
| PAROCHIAL SCHOOL | P |
| PUBLIC BUILDINGS | O |
| PARKS & RECREATION | ● |
| CEMETERIES | ▲ |
| HOSPITAL/HOME | ⊗ |
| CORPORATION LINE | - - - |
| ALTERNATE 4A | |

ALTERNATE ROUTES STUDIED

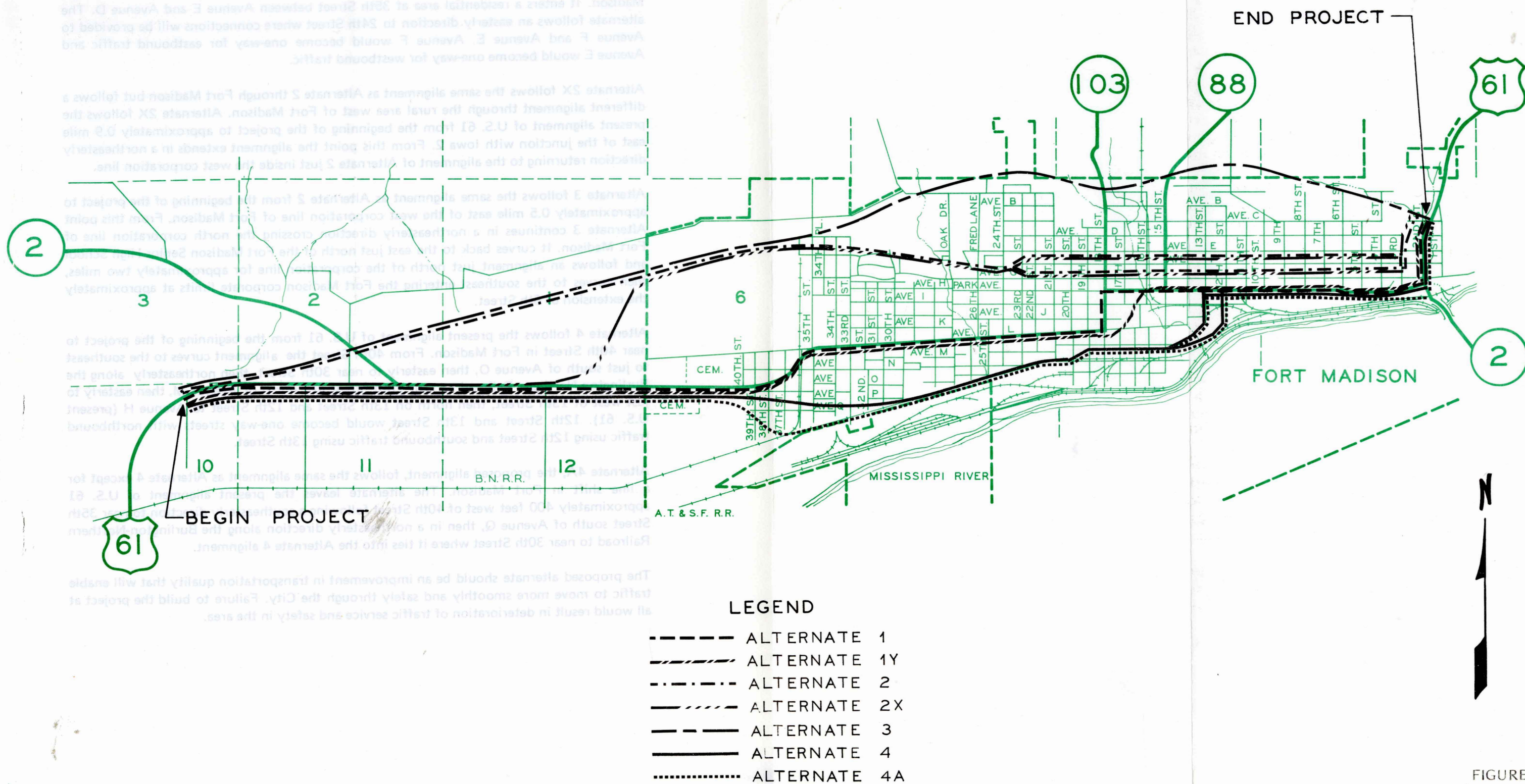


FIGURE 4

Alternate 2 leaves the present alignment of U.S. 61 on the curve just beyond the beginning of the project. It follows a northeasterly direction crossing Iowa 2 approximately 1500 feet northwest of the present U.S. 61 - Iowa 2 junction. The alternate follows an alignment just south of a mobile home park and just north of the DuPont factory in northwest Fort Madison. It enters a residential area at 35th Street between Avenue E and Avenue D. The alternate follows an easterly direction to 24th Street where connections will be provided to Avenue F and Avenue E. Avenue F would become one-way for eastbound traffic and Avenue E would become one-way for westbound traffic.

Alternate 2X follows the same alignment as Alternate 2 through Fort Madison but follows a different alignment through the rural area west of Fort Madison. Alternate 2X follows the present alignment of U.S. 61 from the beginning of the project to approximately 0.9 mile east of the junction with Iowa 2. From this point the alignment extends in a northeasterly direction returning to the alignment of Alternate 2 just inside the west corporation line.

Alternate 3 follows the same alignment as Alternate 2 from the beginning of the project to approximately 0.5 mile east of the west corporation line of Fort Madison. From this point Alternate 3 continues in a northeasterly direction crossing the north corporation line of Fort Madison. It curves back to the east just north of the Fort Madison Senior High School and follows an alignment just north of the corporation line for approximately two miles, then curves to the southeast entering the Fort Madison corporate limits at approximately the extension of 6th Street.

Alternate 4 follows the present alignment of U.S. 61 from the beginning of the project to near 40th Street in Fort Madison. From 40th Street the alignment curves to the southeast to just south of Avenue O, then easterly to near 30th Street, then northeasterly along the Burlington-Northern Railroad to near 20th Street just north of Avenue M, then easterly to just west of 13th Street, then north on 13th Street and 12th Street to Avenue H (present U.S. 61). 12th Street and 13th Street would become one-way streets with northbound traffic using 12th Street and southbound traffic using 13th Street.

Alternate 4A, the proposed alignment, follows the same alignment as Alternate 4 except for a line shift in Fort Madison. The alternate leaves the present alignment of U.S. 61 approximately 400 feet west of 40th Street following a southeasterly direction to near 35th Street south of Avenue Q, then in a northeasterly direction along the Burlington-Northern Railroad to near 30th Street where it ties into the Alternate 4 alignment.

The proposed alternate should be an improvement in transportation quality that will enable traffic to move more smoothly and safely through the City. Failure to build the project at all would result in deterioration of traffic service and safety in the area.

Reviewing Agencies

Agencies to whom the Draft Statement was submitted:

State of Iowa:

Iowa Development Commission
Department of Soil Conservation
State Conservation Commission*
Iowa Natural Resources Council*
Air Pollution Control Commission
Water Pollution Control Commission
State Historical Society
Office for Planning and Programming (A-95 Review Agency)
State Archaeological Laboratory*
State Liaison Officer for Historic Places

Local Agencies:

Mayor, City of Fort Madison
Lee County Board of Supervisors
Lee County Conservation Board

Federal Agencies:

Department of Housing and Urban Development
Department of Agriculture*
Department of Health, Education and Welfare

Department of Interior
Bureau of Outdoor Recreation*
Bureau of Sport Fisheries and Wildlife
National Park Service*

Environmental Protection Agency*
National Air Pollution Control Administration
Department of Transportation

Private Organizations:

Iowa Confederation of Environmental Organizations

*Denotes a written reply was received.

This statement was prepared by the Office of Project Planning within the Division of Highways, Iowa Department of Transportation.

The Draft statement was made available to the Council on Environmental Quality on December 23, 1971 .

The following persons can be contacted for additional information concerning this proposed project and environmental impact statement:

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I. DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES CONSIDERED AND THE SOCIAL, ECONOMIC AND ENVIRONMENTAL CONTEXT

General Information

The City of Fort Madison is located on the west bank of the Mississippi at one of its widest and most picturesque points. The city is midway between Kansas City and Chicago, 200 miles north of St. Louis and about 175 miles southeast of Des Moines. Fort Madison is located almost midway between Burlington and Keokuk, or approximately 20 miles between both cities.

The topography of Fort Madison is similar to the other communities adjoining the Mississippi River. This topography is characterized by relatively steep bluffs which rise from flat terrain along the river, and behind which the terrain is gently undulating.

In Fort Madison, the upland plain has an elevation of approximately 700 feet above sea level, while the low terrain on which most of the city is built has an elevation of from 500 feet to 525 feet.

There are topographic features of the Fort Madison area which will affect future developments. Such features include high bluffs to the north and east and three stream valleys which traverse the city in a north-south direction. These creeks cut through bluffs and form natural drainage channels to the river. Dry, French and Fork Creeks have their headwaters in relatively deep valleys approximately one mile into the bluff. Although these topographic features present obstacles to development, from the standpoint of protecting natural water courses, they should be preserved and protected by public ownership.

The transportation system of Fort Madison is influenced by the topographic features of the area. Rail and highway traffic run between the river and the bluffs. This area has become increasingly more developed and is in need of better highway facilities. However, the developed area makes relocation a problem and definitely influences the area which can be considered for relocation. U.S. 61 is the only U.S. highway serving Fort Madison and is vital to its transportation system. According to the Fort Madison Origin and Destination Traffic Report compiled in August of 1962 and issued in August of 1964, about 93% of all traffic movements through Fort Madison have an origin and/or destination within the Fort Madison urban area and only 7% are through trips with no desire in the Fort Madison area. U.S. 61 is the city's major artery, and it is imperative that it continue to provide a high level of service within the city and to the central business district (CBD).

The 1970 Fort Madison population of about 14,000 is estimated to grow to about 19,000 by 1985. This anticipated increased population growth could in all probability be expected to generate an almost equal growth rate in the number of vehicles on Fort Madison streets. Growth patterns for the area show a migratory trend away from metropolitan areas to the rural areas. Over the past two decades, the population of the two largest cities in the county, Fort Madison and Keokuk, have decreased while populations of the smaller surrounding

towns have increased. Data collected from industries in Fort Madison indicates that as much as 35 to 50% of the city's labor force commutes from outside the city. Fort Madison faces strong competition for its trade territory from neighboring Burlington and Keokuk. Efficient transportation is vital to the city's labor force and to its position as a commercial and trade center. Because U.S. 61 is the only U.S. highway serving Fort Madison, it is of paramount importance to the city's economic vitality that it provide an efficient, high level of service. The purpose of the proposed project is to upgrade the service provided by U.S. 61 in the Fort Madison area. The proposed relocation would replace 6.5 miles of the existing alignment of U.S. 61.

The following is a chronological listing of events relative to this U.S. 61 project:

- September 7, 1961 Public hearing held on the proposed improvement of present U.S. 61 in Fort Madison. The concept presented, which was widening on existing alignment, was unacceptable to city officials. No further action was taken in regard to this hearing.
- September, 1967 Planning and Programming Department of the Iowa State Highway Commission prepared a Planning Report detailing four alternates plus variations for the relocation of U.S. 61.
- March 7, 1968 A second public hearing was held at Fort Madison, with the recommendation that Alternate 4 be built.
- May 3, 1968 A Commission Resolution approving the alignment of Alternate 4 was passed.
- May 9, 1968 Location hearing approval was requested from the Bureau of Public Roads.
- June 30, 1970 A complaint was filed with the U.S.-DOT by the Fort Madison Branch N.A.A.C.P., alleging racial discrimination in the selection of Alternate 4.
- December 31, 1970 The Office of Civil Rights, U.S.-DOT, reported on the investigation into the complaint. The report recommended that the FHWA withhold location approval pending further study of the project.
- April 26, 1971 FHWA declined location approval and requested study of alternates that required fewer dislocations. Additional commitments and information on replacement housing data was also requested.

June 7, 1971 Additional commitments and information or replacement housing submitted to FHWA with a request for reconsideration of the April 26, 1971, action.

June 24, 1971 FHWA replied stating that another location hearing to discuss relocation assistance was needed.

December , 1971 A Planning Report was published analyzing four alternates plus variations with Alternate 4A as the recommended alternate.

January 27, 1972 Another location hearing was held on all alternates with Alternate 4A being recommended.

February 7, 1972 A petition was received from Mexican-American people supporting Alternate 4.

June 21, 1972 ISHC approved the corridor public hearing, again recommending Alternate 4.

December 18, 1972 Location approval was requested from FHWA.

January 12, 1973 FHWA acknowledged receipt of the location approval request; however, location approval was not given.

January 30, 1973 A meeting with FHWA and U.S.-DOT officials was held to review discrimination complaints.

January 31, 1973 A field review was held at Fort Madison with FHWA and U.S.-DOT officials present.

April 23, 1974 A resolution favoring Alternate 4A was passed by the Fort Madison City Council.

May 24, 1974 U.S.-DOT Office of Civil Rights report on the alleged racial-national origin discrimination, directing that neither Alternate 4 nor 4A be constructed as planned. FHWA transmitted this document to the ISHC.

June 11, 1974 A rebuttal to the discrimination charges against Alternates 4 and 4A was presented to the Commission by the ISHC staff.

June 12, 1974 As a result of the Fort Madison Resolution of 4-23-74, a Commission Resolution was approved revising the previous Commission Resolution of 6-21 -72 (to construct U.S. 61 in Fort Madison along Alternate 4) to the Alternate 4A alignment.

July 15, 1974

ISHC response to the U.S.-DOT Case Summary of Discrimination, as well as the response of the City of Fort Madison, was submitted to FHWA for their further consideration.

October 2, 1974

Representatives of the ISHC, Fort Madison Branch NAACP, City of Fort Madison, FHWA and US DOT met in Washington, D.C. to review the Iowa NAACP racial discrimination complaint concerning the selection of Alternates 4 and 4A. No change was made in the original discrimination complaint.

November 15, 1974

US DOT sent a letter to the ISHC, outlining four possible compromise alternatives as the result of the 10-2-74 meeting. These four alternatives were as follows:

1. Designate all Fort Madison streets in the central city as one-way streets;
2. Partial utilization of Alternate 1 or (1Y) would be proposed from the east until 23rd Street, then south to proposed Alternate 4A and thence west;
3. Alternate 3 with north-south spurs and special truck routes should be considered. Proposed Alternate 3 could carry inter-city truck traffic, along with regular passenger car traffic. Trucks into Fort Madison would be routed on present U.S. 61. The north-south spurs would carry light-weight, passenger car traffic into and out of the central city.
4. Relocate the railroad tracks south and construct Alternate 4A on the existing railroad alignment. This would be designed in appropriate locations to eliminate isolation of homes between the tracks and Alternate 4A.

December 13, 1974

Letter sent to U.S.-DOT from Fort Madison recommending a combination of U.S.-DOT Alternates 2 and 4.

December 20, 1974

Letter sent to U.S.-DOT from ISHC recommending combination of U.S.-DOT Alternates 2 and 4.

January 19, 1975

Letter to U.S.-DOT from Iowa NAACP recommending U.S.-DOT Alternate 3.

- March 24, 1975 Community meeting, 7:30 p.m., Sacred Heart Hall, Fort Madison, presided over by Robert Coates, Chief of Public Programs of the Civil Rights Division of U.S.-DOT
- April 28, 1975 Memo from Leon Larson, FHWA, to H. E. Gunnerson approving Low Cost Transportation Improvement (LCTI) concept for further consideration.
- May 8, 1975 Memo from H. E. Gunnerson to Commissioners proposing LCTI program concept for U.S. 61 and asking for their approval to discuss this proposal with the City of Fort Madison.
- May 30, 1975 Meeting with city officials in Fort Madison, 10:30 a.m., to discuss LCTI proposal (ISHC and FHWA both represented). Fort Madison City Council subsequently voted unanimously to continue to fight against the discrimination charge, rejecting the LCTI proposal.
- June 17, 1975 Iowa DOT Commission Meeting, agenda included discussion of LCTI proposal. Commission ordered completion of a final EIS for U.S. 61 using Alternate 4A. Anticipated issue date of this draft Final EIS to FHWA within 30 days.
- The current Five-Year Program includes right-of-way acquisition for fiscal years 1978 and 1979 for this segment of U.S. 61. Reconstruction from the west junction of Iowa 2 to 40th Street in Fort Madison is programmed for fiscal year 1980. Construction of the remainder of the project is not funded in the current Five-Year Program.

Sufficiency Study

The highway administrator must look at a long-range improvement program to insure the maximum benefits from the expenditure of funds for capital improvements on primary roads. This is done through the development of a five-year program. One of the tools used by highway administrators in the development of this program is a numerical system which rates the adequacy of a particular section of primary road in its proper perspective with all other sections of primary roads in the State. In Iowa this numerical system is called a Sufficiency Study. Data on pavements, bridges, alignment and other highway features are recorded and analyzed.

Three basic factors -- structural adequacy, safety, and service are considered in rating the adequacy of a section of primary highway. Structural adequacy measures the ability of the road section to stand up under traffic and climatic conditions. Safety measures the ability of

the road section to offer the motorist a reasonable assurance of safe movement. Service measures the capability of the road to transport vehicular traffic with a minimum of conflict. The basic rating is then adjusted for intolerability, if necessary, based on the tolerable standards approach, thereby arriving at a tolerability adjusted rating. A tolerable standard is defined as the minimum prudent condition, geometric or structural, which can exist without being in critical need of upgrading. An adjustment is then applied to the tolerability adjusted rating to determine the volume to capacity adjusted rating based on the volume to capacity ratio of a road. The volume to capacity ratio is the ratio of the volume of traffic that is using a road to the volume of traffic that it could be expected to carry at a given level of service. An adjustment is then applied to the volume to capacity adjusted rating to determine the continuity adjusted rating. The purpose of this adjustment is to reflect poor individual road sections interspersed between long sections of appreciably better road sections. This is the last adjustment and the result is the final sufficiency rating. The numerical rating groups are as follows:

Points	Rating
90 - 100	Excellent
80 - 89	Good
65 - 79	Fair
50 - 64	Tolerable
0 - 49	Critical

Table 1 lists the sufficiency ratings on U.S. 61 from west of the west junction with Iowa 2 east to the east junction with Iowa 2. Figure 5 shows the location of the sufficiency ratings and the existing pavement widths in the study area.

TABLE 1
Sufficiency Rating on U.S. 61

Section	Section Length	Sufficiency Rating
Begin of Project - UAL* Fort Madison	0.20	67
UAL* Fort Madison - Begin 20' Section	0.41	37
Begin 20' Section - W. Jct. Iowa 2	0.20	42
W. Jct. Iowa 2 - WCL Fort Madison	1.20	17
WCL Fort Madison - 35th Street	0.86	21
35th Street - 23rd Street	1.02	53
23rd Street - Jct. Iowa 103	0.61	15
Jct. Iowa 103 - Jct. Iowa 88	0.29	29
Jct. Iowa 88 - 10th Street	0.50	48
10th Street - E. Jct. Iowa 2	0.78	91

*Urban Area Line

SUFFICIENCY AND PAVEMENT WIDTH

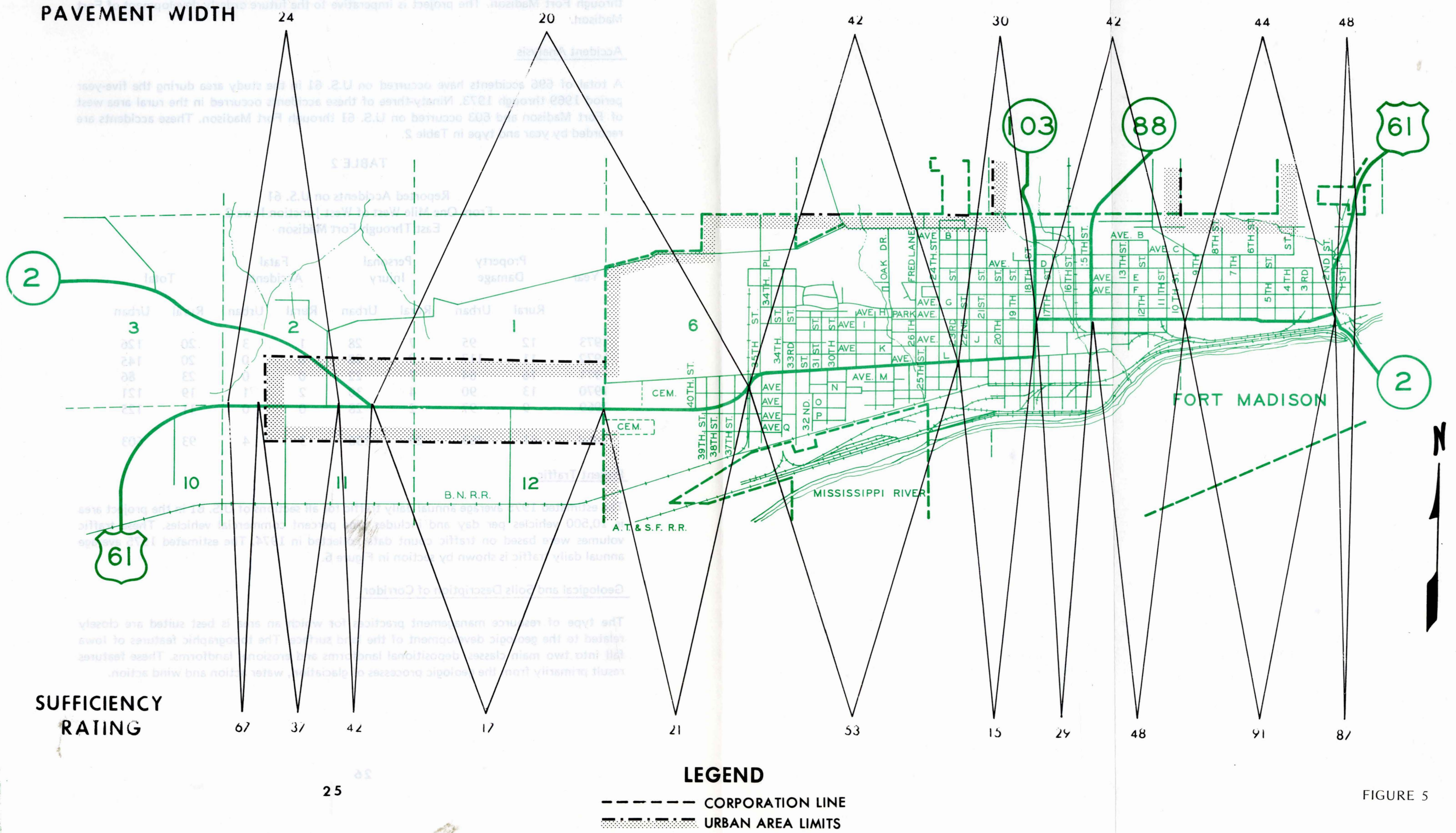


FIGURE 5

As can be seen from Table 1, all sections except those at either extremity of the project fall within the critical or tolerable ranges. It is for this reason that the reconstruction project is being considered. U.S. 61 is the major traffic artery within the city, and its continued ability to provide a high level of service is vital for the safety and efficiency of travel within and through Fort Madison. The project is imperative to the future orderly development of Fort Madison.

Accident Analysis

A total of 696 accidents have occurred on U.S. 61 in the study area during the five-year period 1969 through 1973. Ninety-three of these accidents occurred in the rural area west of Fort Madison and 603 occurred on U.S. 61 through Fort Madison. These accidents are recorded by year and type in Table 2.

TABLE 2
Reported Accidents on U.S. 61
From One Mile West of West Junction Iowa 2
East Through Fort Madison

Year	Property Damage		Personal Injury		Fatal Accidents		Total	
	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban
1973	12	95	7	28	1	3	20	126
1972	11	117	9	28	0	0	20	145
1971	16	64	7	22	0	0	23	86
1970	13	90	4	30	2	1	19	121
1969	9	97	2	28	0	0	11	125
Total	61	463	29	136	3	4	93	603

Present Traffic

The estimated 1975 average annual daily traffic for all sections of U.S. 61 in the project area is 10,500 vehicles per day and includes nine percent commercial vehicles. These traffic volumes were based on traffic count data collected in 1974. The estimated 1975 average annual daily traffic is shown by section in Figure 6.

Geological and Soils Description of Corridor

The type of resource management practices for which an area is best suited are closely related to the geologic development of the land surface. The topographic features of Iowa fall into two main classes, depositional landforms and erosional landforms. These features result primarily from the geologic processes of glaciation, water action and wind action.

ESTIMATED 1975 AVERAGE DAILY TRAFFIC

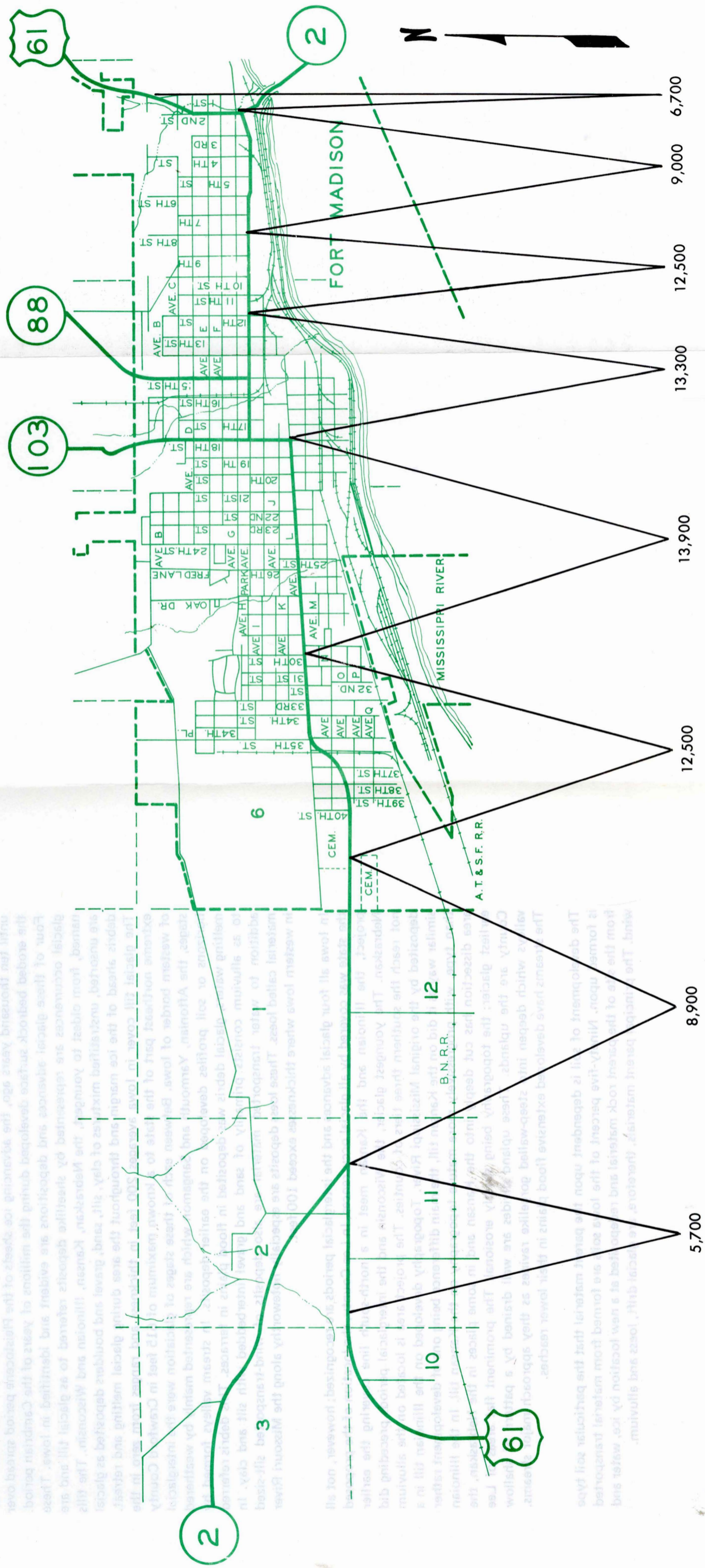


FIGURE 6

A review of the historical geology of the rock units forming the subsurface structure of the state indicates that during the time known as the Precambrian period molten rock was extruded over large portions of the earth's surface. The cooling of this material gave rise to the igneous granites and metamorphic rocks which underly all of Iowa, generally at great depths. Then, great seas covered most of Iowa and in them were deposited the sediments which were to become the limestones, shales and sandstones that now form the bedrock surface over three-fourths of the state.

In other recognized periods to follow, ranging from approximately 1.5 million years ago until ten thousand years ago, the advancing ice sheets of the Pleistocene period spread over the eroded bedrock surface developed during the millions of years of the Cambrian period. Four of these glacial advances and depositions are evident and identified in Iowa. These glacial occurrences are represented by sheetlike deposits referred to as glacial till and are named, from oldest to youngest, the Nebraskan, Kansan, Illinoian and Wisconsin. The tills are unsorted, unstratified mixtures of clay, silt, sand, gravel and boulders deposited as glacial debris ahead of the ice margin and throughout the area during glacial melting and retreat. The glacial till cover in Iowa averages 200 feet in thickness and ranges from zero in the extreme northeast part of the state to a known maximum of 615 feet in Crawford County of western border of Iowa. Between each of these stages of glaciation were the interglacial stages, the Aftonian, Yarmouth and Sangamon which are represented mainly by weathered horizons or soil profiles developed on the earlier deposits. In stream valleys formed by melting waters, glacial debris was deposited in flood plains in terraces. This debris referred to as alluvium consists primarily of sand and gravel interbedded with silt and clay. In addition to water transported material are also deposits of wind-transported silt-sized material called loess. These loess deposits are especially noteworthy along the Missouri River in western Iowa where thicknesses exceed 100 feet.

In Iowa all four glacial advances and the interglacial periods are recognized; however, not all the state was covered by all glacial occurrences. In Lee County, the location of the proposed project, the Illinoian and the Kansan meet in a north-south line covering the earlier Nebraskan. The youngest glacier, the Wisconsin and the interglacial periods preceding did not reach the southern three tiers of counties. The project area is located on the alluvium deposited by the original Mississippi River. Topography developed on the Illinoian till in a similar way as it did on the Kansan till, the main difference being one of development rather than type, with progressively more mature topography on the Kansan till. In the Illinoian area dissection has cut deeply into the Kansan and in some places in the Nebraskan, the earliest glacier; the topography being strictly erosional. The prominent flat areas of Lee County are the uplands. These upland divides are well drained by a pattern of shallow valleys which deepen into steep-walled gorgelike ravines as they approach major streams. The streams have developed extensive flood plains in their lower reaches.

The development of soil is dependent upon the parent material that the particular soil type is formed upon. Ninety-five percent of the Iowa soils are formed from material transported from the site of the parent rock material and redeposited at a new location by ice, water and wind. The principal parent materials, therefore, are glacial drift, loess and alluvium.

The classification of soils is based upon profile, physical and chemical properties and the range in properties. Soil association areas are named by including together soil types that form patterns which are repeated from field to field and from farm to farm within a certain geographical area. To help understand the soils and their characteristics, major soil types have been grouped into soil association areas. Twenty principal soil association areas have been recognized in Iowa.

The proposed project is located in the Lindley-Keswick-Weller soil association which occurs in south central and southeastern Iowa occupying approximately 3% of the state. The topography is fairly steep with narrow sloping ridges. Shale is exposed in places on steep slopes along the major streams. Oak-hickory forest is the main native vegetation with some areas of mixed grass and forests.

The Weller soils occur on slopes of one to nine percent, formed from loess under influence of timber vegetation. These are moderately well to poorly drained. The Keswick soils occur downslope from the Weller soils, also moderately well to poorly drained soils. The Lindley soils are well to moderately well-drained soils that occur on strongly sloping to steep topography below the Keswick and Weller soils. Alluvium derived soils occur in the drainageways and bottomlands.

These include Coppock, Chariton, Chequest, Colo, Nodaway and Wabash soils which are miscellaneous soils that occur in many of the soil association areas. These soils of the floodplain frequently suffer from seasonal wetness because of flooding and poor internal drainage characteristics.

A large percentage of the soils of this association are used for pasture and timber because of the steep slopes and the severe erosion hazard when cultivated. The cultivated areas are confined to the crests of divides and first and second bottomlands. The topography and physical characteristics of the soils limit the potential for the production of cultivated crops.

Alternates Considered

Description of Proposed Alternates

Several alternatives to the proposed relocation have been considered in the development of this project. (See Figure 4). A common beginning and ending terminus was established for the alternatives so that each could be studied on an equal basis. The beginning terminus is located approximately one mile west of the west junction of Iowa 2 with U.S. 61. The ending terminus is located in Fort Madison just north of the east junction of Iowa 2 with U.S. 61 at Avenue C. The proposed alignment is shown as Alternate 4A.

Alternate No. 1 -- would follow the present alignment of U.S. 61 from the beginning to the end of the project. The total length of Alternate 1 would be 6.54 miles of which 2.30 miles would be rural and 4.24 miles would be urban. Estimated average right-of-way width would be 250 feet for the rural portion of the project and 100 feet for the urban portion. This alternate would involve a total right-of-way need of approximately 1 21 acres and would displace 14 families.

Alternate 1 is a reconstruction of the existing highway along the present alignment. Along most of its route through Fort Madison it is lined by commercial properties. Although it would not actually displace many businesses, widening of the present corridor would be disruptive to the large number of businesses and to the residential property lining the present route. Parking is presently permitted along most of the route. Widening of the route would eliminate this on-street parking. Those businesses and residences with direct access to U.S. 61 are responsible for the growing conflict between vehicles entering and leaving the highway and through traffic. In order to eliminate this conflict, most of these frontage homes and businesses would have to be removed. Commercial activity along U.S. 61 represents a major portion of the city's economic activity. Therefore, friction between vehicles entering and exiting from the roadway and through traffic will not be alleviated by this alternate.

Alternate No. 1Y -- would be 6.45 miles of which 2.30 miles would be rural and 4.15 miles would be urban. Of the total project length for this alternate, 0.3 mile would be on new location. Estimated average right-of-way width would be 250 feet for the rural portion of the project and 100 feet for the urban portion. This alternate would involve a total right-of-way need of approximately 120 acres and would displace 39 families.

Alternate 1Y is a minor variation of Alternate 1 which was designed to improve traffic flow by improving the horizontal alignment of the present route in the area between 18th and 16th Street. This short relocation would increase project costs and would increase the disruption of residential areas. Traffic service would be improved slightly over that for Alternate 1 but the basic problems of Alternate 1 would remain.

Although Alternates 1 and 1Y would carry heavy traffic volumes they would not substantially reduce congestion on interior streets. Of all the alternates proposed they would cause the most disruption of public utilities in the project corridor.

Alternate No. 2 -- would leave the present alignment of U.S. 61 on the curve just east of the beginning of the project. It would head northeast crossing Iowa 2 approximately 1500 feet northwest of the present U.S. 61 - Iowa 2 junction. The alternate would follow an alignment just south of a mobile home park and just north of the DuPont factory in northwest Fort Madison. It would enter a residential area at 35th Street between Avenue E and Avenue D. The alternate would turn and continue east to 24th Street where the roadway would divide into one-way pairs on Avenue E and Avenue F for the remainder of the project length. The total length of Alternate 2 would be 6.23 miles of which 2.34 miles would be rural and 3.89 miles would be urban. Of the total project length for this alternate, 4.1 miles would be on new location. Approximate right-of-way width would be 250 feet for the rural portion of the project and 100 feet for the urban portion except along the one-way pairs. Approximate right-of-way width would be 60 feet except along each of the one-way pairs on Avenues E and F between 24th Street and the end of the project where the existing street right-of-way would be utilized. This alternate would involve a total right-of-way need of approximately 124 acres and would displace 65 families.

Although this alignment would provide a considerably improved traffic flow when compared to the present facility, it would result in the disruption of recent housing developments. Alternate 2 also passes in close proximity to four schools, twelve churches, and two parks. The introduction of highway traffic into such a corridor would inhibit pedestrian traffic in these areas and create potential safety problems. The use of one-way pairs is generally not the best means of improving total traffic service. The inherent operational characteristics of one-way pairs cause traffic-service alterations and disruption of traffic patterns on the adjacent streets. Alternate 2 also requires the diversion of agricultural land and wildlife habitat to highway uses.

Alternate No. 2X -- would follow the same alignment as Alternate 2 through Fort Madison but would follow a different alignment through the rural area west of Fort Madison. Alternate 2X would follow the present alignment of U.S. 61 from the beginning of the project to approximately 0.9 mile east of the junction with Iowa 2. From this point the alignment would extend northeast and return to the alignment of Alternate 2 just inside the west corporate limits. The total length of Alternate 2X would be 6.48 miles of which 2.55 miles are rural and 3.93 miles are urban. Of the total project length for this alternate, 2.5 miles would be on new location. Approximate right-of-way width would be 250 feet along the rural portion of the project and 100 feet along the urban portion except along the one-way pairs. The estimated right-of-way width would be 60 feet along each of the one-way pairs. This alternate would involve a total right-of-way need of approximately 131 acres and would displace 65 families.

Alternate 2X would be very similar to Alternate 2 but would have a shorter segment of its length on new location. It would sever less agricultural land than Alternate 2 and would better serve existing development along the corridor. It would also provide adequate service to the new industrial park five miles west of the city limits. Use of the one-way pairs between 24th Street and the end of the project would provide service to the central business district but would create new traffic patterns in the CBD because the one-way pairs would pass north of the CBD, not through it, as does present U.S. 61. Both Alternates 2 and 2X remove a substantial amount of agricultural land from production. This removal of agricultural land from production also represents a disruption of wildlife habitat as agricultural land in this vicinity also constitutes wildlife habitat.

Alternate No. 3 -- would follow the same alignment as Alternate 2 from the beginning of the project to approximately 0.5 mile east of the west corporate limits of Fort Madison. It would continue northeast across the north corporate limits to curve back east just north of the Fort Madison Senior High School. It would follow an alignment just north of the corporate limits two miles and then curve southeast to re-enter the city limits near 6th Street. The total length of Alternate 3 would be 6.30 miles of which 3.63 miles would be rural and 2.67 miles would be urban. Of the total project length for this alternate, 6.3 miles would be on new location. Approximate right-of-way width would be 250 feet for the rural portion of the project and 100 feet for the urban portion. This alternate would involve a total right-of-way need of approximately 129 acres and would displace 21 families.

Alternate 3 would be a relocation further to the north, skirting the edge of Fort Madison just along the bluff line. The line would pass through open land most of which is undeveloped. The section to the west of Fort Madison would require the diversion of agricultural land while the section to the north of Fort Madison would necessitate removal of timber in the bluffs. It would destroy several large areas of high quality timbered wildlife habitat. This alignment would have a much greater negative impact on wildlife habitat than the other alignments because it would pass through several large wooded tracts along the bluffs and because it will remove a substantial amount of agricultural land from production, land which in this case is synonymous with wildlife habitat.

In addition, due to the ruggedness of the terrain along the bluff, this alignment would require much more extensive cutting and filling than the other alignments. Slope stabilization also would be a serious and continuing problem in this area if the highway were constructed through the bluffs.

This alternate does not solve the traffic problems of the area because it fails to provide service to the central business district. The amount of traffic removed from the present facility would not be enough to improve its traffic flow significantly.

Alternate No. 4 -- follows the present alignment of U.S. 61 from the beginning of the project to near 40th Street in Fort Madison. From 40th Street the alignment curves to the southeast to just south of Avenue O, then easterly to near 30th Street, then northeasterly along the Burlington-Northern Railroad to near 20th Street just north of Avenue M, then easterly to just west of 13th Street, then north on 13th Street and 12th Street to Avenue H (present U.S. 61). Twelfth Street and 13th Street would become one-way streets with northbound traffic using 12th Street and southbound traffic using 13th Street. The total length of Alternate 4 is 6.50 miles of which 2.30 miles are rural and 4.20 miles are municipal. Of the total project length for this alternate, 1.7 miles would be on new location. Approximate right-of-way width would be 250 feet for the rural portion of the project and 100 feet for the urban portion, except along the one-way pairs where the estimated right-of-way width would be 60 feet along each street. This alternate would involve a total right-of-way need of approximately 121 acres and would displace 146 families.

Alternate No. 4A -- the recommended alternate would follow the same alignment as Alternate 4 except for a shift in the line in the vicinity of 40th Street. The alternate would leave the present alignment of U.S. 61 approximately 400 feet west of 40th Street and continues southeast to 35th Street south of Avenue Q. It would then turn northeast to parallel the Burlington-Northern Railroad tracks to 30th Street where it would return to the alignment of Alternate 4. The total length of Alternate 4A would be 6.54 miles of which 2.30 miles would be rural and 4.24 miles would be urban. Of the total project length for this alternate, 1.8 miles would be on new location. Approximate right-of-way width would be 250 feet for the rural portion of the project and 100 feet along the urban portion except along the one-way pairs. Along the one-way pairs, the existing street right-of-way would be utilized. The average right-of-way along each one-way pair would be 60 feet. This alternate would involve a total right-of-way need of approximately 122 acres and would displace 123 families.

Alternate 3 would be a relocation further to the north, skirting the edge of Fort Madison just along the bluff line. The line would pass through open land most of which is undeveloped. The section to the west of Fort Madison would require the diversion of agricultural land while the section to the north of Fort Madison would necessitate removal of timber in the bluffs. It would destroy several large areas of high quality timbered wildlife habitat. This alignment would have a much greater negative impact on wildlife habitat than the other alignments because it would pass through several large wooded tracts along the bluffs and because it will remove a substantial amount of agricultural land from production, land which in this case is synonymous with wildlife habitat.

In addition, due to the ruggedness of the terrain along the bluff, this alignment would require much more extensive cutting and filling than the other alignments. Slope stabilization also would be a serious and continuing problem in this area if the highway were constructed through the bluffs.

This alternate does not solve the traffic problems of the area because it fails to provide service to the central business district. The amount of traffic removed from the present facility would not be enough to improve its traffic flow significantly.

Alternate No. 4 -- follows the present alignment of U.S. 61 from the beginning of the project to near 40th Street in Fort Madison. From 40th Street the alignment curves to the southeast to just south of Avenue O, then easterly to near 30th Street, then northeasterly along the Burlington-Northern Railroad to near 20th Street just north of Avenue M, then easterly to just west of 13th Street, then north on 13th Street and 12th Street to Avenue H (present U.S. 61). Twelfth Street and 13th Street would become one-way streets with northbound traffic using 12th Street and southbound traffic using 13th Street. The total length of Alternate 4 is 6.50 miles of which 2.30 miles are rural and 4.20 miles are municipal. Of the total project length for this alternate, 1.7 miles would be on new location. Approximate right-of-way width would be 250 feet for the rural portion of the project and 100 feet for the urban portion, except along the one-way pairs where the estimated right-of-way width would be 60 feet along each street. This alternate would involve a total right-of-way need of approximately 121 acres and would displace 146 families.

Alternate No. 4A -- the recommended alternate would follow the same alignment as Alternate 4 except for a shift in the line in the vicinity of 40th Street. The alternate would leave the present alignment of U.S. 61 approximately 400 feet west of 40th Street and continues southeast to 35th Street south of Avenue Q. It would then turn northeast to parallel the Burlington-Northern Railroad tracks to 30th Street where it would return to the alignment of Alternate 4. The total length of Alternate 4A would be 6.54 miles of which 2.30 miles would be rural and 4.24 miles would be urban. Of the total project length for this alternate, 1.8 miles would be on new location. Approximate right-of-way width would be 250 feet for the rural portion of the project and 100 feet along the urban portion except along the one-way pairs. Along the one-way pairs, the existing street right-of-way would be utilized. The average right-of-way along each one-way pair would be 60 feet. This alternate would involve a total right-of-way need of approximately 122 acres and would displace 123 families.

The advantages and disadvantages of Alternates 4 and 4A are similar in most instances. Both alignments provide better traffic service than the other alternatives. Both alignments will cause displacement in the Mexican-American settlement. Alternate 4A, however, was found to have several advantages over Alternate 4 as well as other alternates. Alternate 4A will best serve the industry and commerce of Fort Madison. This alternate will draw truck and through traffic away from schools, churches and other neighborhood facilities, while at the same time providing better access to the industries. Alternate 4A follows an alignment south of the Mexican-American neighborhood as much as possible; Alternate 4, however, will split part of the neighborhood, thereby actually affecting more families, those remaining as well as those displaced. Alternate 4A by paralleling the railroad would also provide a better natural barrier between the industrial and residential area.

The final alternative that must be considered in the development of any public works project is the possibility of doing nothing. In this case, the existing conditions would be left to deteriorate. It was felt that the best interests of the citizens of Fort Madison and of Iowa as a whole required that some action be taken to improve traffic service and safety.

Typical cross sections of the proposed construction (Figures 7-13) and aerial photographic plates showing the proposed alignments appear on the following pages.

Construction Cost

The initial estimated costs as presented at the public hearing and in the December 18, 1972 Location Study Report are shown in the following table.

TABLE 3

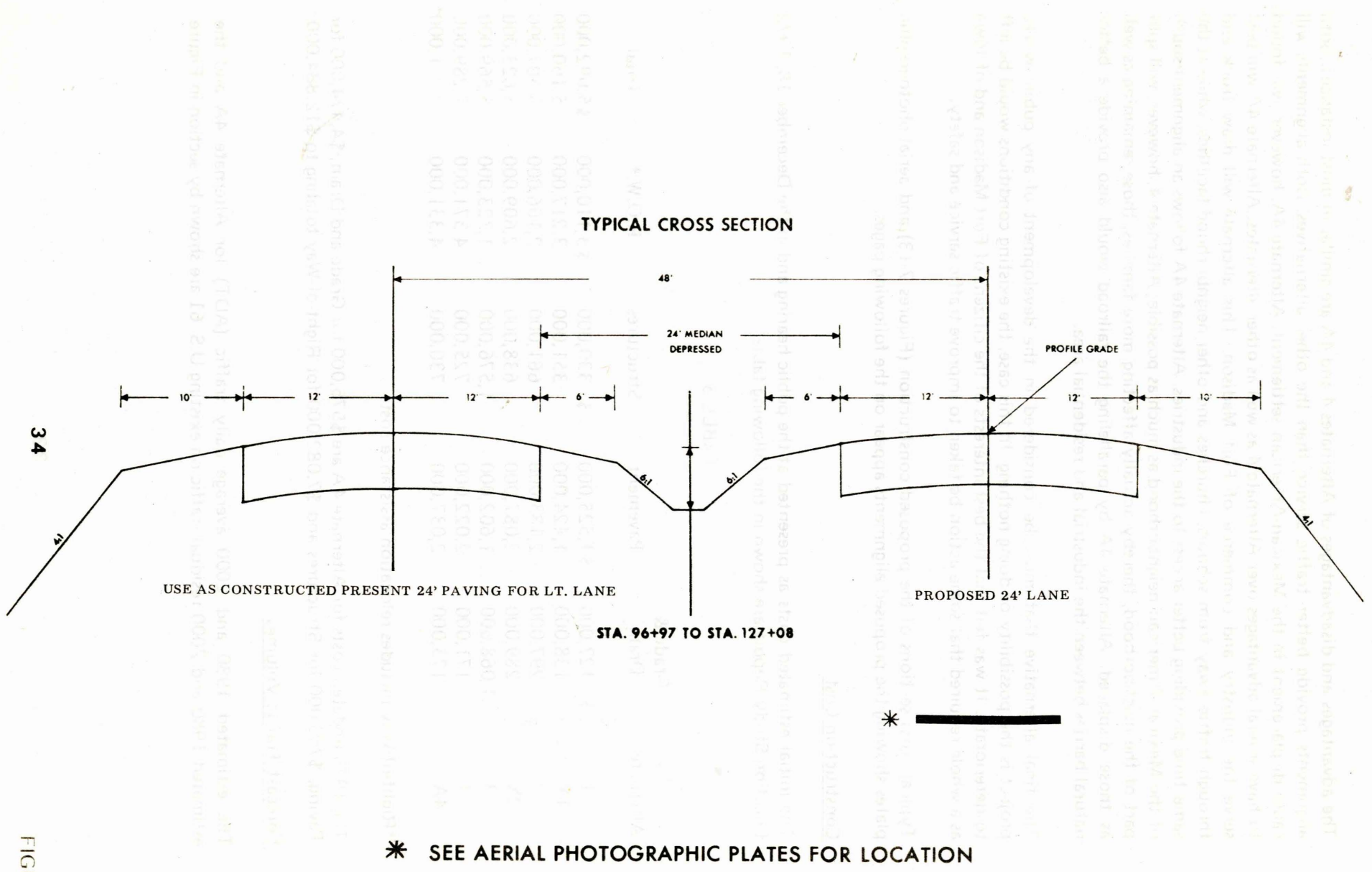
Alternate	Grade & Drain	Pavement	Structures	R.O.W.*	Total
1	\$ 127,000	\$ 1,525,000	\$ 330,000	\$ 3,110,000	\$ 5,092,000
1Y	138,000	1,424,000	351,000	3,217,000	5,160,000
2	297,000	2,183,000	661,000	2,166,000	5,307,000
2X	289,000	2,087,000	638,000	2,609,000	5,623,000
3	1,068,000	1,602,000	1,576,000	1,323,000	5,569,000
4	171,000	2,022,000	725,000	4,371,000	7,289,000
4A	173,000	2,037,000	730,000	4,331,000	7,271,000*

*Right-of-Way includes relocation assistance costs.

The 1975 updated costs for Alternate 4A are \$575,000 for Grade and Drain, \$4,474,000 for Paving, \$753,000 for Structures and \$7,082,000 for Right-of-Way totaling to \$12,884,000.

Forecast Traffic Volumes

The estimated 1980 and 2000 average daily traffic (ADT) for Alternate 4A and the estimated 1980 and 2000 residual traffic on existing U.S. 61 are shown by section in Figure



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FIGURE 7

NOTE: ALL TYPICAL DIMENSIONS ARE SUBJECT TO CHANGE DURING FINAL DESIGN

TYPICAL CROSS SECTION

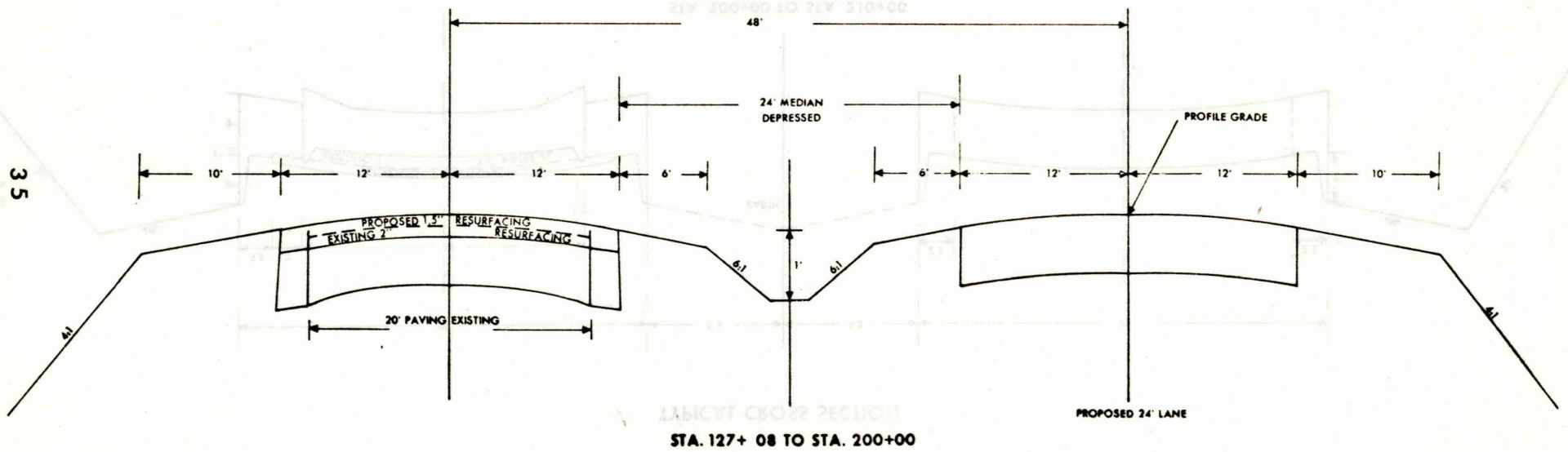


FIGURE 8

TYPICAL CROSS SECTION

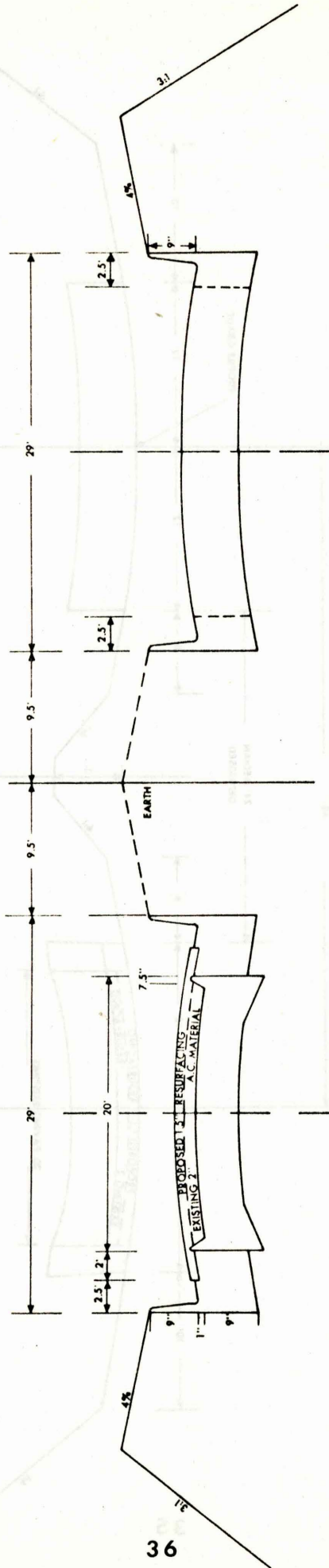


FIGURE 9

TYPICAL CROSS SECTION

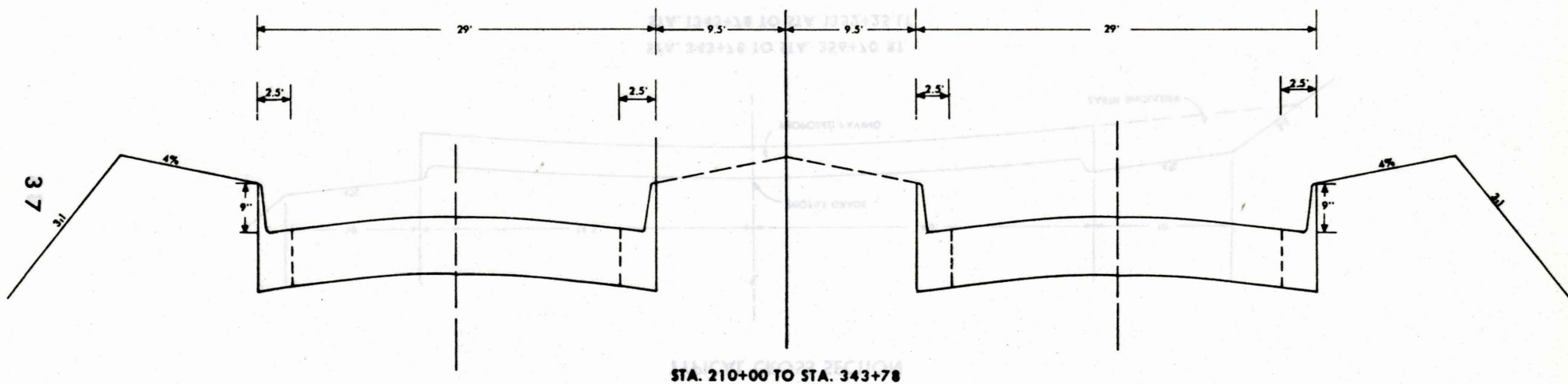
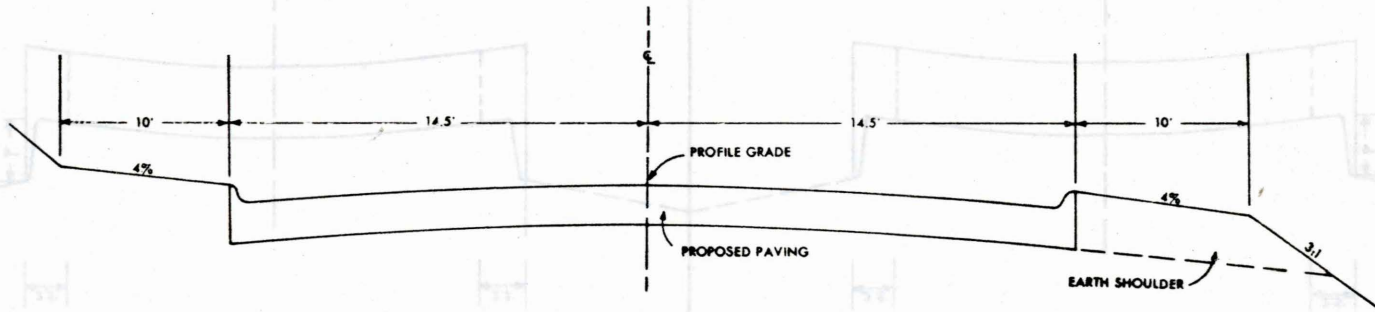


FIGURE 10

TYPICAL CROSS SECTION

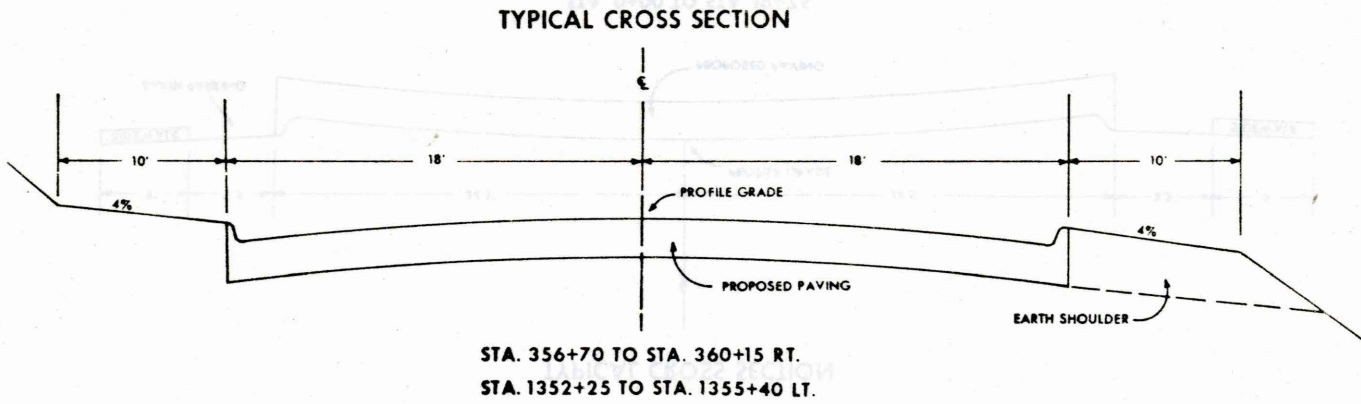


STA. 343+78 TO STA. 356+70 RT.
STA. 1343+78 TO STA. 1352+25 LT.

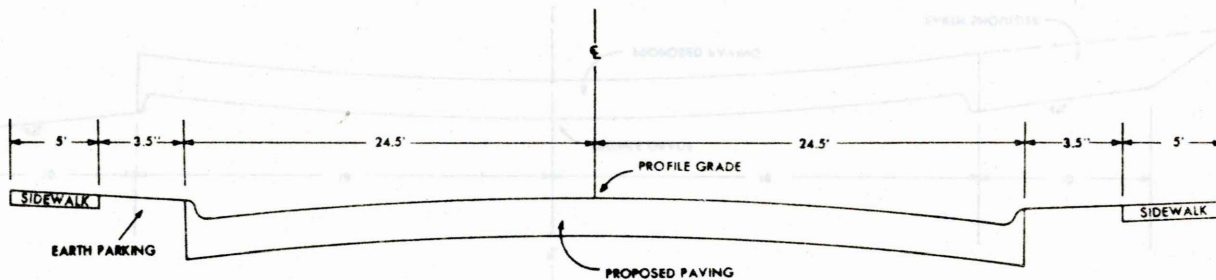
TYPICAL CROSS SECTION



FIGURE 11

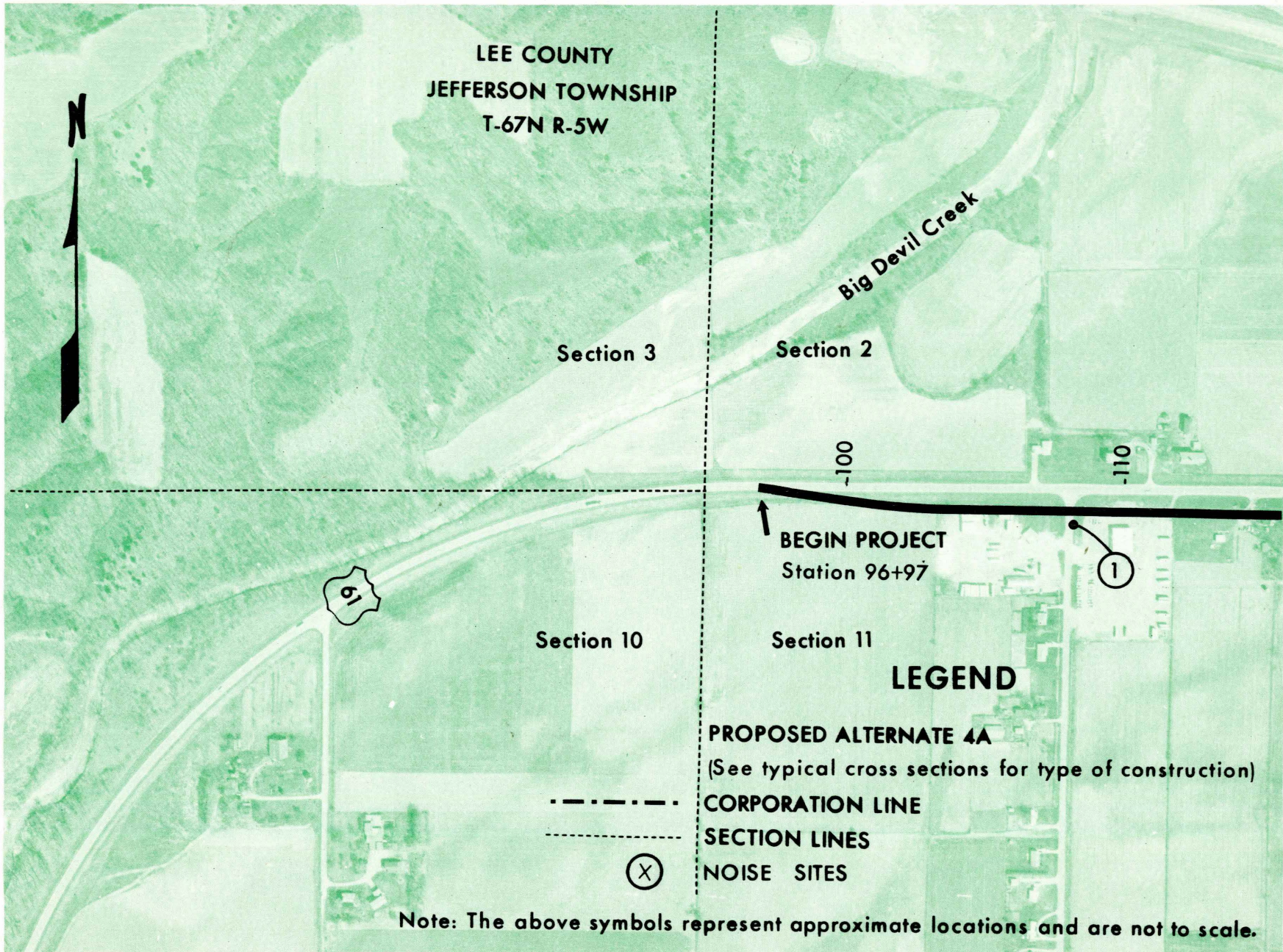


TYPICAL CROSS SECTION

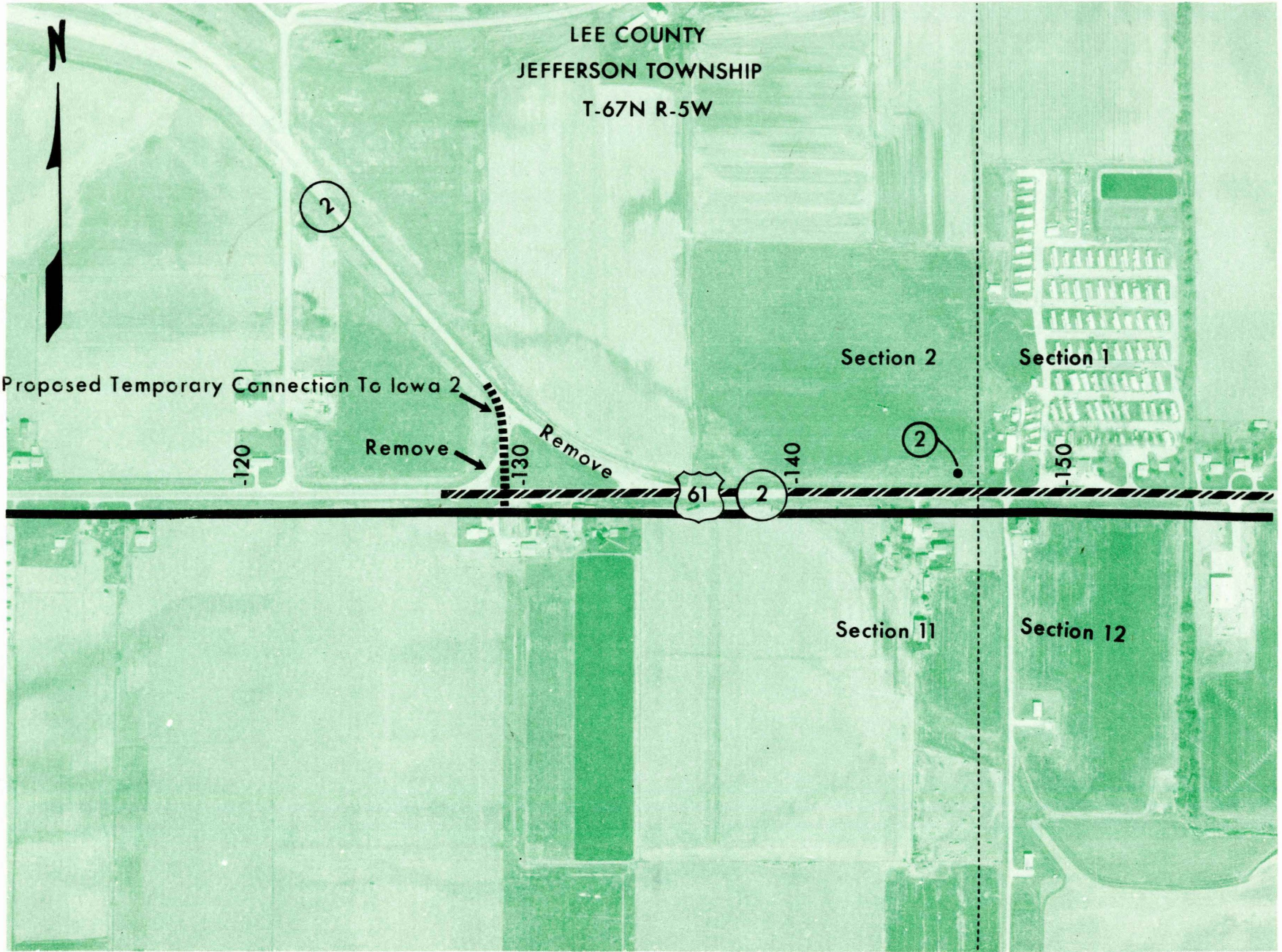


STA. 0+00 TO STA. 19+75

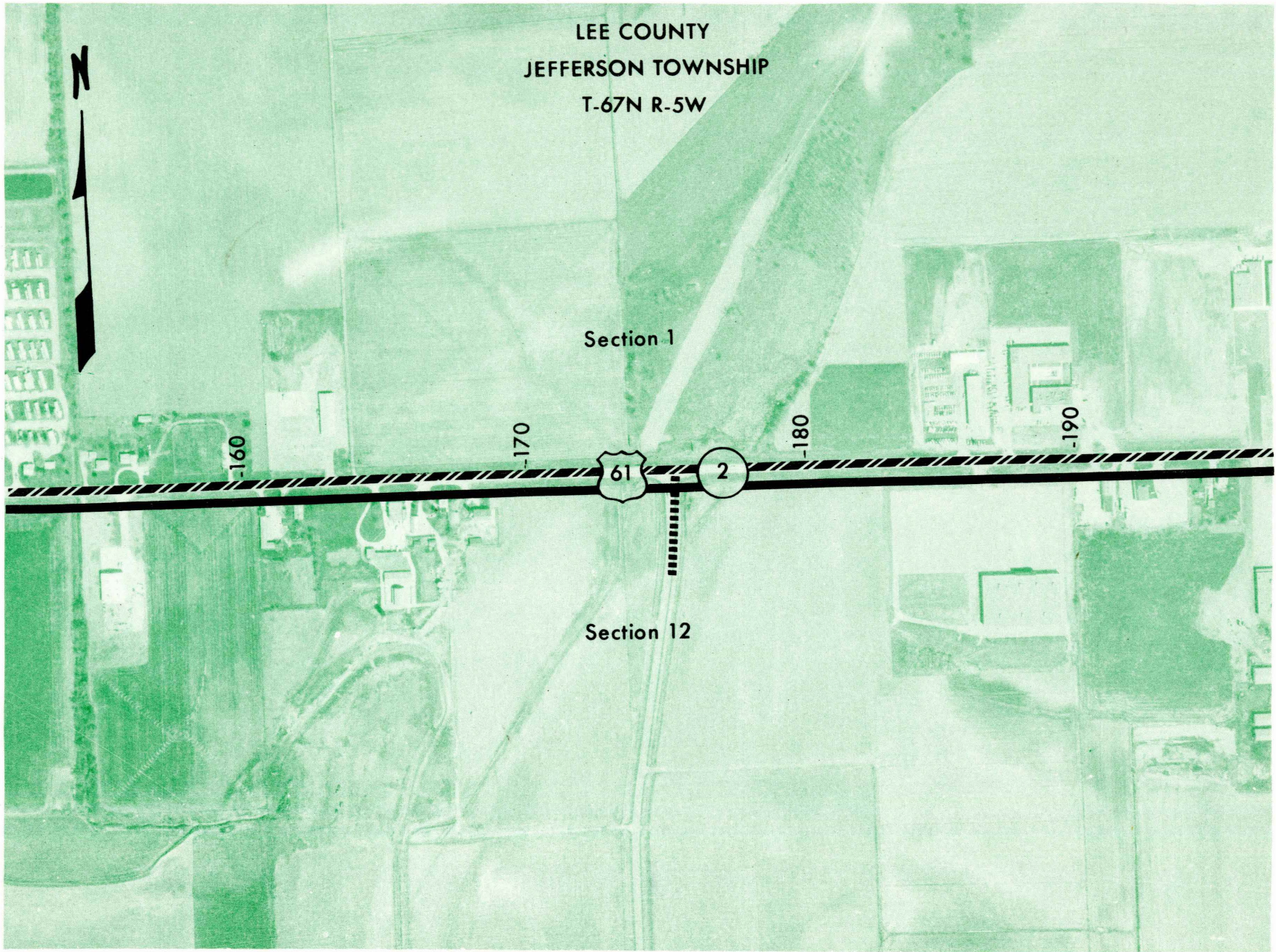




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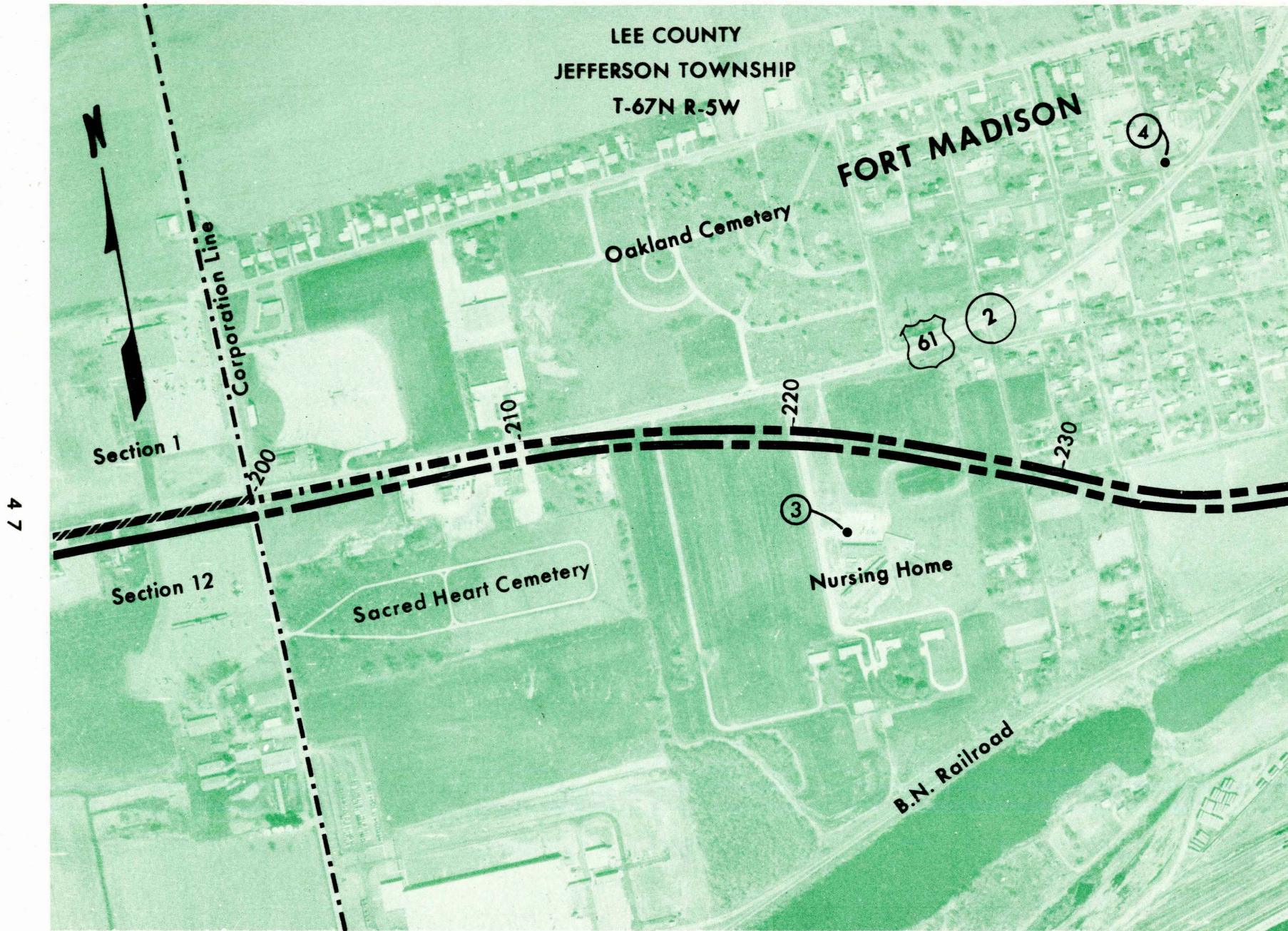


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IOWA STATE HIGHWAY COMMISSION

SCALE: 1 in. = 500 ft.

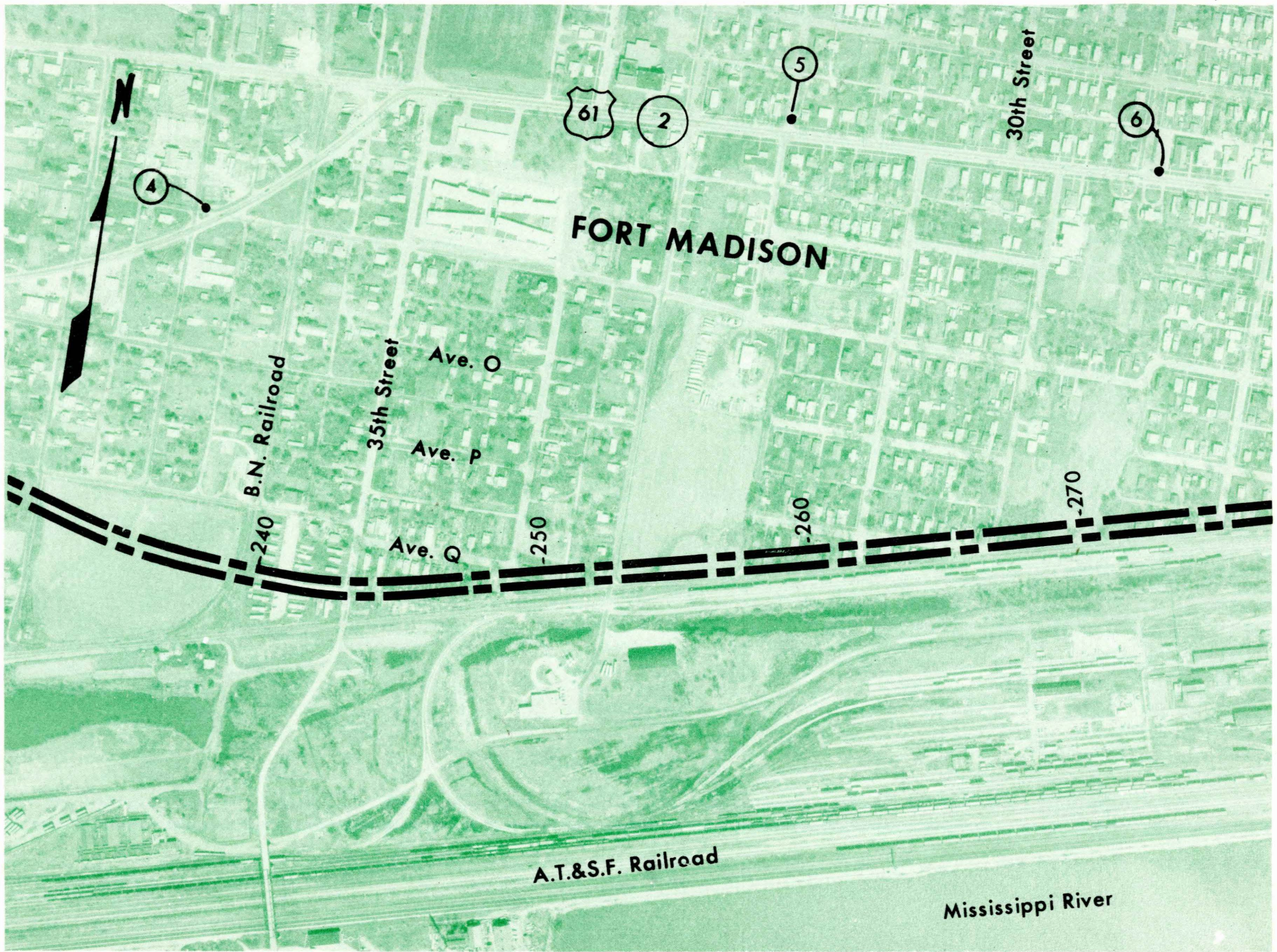
PLATE 3



IOWA STATE HIGHWAY COMMISSION

SCALE: 1 in. = 500 ft.

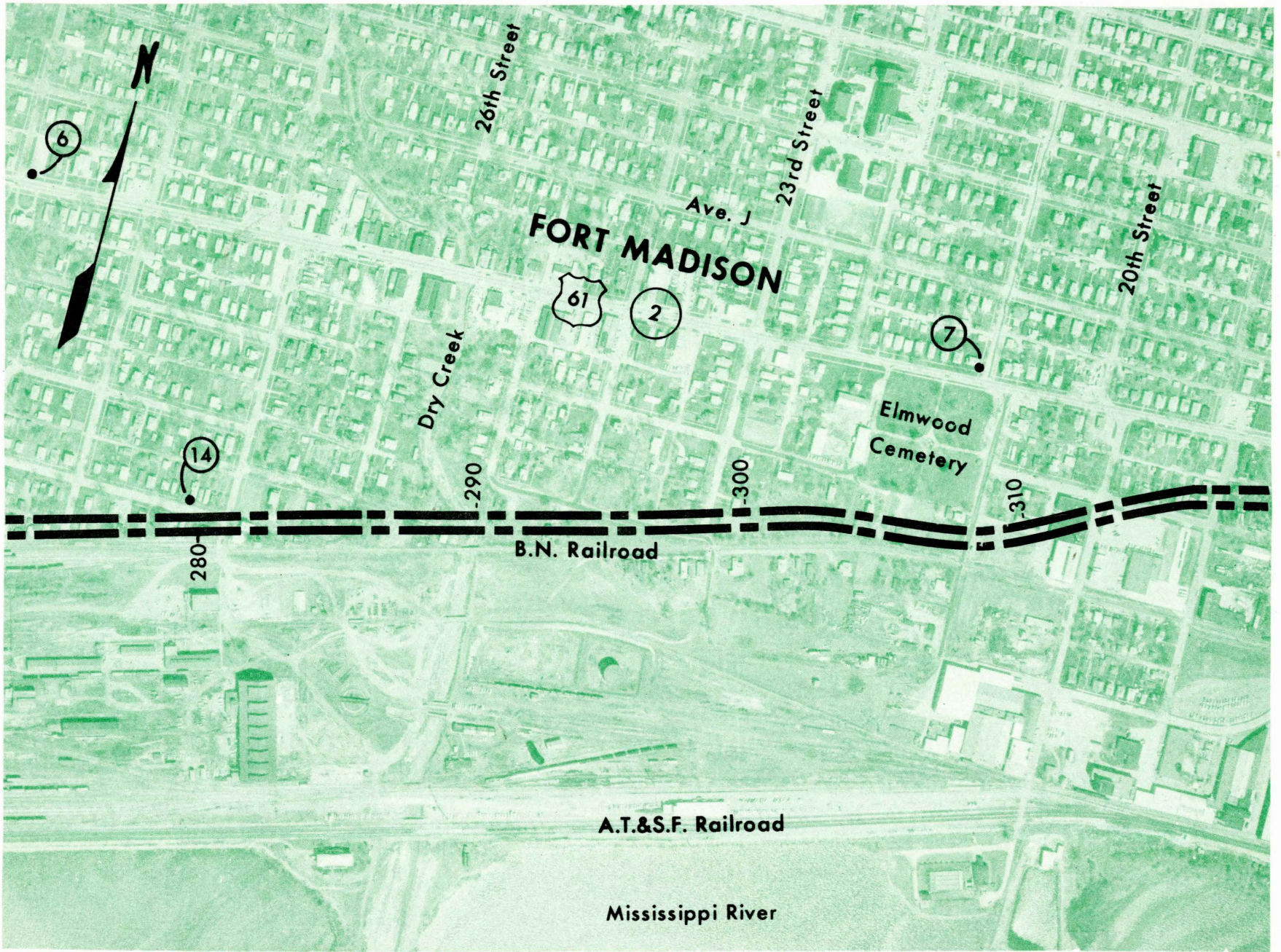
PLATE 4

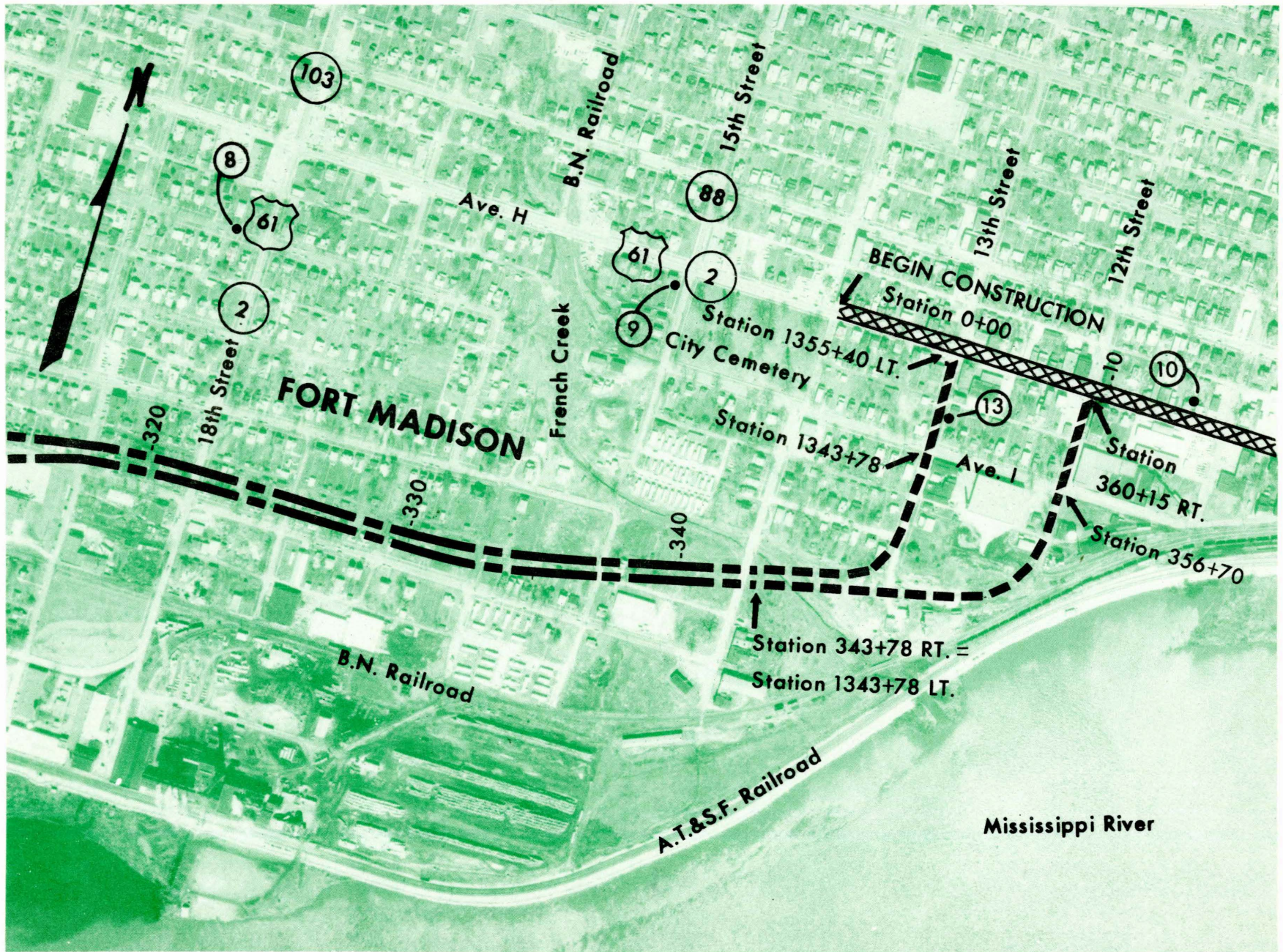


IOWA STATE HIGHWAY COMMISSION

SCALE: 1 in. = 500 ft.

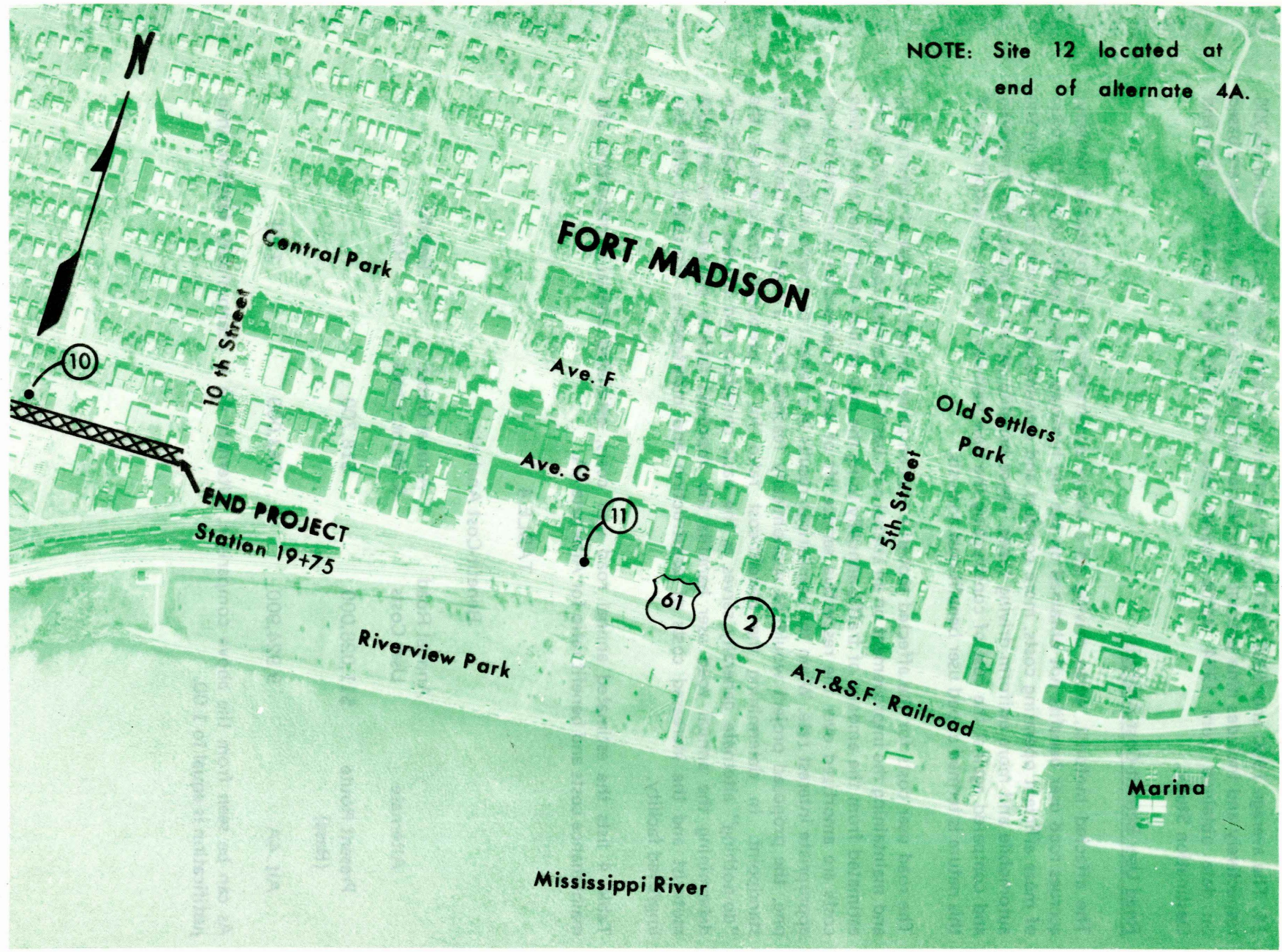
PLATE 5





53

NOTE: Site 12 located at
end of alternate 4A.



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14. The average 1980 and 2000 ADT for all sections of Alternate 4A is 11,200 and 16,900 respectively and includes nine percent commercial vehicles. These traffic volumes are based on data obtained from 1974 traffic counts and the 1962 Fort Madison Origin and Destination Study.

Road User Benefit-Cost Analysis

The affected motorist, when driving on a newly constructed or reconstructed highway, accrues road user benefits not obtained on the old highway. These benefits are in the form of more efficient operating costs, more comfort and convenience, less wear and tear on the automobile and more uniform driving times. These benefits can all be monetarily measured and compared against the cost of constructing the new highway facility. A comparison of this nature is termed a road user benefit-cost analysis.

The road user costs for the affected motorist are compared against the cost of constructing and maintaining the improvement on an annual cost basis. The annual road user costs can be estimated from the amount of traffic annually using the new facility while the construction costs are amortized over the respective service life of each construction component at an appropriate interest rate. When the comparison results in a benefit-cost ratio of greater than one, the proposed project would be economically feasible from a road user benefit-cost standpoint. In determining the benefit-cost ratio for a proposed improvement the "do-nothing" alternate generally serves as the basic condition and is used as a basis for determining the annual road user benefits the improved facility provides the affected motorist and the increased costs of construction and maintenance associated with the improved facility.

Table 4 lists the estimated annual road user costs, estimated annual construction and maintenance costs and benefit ratio for Alternate 4A.

TABLE 4

Benefit-Cost Analysis

Alternate	Annual Road User Costs	Annual Const. & Maint. Costs	Benefit Ratio
Present Route (Base)	\$11,028,000	\$18,700	---
Alt. 4A	9,924,900	943,000	1.20

As can be seen from the above comparison, Alternate 4A is economically feasible when justification is equal to 1.00.

ESTIMATED 1980 - 2000 TRAFFIC FOR ALTERNATE 4A

AND

ESTIMATED 1980 - 2000 RESIDUAL TRAFFIC

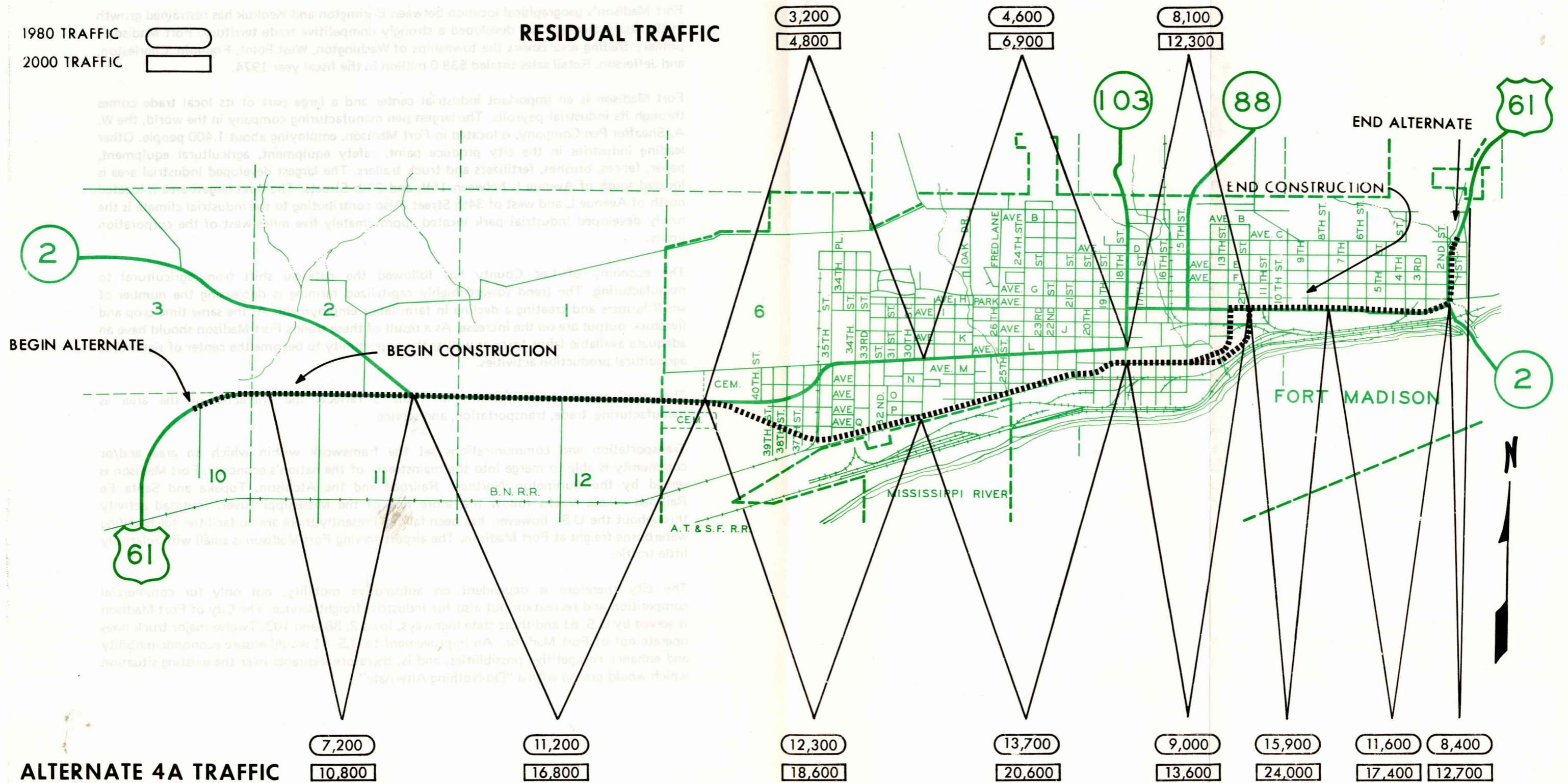


FIGURE 14

Social, Economic and Environmental Studies

Economic Factors

Fort Madison's geographical location between Burlington and Keokuk has restrained growth in the study area and has developed a strongly competitive trade territory. Fort Madison's primary trading area covers the townships of Washington, West Point, Franklin, Charleston, and Jefferson. Retail sales totaled \$38.0 million in the fiscal year 1974.

Fort Madison is an important industrial center and a large part of its local trade comes through its industrial payrolls. The largest pen manufacturing company in the world, the W. A. Sheaffer Pen Company, is located in Fort Madison, employing about 1,400 people. Other leading industries in the city produce paint, safety equipment, agricultural equipment, paper, fences, brushes, fertilizers and truck trailers. The largest developed industrial area is located south of Avenue L between 15th and 20th Streets. The next largest area is located north of Avenue L and west of 34th Street. Also contributing to the industrial climate is the newly developed industrial park located approximately five miles west of the corporation limits.

The economy of Lee County has followed the national shift from agricultural to manufacturing. The trend toward highly capitalized farming is decreasing the number of small farmers and creating a decline in farm labor employment. At the same time crop and livestock output are on the increase. As a result of these trends Fort Madison should have an adequate available labor force as well as the opportunity to become the center of significant agricultural production activities.

The employment profile shown in Table 5 reflects the character of the area as manufacturing, trade, transportation, and service.

Transportation and communications set the framework within which an area and/or community is able to merge into the mainstream of the nation's economy. Fort Madison is served by the Burlington Northern Railroad and the Atchison, Topeka and Santa Fe Railroad whose tracks follow the shore line of the Mississippi River. Railroad activity throughout the U.S., however, has been falling. Presently there are no facilities for handling waterborne freight at Fort Madison. The airport serving Fort Madison is small with relatively little traffic.

The city therefore is dependent on automotive mobility, not only for commercial competition and recreation but also for industrial freight service. The City of Fort Madison is served by U.S. 61 and three state highways, Iowa 2, 88, and 103. Twelve major truck lines operate out of Fort Madison. An improvement to U.S. 61 would ensure economic mobility and enhance competitive possibilities, and is, therefore desirable over the existing situation which would prevail with a "Do-Nothing Alternate".

TABLE 5

Industry Affiliation of Employed Fort Madison Employees as compared with the State of Iowa Averages, in Percent - 1970

Industry	Fort Madison	State of Iowa
Agriculture, Forestry & Fisheries	0.5	12.8
Mining	--	0.2
Construction	1.2	4.9
Durable Goods Manufacturing	24.1	11.1
Non-Durable Goods Manufacturing	13.4	8.1
Transportation, Communications and Other Public Utilities	13.0	5.5
Wholesale and Retail Trade	17.5	20.5
Finance, Insurance and Real Estate	2.2	4.2
Business and Repair Services	2.0	2.2
Personal Services	5.4	4.2
Entertainment and Recreational Services	0.3	0.6
Professional and Related Services	13.6	17.8
Public Administration	6.7	3.5
Industry Not Reported	0.1	4.3
	<u>100.0</u>	<u>100.0</u>

Source: General Social and Economic Characteristics, Iowa, 1970 Census of Population, U.S. Department of Commerce, Bureau of the Census.

Alternates 1 and 1Y follow present alignment through the commercial district but traffic service would not be greatly improved. Also more commercial entrances and buildings would be affected. Parking would have to be removed in an area where parking space is at a premium. Loss of parking would also take money from the city. Alternate 1Y has the added disadvantage of a diagonal shift through a dense residential - commercial area.

The west end of Alternate 2X, by following more of the present alignment, will better serve the existing development as well as sever less agricultural land than Alternate 2. Both should provide adequate service to the new industrial area west of town. Alternates 2 and 2X, the common alignment at the one-way pairs, should serve the commercial district, but not without new difficulties. The one-way pairs pass to the north of the central business district creating new traffic patterns.

Alternate 3 would not improve service to the central business district nor to the major industrial areas.

Relocation along the railroad tracks (Alternates 4 and 4A) provides the opportunity to serve the central business district as well as other major transportation terminals with excellent highway service. Current land use to the south of the railroad tracks along the relocated portion of these alternates is primarily industrial-commercial. The construction of a

four-lane facility should be a great asset to this industry. The removal of the needed residential properties from the tax rolls should have little effect on the tax base as taxes in this area are low. The proposed alignment, Alternate 4A, (staying south of the residential area) would have less effect than Alternate 4 which splits the neighborhood. Alternate 4A would also have less individual economic effect on the neighborhood residents as fewer homes would be taken.

Evaluation of alternates, then, for both displacement of families and replacement housing is based on the number of people displaced and the difficulties involved in finding housing.

Protection of property values is another important objective in highway planning, and ideally, a highway improvement will boost values of adjacent properties. Alternates 1 and 1Y will probably not change property values unless improved access to the business district raises values slightly. Alternates 2 and 2X may tend to decrease values in the residential areas, specifically in the new housing area, as the traffic may discourage residential growth.

Alternate 3 could encourage growth to the north thereby increasing land values. Alternates 4 and 4A should boost the land values along the corridor as either will serve the existing industrial area and encourage new commercial and industrial growth. The proposed alignment, Alternate 4A, avoids more residential area and allows for better growth. Recent commercial and industrial growth has been developing west of town. The west ends of all alternates should help to encourage this commercial and industrial development and perhaps raise property values.

The conduct of government in Fort Madison will not be directly affected by this project. No public service facilities will be eliminated by construction of the highway.

The project will have little direct impact on the cost of financing of government in Fort Madison. Some property will be removed from the tax rolls due to right-of-way acquisition. Alternates 4 and 4A could increase tax revenues due to the highway contributing to a rise in value of the land from low-cost residential to commercial-industrial.

Alternates 1 and 1Y will require the removal of parking and could cause a decrease in revenue. More commercial development would be taken by Alternate 1Y. Alternate 2 and 2X will take agricultural land out of production (2 more than 2X) and, if property values are lowered in the new housing development area due to the highway, revenue for the city would be decreased. Alternate 3 also would require taking agricultural land but it is estimated that this effect on city finances by Alternates 2, 2X, and 3, would be offset by any commercial or industrial development resulting.

Regional and Community Growth

Table 6 shows growth trends for Lee County, Fort Madison and other towns in the county. It is interesting to note that while the population of the county and largest cities (Fort Madison and Keokuk) decreased, the population of the smaller surrounding towns increased.

High land and building prices have influenced this direction of growth. Commuting has always been extensive in the rural areas and the recent population trend increased this practice. Data from Fort Madison industries indicate that as much as 35 to 50% of the employed labor forces live outside of the city.*

TABLE 6

Population

	1950	1960	1970
Lee County	43,102	44,207	42,996
Fort Madison	14,954	15,247	13,996
Donnellson	589	709	798
Franklin	146	174	111
Houghton	---	---	18
Keokuk	16,144	16,316	14,631
Montrose	643	632	735
St. Paul	113	128	129
West Point	662	758	1,045
Urban Total	33,251	33,964	31,463
Rural Total	9,851	10,243	11,533

Source: Population Data - Iowa 1950-1960-1970, Iowa Municipalities, January, 1971 - U.S. Federal Census

The majority of the residential neighborhoods in Fort Madison consist of single family dwellings and are concentrated in the western third of the city. The southwestern residential area is further characterized by a low-income populace, including a Mexican-American community and other minorities. The central third of the city, geographically, has a varied composition of single family dwellings, multiple family dwellings, commercial, light industry and, to the south near the railroad tracks, heavy industrial. The eastern third of the city is dominated by the central business district and the Iowa State Penitentiary.

Alternates 1 and 1Y follow existing alignment and would not change the existing character of the neighborhood. Alternate 1Y will be disruptive to the residents in the area of the diagonal between Avenue L and Avenue H.

Alternates 2 and 2X have a common alignment within the corporate limits of Fort Madison. Both alternates traverse agricultural land west of Fort Madison. The alignment adversely affects some recent housing developments. The one-way pairs will cause operational conflicts with the activities (church, school, etc.) of the adjacent neighborhood.

Alternate 3 traverses the open area to the north and bypasses any residential clusters. The "Do-Nothing" Alternate with the projected increase in traffic will eventually result in greater noise and congestion, and consequently less safety in the neighborhood.

*A Comprehensive Plan for Fort Madison, Iowa, Don C. Shafer & Assoc., May, 1968, p. 35.

Alternate 4A follows an alignment below the southwest residential area, skirting the heavy industrial area near the railroad tracks. This area is in the process of conversion from residential to commercial - industrial and Alternate 4A should aid in this conversion. Alternate 4 follows the same general alignment except for the alignment extending due east between 40th Street and 30th Street which cuts through a heavier populated residential area resulting in a division of the neighborhood.

Relocation of Individuals and Families Impacts

Relocation assistance, in theory, is simple. In actual practice, it is difficult, complicated and time-consuming. A successful relocation program, in an area such as Alternate 4A through Fort Madison, depends on solving personal problems, both financial and social, in addition to finding replacement property.*

A comprehensive program of relocation assistance operates in Iowa under state and federal legislation. The intent of this program is to insure that those persons being displaced do not suffer disproportionate injuries as a result of highway programs designed for the benefit of the public as a whole. The program assists displaced persons, both owners and tenants, in finding decent, safe and sanitary housing. It offers payment to landowners, tenants, businesses and farm operations for various moving expenses. It also offers certain additional payments to land owners, tenants and businesses where necessary to make it possible for them to obtain suitable replacement housing or to relocate their business.

Relocation payments and advisory assistance are provided in addition to the state's offer for the purchase of property required for highway purposes. Full-time field agents are made available to the public to assist with relocation problems and ensure full benefits of the program to the parties involved.

A large proportion of the area through which the proposed corridor traverses is low-income housing. Right-of-way takings encompassing homes would start in the vicinity of 35th Street and Avenue Q where a high proportion of persons are of Mexican-American background and elderly. Residents of the area have a strong sense of cultural identity and common background. Most of the residents originally came to the area to work on the Santa Fe Railroad or had relatives who did so. The proposed alternate (4A) passes along the southern boundary of this neighborhood leaving it intact as much as possible. Due to interference by the railroad it was not possible to locate the roadway further south, completely skirting the area. To locate further north would not relieve congestion on existing U.S. 61 and in the downtown area. Alternate 4A does not displace as many homes in the Mexican-American community as would Alternate 4.

The proposed transportation facility's location next to the railroad and other industries would eliminate the necessity for trucks to travel through residential areas south of U.S. 61

*HRB Abstract, Vo. 38, Dec. 1968, No. 12 - Economics, Finance and Administration, Urban Transportation Planning Problems of Relocation in a Major City, Arthur G. Christensen & Alvin N. Jackson, Dept. of Housing & Community Development, City of Baltimore

in route to industries also located south of there, with an end result of reduced truck traffic on 14th, 18th, 20th, 21st, 27th, 33rd, and 35th Streets in the residential areas. Traffic would be diverted away from Avenue L where Richardson Elementary School is located, making it safer for school children who must cross every day to get to schools north of Avenue L. Alternate 4A would not pass any schools.

Information supplied by the City of Fort Madison as of June 27, 1975, indicates there are eight rural families and 115 urban families along Alternate 4A involving a total of approximately 310 people. Of the 115 urban families, 75 of these (or about 65%) are owner occupants while the remaining 40 families are tenant occupants. Forty-seven of these 115 families, approximately 40%, have a head of the household 62 years of age or older. This would indicate that many of these people would be retired and living on Social Security. Residents of the area who are full-time employees work in local industries, for the most part. Family incomes vary from unemployment to salaries of \$10,000 to \$11,000.

A composite of the racial make-up of the 115 urban families is as follows:

White	74
Black	20
Mexican-American	16
Mixed Races	5

Property values along Alternate 4A vary from an assessed market value of approximately \$2,000 to approximately \$23,000 with most of the homes in the \$3500 to \$11,000 range. These homes range in age from 9 to 99 years according to information provided by the homeowners. There are twenty-one homes presently vacant on the proposed route.

Eleven businesses or organizations are located along Alternate 4A.

Taking into consideration the improved living conditions, and the relocation assistance payments and services, it is probable that every family along the proposed highway path could benefit from this project. This southern route will benefit all of the property owners and residents south of Avenue L. It will improve living conditions, real estate values, and general environment of the area and carry the traffic. Other alternates, such as improving the existing route, could possibly carry the traffic but none of the routes offer the opportunity to improve living conditions for as many persons as does Alternate 4A.

This recent input provided by the City of Fort Madison also included data reflecting available housing in the Fort Madison area as follows:

TABLE 7

Single Family Homes for Sale as of June 26, 1975,
in Fort Madison or Within Two Miles of the City Limits

	Two Bedroom	Three Bedroom	Four or More Bedroom	Total
\$ 6,000 - 9,999	1	1		2
\$10,000 - 13,999	5	2		7
\$14,000 - 17,999	5	4	2	11
\$18,000 - 21,999	1	4	2	7
\$22,000 - 25,999		1	1	2
\$26,000 - 29,999		1		1
\$30,000 - 34,999		2		2
\$35,000 - 39,999		3	3	6
\$40,000 - 49,999			1	1
Over \$50,000		1	5	6
	<u>12</u>	<u>19</u>	<u>14</u>	<u>45</u>

There were three homes for sale by the owner as of this date. No prices were available. There were also two duplexes for sale and three buildings with a total of nine apartments in them for sale.

This information was gathered from the eight Fort Madison real estate agencies presently doing business there.

Four consecutive days of the rental advertising section of the Evening Democrat, Fort Madison's daily newspaper, were reviewed. In this time period of June 23, 1975, thru June 26, 1975, there were seven apartments for rent, as well as two advertisements by apartment complexes. Two mobile homes were for rent; also two one-bedroom houses, one two-bedroom house, and one four-bedroom house.

Construction of homes in several new subdivisions in the City of Fort Madison will be underway this year with additional housing construction planned for the near future. At the west corporate limits on the north side of Avenue L is a new subdivision which will eventually consist of 80 units of low-income one-bedroom housing for the elderly. Ten percent of these units will be equipped for the handicapped. Immediately adjacent to the east of this subdivision is a larger one of 100 lots for low to moderate income families. There is a third subdivision located at the northern edge of the city bordering along Avenue A on the north and having a natural waterway boundary on the west. This subdivision has 61 lots available for low to moderate income families. There are also two additional subdivisions for higher income families -- one of these is located at the far northwest corner of the City and will consist of 50 lots; the other is a small subdivision of 13 lots at the north edge of the City bordered by Iowa 88 on the west and northwest and by Skyline Drive on the south. This is just east of 15th Street.

Relocating all displacees into decent, safe and sanitary housing within the City of Fort Madison would undoubtedly be a difficult task. Although the completion of the previously outlined housing should subsequently open up more housing throughout the City, some of which would be within the financial means of the low-income families displaced by Alternate 4A, there would still be a shortage of existing replacement housing for all displacees involved in this project. However, there is available land on which to build new housing units in the City of Fort Madison. If there is not enough available housing when route 4A is constructed, then new housing units will have to be built under a "Last Resort" housing program. If the people so desire, these new housing units can be built not more than five or six blocks from where they now live. Figure 15 shows the location of these vacant lots and these vacant parcels of land. There are 33 vacant lots in an area south of Avenue L between 23rd and 38th Streets and another 23 vacant lots in an area north of Avenue L between 28th and 35th Street. The area designated as a possible subdivision between 32nd and 33rd Streets below Avenue N south to the railroad tracks is presently zoned light industrial; however, the area is vacant other than a trucking business located at the north end. Although the historic trend in zoning in the area south of the railroad tracks has been from low-rent housing to industrial usage, it is felt that in the case of a last-resort housing project this "possible subdivision" could be made available through revised zoning.

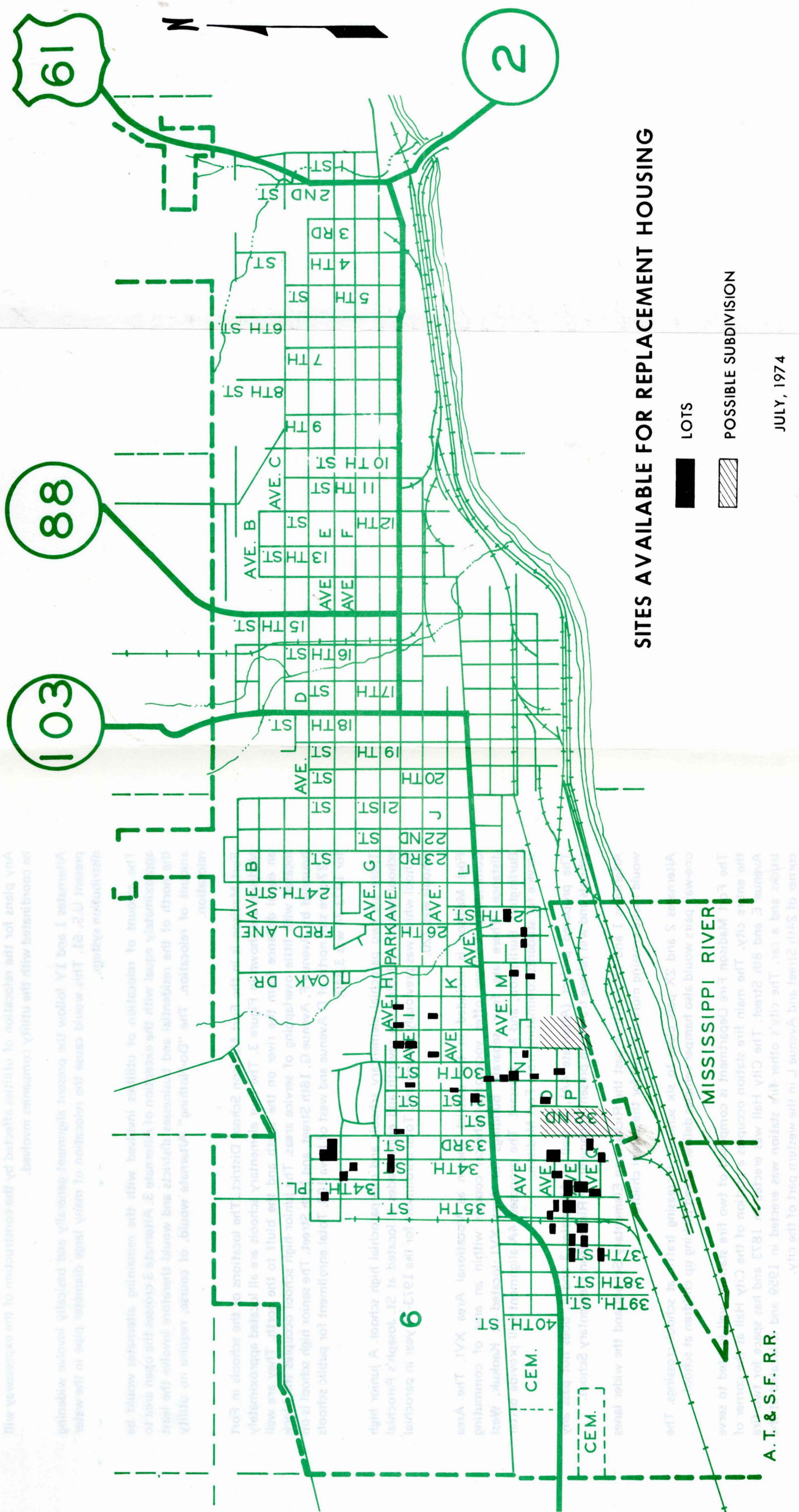
While conducting the February, 1974, housing survey the City found that only 17 families expressed a desire to live in the same general neighborhood in which they presently live. Thirteen of these seventeen families live in the area known as the Mexican Village. Therefore, if these families want to live in a community together, there would be enough vacant land for this type of development.

The Office of Right-of-Way within the Highway Division of the Iowa Department of Transportation has computed an estimate including purchase price of the required land and buildings; related damages; and relocation assistance monies, totaling an estimated \$7,082,000. This estimate is based on a "last resort" housing program relocating approximately 120 families and assuming a building cost of approximately \$25,000 per unit. Also included were eleven businesses and four farm homes to be relocated.

Programmed replacement housing as a "last resort" is provided for under Section 206 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. This Act stipulates that if the local agency determines it is in the public interest to proceed with the construction of the Federal-aid project and it cannot do so because of an inadequate supply of comparable replacement housing, then it may, as a last resort, provide the necessary housing by use of funds authorized for the highway projects.

Public Facilities and Services, Including Social Impacts

Construction of a major highway facility, will generally require the relocation of some existing utilities. The City of Fort Madison is served by the Union Electric Company and is supplied with natural gas for domestic, industrial, and commercial use. Also included among the city's utilities are the telephone company and the Fort Madison Municipal Water Works.



SITES AVAILABLE FOR REPLACEMENT HOUSING

- LOTS
- ▨ POSSIBLE SUBDIVISION

JULY, 1974

Any plans for the relocation of utilities affected by the construction of the expressway will be coordinated with the utility companies involved.

Alternates 1 and 1Y follow the present alignment generally and basically involve widening present U.S. 61. This would cause the relocation of many large diameter pipe in the water distribution system.

The amount of relocation of utilities involved with the remaining alternates would be approximately equal with the exception of Alternate 3. Alternate 3 crosses the open area to the north of the residential and businesses districts and would therefore involve the least amount of relocation. The "Do-Nothing" Alternate would, of course, require no utility relocation.

Fort Madison is in the Fort Madison School District. The locations of the schools in Fort Madison are shown in Figure 3. The four elementary schools are all located approximately an equal distance from the river on the south and the bluff to the north. They are well located with little overlapping of service areas. The junior high school occupies the block bounded by Avenue F, Avenue G, 18th Street, and 19th Street. The senior high school is on a 27-acre site north of D Avenue and west of Iowa 103. Total enrollment for public schools for 1973-74 was 3,840.

There are two parochial elementary schools and one parochial high school. A junior high school system including the seventh and eight grades is located at St. Joseph's Parochial School which was previously elementary. Total enrollment for the 1973-74 year in parochial schools was 720.

Fort Madison is included in the district known as Vocational Area XVI. The Area Community Colleges offer vocational-technical courses within an area of commuting distance. There are four separate buildings for Area XVI located at Keokuk, West Burlington, Burlington, and Mt. Pleasant. The proposed 4A alignment will provide better service for students commuting from Fort Madison.

The proposed project (Alternate 4A), as well as Alternates 3 and 4, does not pass any schools and will relieve traffic on present alignment by Richardson Elementary School.

Alternates 1 and 1Y continue past the Richardson Elementary School and the wider lanes would make crossing more difficult for the school children.

Alternates 2 and 2X pass close to six schools, increasing traffic at school crossings. The one-way pairs would also hamper vehicles delivering and picking up children at school.

The Fort Madison Fire Department is comprised of two fire stations well located to serve the entire city. The main fire station occupies a portion of the City Hall at the corner of Avenue E and 8th Street. The City Hall was erected in 1873 and has space for two fire trucks and a car. The city's other fire station was erected in 1959 and is located at the corner of 24th Street and Avenue L in the western part of the city.

Successful fire fighting is essentially dependent upon speed and equipment. Since the City of Fort Madison has a dependable force of firemen and adequate equipment, the major emphasis for success is placed on speed. If there is to be a quick response to a fire alarm, the fire station must be well located. The main fire station is near the central business district and eastern and central parts of the city, while the second station is in close proximity to all areas in the western part of the city. No portion of Fort Madison is more than one and one-half miles from a fire station. Although fire stations should be located near the intersections of major streets, they should not be located directly on a high volume street or major intersection because of turning conflicts and access difficulties.

Alternates 1 and 1Y follow the present alignment of U.S. 61. This will be undesirable in the near future since the second fire station is located directly on this route and its operation would be severely hampered during construction of the highway. The increased traffic adjacent to the station is also undesirable.

Alternates 2 and 2X would both draw traffic away from the second fire station; however, they would have an adverse affect on the main station. The main station would be located immediately adjacent to the one-way section along Avenue E. The one-way street would cause severe operational difficulties for the main station and the existence of the highway would increase traffic near the station.

Alternate 3 follows an alignment north of the residential areas and would help decrease the traffic near the fire stations.

The proposed alignment (4A), as well as Alternate 4, follows an alignment south of both fire stations. This will decrease traffic congestion near both stations and help provide a quicker response to fire alarms in the southern sections of the city. The project will be stage constructed in order that access is maintained at all times to the industrial area south of the proposed alignment.

The "Do-Nothing" Alternate would result in intolerable congestion adjacent to the second station.

Fort Madison has one modern hospital - Sacred Heart Hospital with approximately 165 beds. It is located at Avenue H and 22nd Street. The hospital will not be affected by any of the alternates; however, it is only two blocks from Alternates 1, 1Y, 2 and 2X and convenient access would be provided to the hospital from any of these four alternates.

There are 20 physicians practicing in Fort Madison. Ambulance service is provided by the Fort Madison Ambulance Service located on Avenue H between 28th and 29th Streets. Any of the alternates should make possible faster ambulance service on the new four-lane facility or freer movement on present arterial streets because of less congestion.

There are three Nursing or Rest Homes in Fort Madison. Hospitality House is located at Avenue D and 7th Street. It is only one block from Alternates 2 and 2X which could cause

excessive noise for the patients. Kings Daughters Home is located at Avenue G and 26th Street. It is located two blocks from Alternates 2 and 2X. The Fort Madison Nursing Home was just recently opened near Avenue Q and 40th Street. The project route (Alternate 4A) will be located approximately 400 feet north of the nursing home. Excessive noise could cause a problem from this alternate, but no more than from the existing route.

Safety is one of the main objectives in the design of a modern highway; not only for the road user but also for all the residents of a community through which the highway passes. The health and safety of the community must be provided for through design features minimizing danger to neighborhoods while at the same time serving the traffic needs.

Any of the alternates for this project would provide the safety characteristics required of a modern highway; however the proposed route (4A) would draw large traffic volumes away from the residential areas, as would Alternate 3.

There are 20 churches in Fort Madison representing 14 denominations. Nine of these churches are located in the area just north of the central business district with the remainder scattered throughout the city.

Many of these churches tend to be gathering points for groups of people from an area who meet for many purposes. A new four-lane highway with large traffic volumes and higher speeds, located near a church, could tend to divide and disrupt these church communities and their social, educational and religious functions.

The location of all the churches in Fort Madison are shown in Figure 3. As can be seen, Alternates 2 and 2X could possibly have an adverse affect on 11 churches; Alternates 1 and 1Y on six churches; and Alternate 4 on one church. Alternates 4A or 3 should not have an adverse affect on any religious institution.

Aesthetics And Other Values

Highway construction must not only incorporate safety, utility, and economy, but also a more abstract feature - aesthetics. Implying that a highway must not only be functional but pleasing to the eye, this concept fosters an awareness of nature and of our environment. Unity between the facility and its environment is a major objective sought in highway development.

Fort Madison is located between the banks of the Mississippi River and steep slopes of timberland. Aesthetic possibilities in the area are, therefore, numerous. A conflicting factor however is the existing location of the railroad and industry which comprise the majority of the bank land along the southern two-thirds of the city. Alternate 4A (the proposed route) passes to the north of this industry and to the south of an older low-income neighborhood as does Alternate 4. An aesthetic view from the highway is therefore impaired until the alignment reaches Riverview Park where the river can be sighted.

Alternates 1 and 1Y are limited by following present alignment in that the area is established and the view will not change. Alternate 1Y, in considering the viewer of the highway, does show better design with the diagonal curve from Avenue L to Avenue H as opposed to the right angle turns on Alternate 1. Alternates 1 and 1Y follow the same alignment as 4 and 4A past Riverview Park.

Alternates 2 and 2X also are limited by virtue of going through an urban area. The west end of Alternate 2 passes over more open land than Alternate 2X which joins present alignment. This land however is cultivated. The one-way pairs (east end of both alternates) is surrounded mostly by commercial and residential development.

Alternate 3 would provide the greatest aesthetic possibilities. It bypasses the congestion and distractions of city traffic and traverses ridges of timberland.

A "Do-Nothing" Alternate has approximately the same view as Alternate 1 but traffic congestion will be greater.

II. LAND USE PLANNING

Land use within a city is categorized by like uses which include residential, commercial, industrial, community facilities, vacant areas, etc. A city-wide view of Fort Madison does not, however, reflect land use as having followed any set pattern of past development.

The larger concentrations of single-family homes are in the north, northwest and west sections of Fort Madison. Elsewhere single-family homes are scattered throughout the city and mixed with multiple-family, commercial and industrial uses. There is not an established area where multiple-family uses are predominant; they have been located where land was available or where large single-family residences could be converted.

Commercial land use, including retail, general service, auto, and heavy commercial uses, does not appear to have developed according to a specific pattern in the past within the city other than in the central business district (CBD).

Industrial areas have become quite prominent within the corporate limits of Fort Madison. They are located primarily along the railroad and river boundaries of the city on the southern edge, except for the newer industrial park west of the city.

The Chicago, Burlington and Quincy Railroad and the Atchison, Topeka and Santa Fe Railroad follow the shore line of the Mississippi River. This land use separates the river from other land uses.

A cross-section of the CBD reveals a multi-use area comprised of single, two-family and multiple-family dwellings, retail business, general service and office business, auto-oriented business, heavy commercial business, and semi-public facilities, parks and light industry.

Even though the relocation of a major thoroughfare within a city is designed in accordance with future land use plans, construction of a highway affects the existing uses of adjacent land. The preferred location of a highway in an urban setting is therefore between two separately zoned areas. The proposed 4A alignment follows that principle with a primarily industrial area located to the south side of the railroad tracks and low-density housing, for the most part, to the north. The industrial development to the south is very compatible with the proposed facility, and the buffer created by the highway serves not only the area directly north, but the city as a whole. A four-lane facility bordering a housing neighborhood must, however, be viewed as undesirable aesthetically.

III. PROBABLE IMPACT OF PROPOSED ACTION ON THE ENVIRONMENT

Natural, Ecological or Scenic Resources Impacts

Management of Right-of-Way for Wildlife Habitat

The proposed alignment, Alternate 4A, covers a total rural length of 2.3 miles. The agricultural land removed from production by the required 250-foot wide right-of-way taking in this rural area is synonymous in this case with wildlife habitat.

Alternates 2 and 2X would also take wildlife habitat within the rural portion of each alignment to the same degree or slightly less than the proposed Alternate 4A.

The greatest taking of wildlife habitat would occur with Alternate 3 where 3.6 miles of the alignment are rural. The line would pass through open land, most of which is undeveloped. The section to the west of Fort Madison would require the diversion of agricultural land while the section to the north of Fort Madison would necessitate removal of timber in the bluffs. The removal of agricultural land from production represents a disruption of wildlife habitat as agricultural land in this vicinity also constitutes wildlife habitat. There would also be destroyed several large areas of high quality timbered wildlife habitat. Alternate 3 would therefore, have a much greater negative impact on wildlife habitat than the other alignments.

Recreational and Scenic Areas Protection

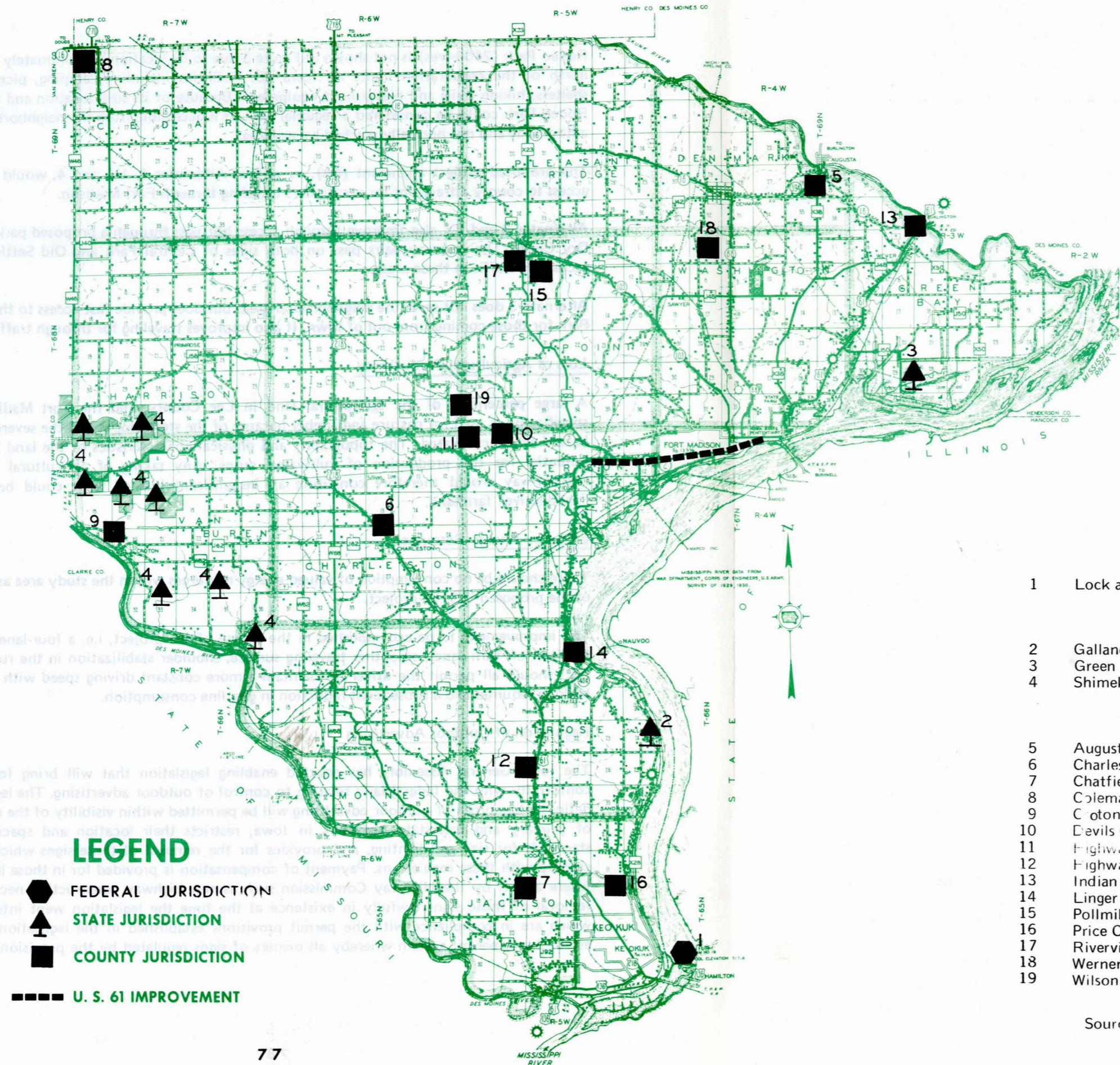
Recent increases in leisure time and average income have created an increased demand for recreation. This desire for recreation puts a heavy demand on existing facilities. It is necessary, therefore, that road builders provide an adequate system of highways to make accessible existing and future recreational areas.

State and County Parks in Lee County are marked in Figure 16. The attractions closest to Fort Madison are Wilson Lake and Green Bay Lake.

The existing city parks are shown in Figure 3, as presented in the Comprehensive Plan for Fort Madison, Iowa, by Don C. Shafer and Associates. Old Settlers Park and Central Park are located in the east part of the city between Avenue E and Avenue F. Each park consists of 3.2 acres. Ivanhoe Park (10.4 acres) is located west of town and northwest of present U.S. 61. Victory Field (2.4 acres) is located south of Jefferson School on Avenue G. Facilities at these parks include playground equipment, baseball diamonds, picnic areas, bandstands, tennis courts and shelters. Camping is also possible at Ivanhoe Park and Victory Field has an ice skating rink.

Riverview Park consists of 33 acres and provides a green front yard between the central business district and the river. Because of its location the park provides passive rather than active recreation. Facilities include picnic areas, shelters and a small boat harbor.

PUBLIC PARKS, PRESERVES, AND ACCESSES



		Federal	State	County
1	Lock and Dam No. 19	---		Federal
2	Galland School		1	State
3	Green Bay Lake		229	State
4	Shimek State Forest		5,445	State
County				
5	Augusta Fishing Access		4	County
6	Charleston Roadside Park		1	County
7	Chatfield Park		40	County
8	Coleman Memorial		3	County
9	Cotton Civil War Memorial Park		8	County
10	Devils Creek Access		2	County
11	Highway 2 Roadside Park		1	County
12	Highway 218 Roadside Park		1	County
13	Indian Path Park		14	County
14	Linger Longer Rest Area		2	County
15	Pollmiller Park		74	County
16	Price Creek Access		1	County
17	Riverview Park		1	County
18	Werner Memorial Forest		80	County
19	Wilson Lake		75	County

Source: Outdoor Recreation in Iowa
Iowa Conservation Commission
First Revision, July 1972

Rodeo Park (240 acres) is not shown in Figure 3 due to its location approximately one mile north of the corporation limits on Iowa 88. Facilities including camping, picnic areas, shelters, hiking trails and playground equipment. Because of its size, location and facilities, Rodeo Park could be considered a regional park. It is accessible from the neighborhoods by automobile and not normally reached by walking.

The proposed project alignment (4A), as well as Alternates 1, 1Y, and 4, would improve access to county attractions for vacationers traveling through Fort Madison.

Alternates 2 and 2X also improve through access but pass through a proposed park area on Dry Creek. The one-way pairs pass on both sides of Central Park and Old Settlers Park, increasing traffic in these areas.

Alternate 3 does not serve the neighborhood areas but does provide fast access to the Rodeo Park for those coming from out of town. It also improves traveling for through traffic.

Loss of Agricultural Productivity

A large percentage of the agricultural land in Lee County, and the Fort Madison area specifically, is used for pasture and timber because of the steep slopes and the severe erosion hazard when cultivated. The topography and physical characteristics of the land limit the potential for the production of cultivated crops. Any taking of agricultural land for right-of-way would therefore constitute an insignificant loss of what could be termed "productive" farmland.

Effect on Energy Resources

There should be no consumption of valued energy resources within the study area as a result of the proposed U.S. 61 project.

The improvement to be accomplished in the course of the project, i.e. a four-lane divided facility, left-turn lanes, smoother traveling surface, shoulder stabilization in the rural area, etc., should all permit the driver to maintain a more constant driving speed with reduced braking required and a subsequent reduction in gasoline consumption.

Regulation of Outdoor Advertising

The Iowa General Assembly has enacted enabling legislation that will bring Iowa into conformity with the federal laws relating to control of outdoor advertising. The legislation defines what types of outdoor advertising will be permitted within visibility of the roadway of primary and interstate highways in Iowa, restricts their location and spacing, sets standards for size and lighting, and provides for the removal of those signs which fail to comply with these regulations. Payment of compensation is provided for in those instances where action by the Highway Commission such as new highway construction necessitates removal of those signs lawfully in existence at the time the legislation went into effect, which are in compliance with the permit provisions established in the legislation. It also establishes a permit system whereby all owners of signs regulated by the provisions of this

legislation except for signs specifically exempted (such as signs advertising the sale or lease of property on which they are located, or advertising activities conducted on the property on which they are located, official traffic control devices, or public service information signs) are required to make application for a permit and pay a fee to the Commission for the privilege of display. These permits will facilitate the Commission in monitoring the location and erection of outdoor advertising devices. Monies from the fees collected will be deposited in a Highway Beautification Fund. It further stipulates that those advertising devices in locations permissible by law shall not be erected, maintained or illuminated in a manner to interfere with official traffic signs or devices or with the motorist's view of approaching, merging or intersecting traffic. Under this legislation, on the Interstate and Freeway primary systems, the Commission will erect Logo signs on which they will display for owners of certain types of commercial establishments Commission-approved business signs upon payment of a fee. These signs would be located within the right-of-way and would be designed to give information of special interest to the motoring public. Such panels would include information concerning the available services of "Gas", "Food" and "Lodging". Monies collected from both the advertising permit system and the Logo signing program will be deposited in the Highway Beautification Fund. This fund is designated for use on the administration, control, acquisition and removal of advertising devices. The net effect of such a program is the improvement of areas adjacent to Iowa's highways to promote safety, convenience and aesthetics for the motoring public.

Air Quality Impacts

The potential for significant highway related air pollution is determined by two primary factors. The first is traffic volumes. An area with much traffic activity may be seriously affected, as the pollution source is a sizable one. The second factor is the meteorology of the area which determines how quickly the gaseous emissions are dissipated to insignificant levels. Throughout Iowa the prevailing winds and varying insolation discourage the accumulation of both primary pollutants, which are emitted directly from the exhaust, and secondary pollutants, which are formed by photochemical reactions among the primary pollutants.

With the state's meteorological characteristics in mind, Iowa's Department of Environmental Quality has established a procedure for screening highway projects to determine their potential for indirectly causing air quality problems. (*Guidelines of the Department of Environmental Quality for Review of Federally-Funded Highway Projects*, revised December 12, 1974). Depending on the project location (rural or urban) and the type of highway proposed, certain cut-off volumes have been established by DEQ. If projected critical year traffic volumes exceed these cut-off volumes a detailed air quality analysis is required. Projects for which predicted critical year traffic volumes do not exceed the cut-off volumes are of no present concern to DEQ because of their very minor air quality impact.

The following table compares the predicted maximum 1- and 8-hour critical year volumes on improved U.S. 61 to those cut-off volumes established by DEQ.

TABLE 8

Determination of Consistency with State Implementation Plan

DEQ Cut-off Volumes		Predicted Maximum Critical Year Volumes - U.S. 61	
1-Hour	8-Hour	1-Hour	8-Hour
6400	37200	1908	19080

From the above table it is evident that traffic volumes on improved U.S. 61 are expected to be well below the cut-off volumes established by DEQ. Based on these findings, the project is considered consistent with the State Implementation Plan for maintenance of the national ambient air quality standards.

Noise Impacts

The location phase noise study conducted in conjunction with the preparation of this Final Environmental Statement describes the anticipated effect of the selected alternate upon the noise environment of the study corridor. Alternate 4A would be expected to introduce significant traffic noise into areas which are not now affected by such noise. On the other hand, the area adjacent to existing U.S. 61 would experience a reduction in traffic noise with the diversion of traffic to the relocated facility.

The existing noise environment within the study corridor is directly related to the degree of exposure to U.S. 61 traffic. The L10 (noise level exceeded only 10% of the time) at noise sensitive land uses directly adjacent to U.S. 61 ranges from 71 dBA to 75 dBA. In the corridor of the proposed relocation traffic currently contributes only a minor amount of noise. Passing trains and general domestic activity comprise most of the noise experienced by residents of this area. The existing L10 along this relocated portion of the proposed alignment is 45 dBA.

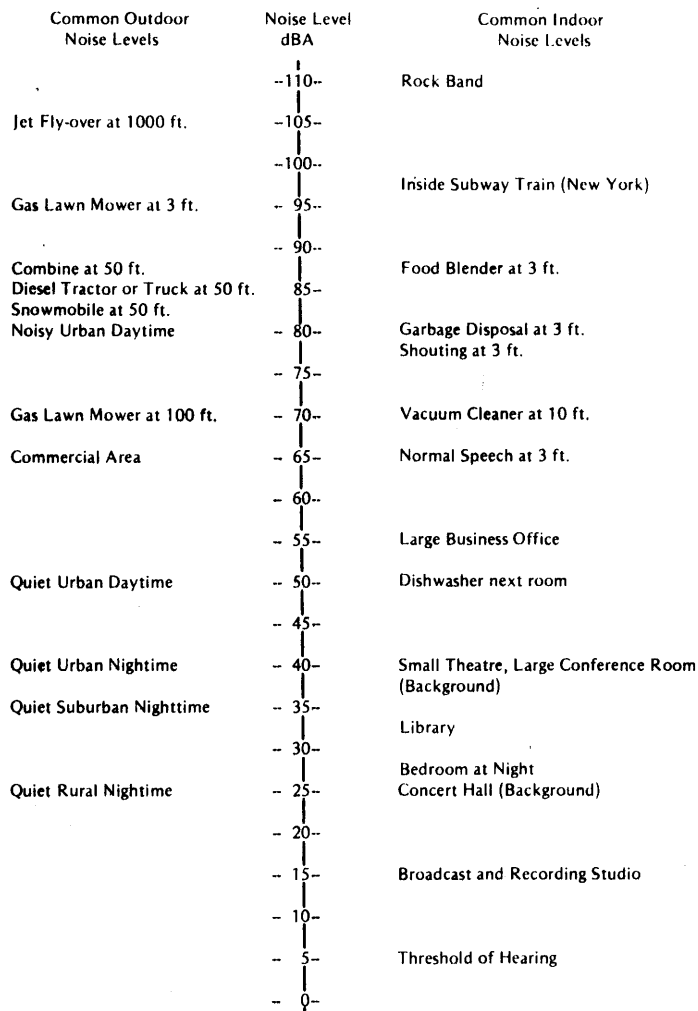
Anticipated future noise levels were determined using the prediction method set out in National Cooperative Highway Research Program Reports 117 and 144. The Predicted L10 at each of the 14 study sites for the expected year of project completion and the design year are compared to the existing L10 in the following table. Also included are the predicted L10's for the year 2000 under "Do Nothing" conditions. The location of the study sites are indicated on the aerial photographs which appear earlier in this statement. Figure 17 has been included to provide a means of orientation to the varying noise levels of common outdoor noise sources. The lower portion of the figure indicates the design noise levels for the various land use categories.

TABLE 9

Summary of Noise Data

Site No.	Land use	Distance from affecting roadway	Existing L10(dBA)	Predicted L10(dBA)	
				1980	2000
1	residential	60'	71	71	73(74)*
2	residential	80'	71	72	74(75)
3	nursing home	600'-300'	57	66	68(63)
4	residential	60'	73	68	71(80)
5	residential/school	45'	71	69	72(81)
6	residential/church	20'	73	73	76(83)
7	residential	35'	71	72	74(81)
8	residential	30'	75	77	80(83)
9	residential	20'	71	77	80(84)
10	residential	20'	75	79	82(83)
11	commercial	20'	75	79	82(82)
12	residential	80'	63	73	75(75)
13	residential	250'-20'	57	72	75(55)
14	residential	50'	45	75	77(45)

*figures in parentheses reflect "Do Nothing" conditions



COMMON INDOOR AND OUTDOOR NOISE LEVELS
 Adapted from: Bolt Beranek and Newman Inc.,
Fundamentals and Abatement of Highway Traffic Noise, 1973

DESIGN NOISE LEVEL/LAND USE RELATIONSHIPS

Land Use Category	Design Noise Level - L10	Description of Land Use Category
A	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheatres, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	70 dBA (Exterior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks
C	75 dBA (Exterior)	Developed lands, properties or activities not included in categories A and B above.
D	-----	For requirements on undeveloped lands see paragraphs 5a(5) and (6), this PPM.
E	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.

Source: Federal Highway Administration Policy and Procedure Memorandum 90-2.

On the west and east extremities of the project the proposed improvement would follow existing U.S. 61. Traffic noise would be expected to continue to increase with yearly traffic increases. In addition, increased operating speeds made possible by the improvement would be expected to increase the noise emitted from the traffic. A smoother traffic flow would also be afforded, however, reducing the noise emanating from accelerating and decelerating traffic. Increasing traffic volumes are expected to result in continued traffic noise in excess of the design noise level for residential land use.

Residential land use directly adjacent to the existing location of U.S. 61 from 39th Street to 13th Street is currently experiencing noise in excess of the design noise levels. A reduction in traffic would be expected after completion of the proposed project, although a similar truck percentage would be expected to remain. The net effect of this expected change in traffic pattern would be a reduction of noise on existing U.S. 61, primarily as a result of reduced total traffic volumes.

Where the highway is relocated from its present alignment, for example, the residential land use bordering the B.N. Railroad right-of-way, significant traffic noise will be introduced. Without knowing the necessary extent of right-of-way acquisition in this area it is somewhat speculative to enumerate those homes which would be most adversely affected. Preliminary plans indicate the nearest homes which would remain would lie approximately 50 feet from the near lane of U.S. 61. For the traffic volumes and operating speeds expected on the new alignment, it was determined using the same prediction method that the generalized 70 dBA L10 contour would extend approximately 200 feet from the near lane of U.S. 61 in the most heavily traveled portion of the alignment. Land use south of the relocated alignment is not noise sensitive, although beginning near 23rd Street a limited amount of residential development exists south of the railroad tracks. From 19th Street to 15th Street and northeasterly to its connection with Avenue H the alignment would increase the noise at the residential area which it traverses (Site 13).

The nursing home (Site 3) located near the western portion of the relocated section should receive special consideration from the standpoint of traffic noise. The health care facility is located approximately 600 feet from existing U.S. 61. This separation provides a sufficient buffer zone between the roadway and exterior portions of the nursing home, so that traffic noise is not particularly objectionable. Alternate 4A will be located approximately 250 feet from the nursing home and with predicted increasing traffic volumes the traffic noise will increase significantly from that experienced under existing conditions.

Recommendations to be made as a result of the noise study are contingent upon future land use in the project corridor. Close coordination with local officials during project development would be required to determine the means of compliance with the applicable noise standards which would serve the best public interest. It is anticipated that exceptions to the design noise levels would be requested for those sites representing noise sensitive land use on the existing U.S. 61 alignment and on existing 12th and 13th Streets (Site 13). These exceptions would be based on limited space along with aesthetic and traffic safety considerations. Exceptions for rural sites would be based on the contention that noise

attenuation devices to serve single residences are not in the best public interest for economic reasons. Noise attenuation strategies designed to protect existing land use in the relocated portion of the alignment do not appear practical in the area south of the proposed route in light of future development plans which indicate changes in the sensitivity of the area to traffic noise. Continued study of possible mitigation measures is recommended commensurate with the amount of residential land use proposed in this area. Attention should be given to minimizing the noise intrusion at the nursing home. The applicability of specific ameliorative techniques will be studied for this site as the project develops.

Water Quality Impacts

Ground Water, Surface Water and Water Supply

The proposed project, approximately 6.5 miles in length, will cross Dry Creek at 25th Street and cross French Creek between 14th and 13th Streets. The roadway will be as close as 1000 feet from the Mississippi River at the closest point and as far as two miles at the furthest point. The impact, therefore, on ground water, surface water, and the water supply will be insignificant as surface drainage from the roadway will be almost directly into the river. The two creeks will be crossed by adequate bridges which will not alter or inhibit its direct flow into the river, therefore continuing to serve their present functions as drainageways for their drainage areas. Two 95' x 37' slab bridges are proposed over Dry Creek and a 95' x 37' bridge and a 105' x 37' bridge over French Creek.

Erosion Control

Soil erosion during construction will depend on the amount of rainfall which could occur. More than normal precipitation would increase soil loss to flowing water by erosion of bare soil. It is important, therefore, that precautions be considered by seeding grass as grading is completed.

The several methods employed to minimize soil erosion can be berm construction, terraces, dikes, dams, sediment basins, mulching the sideslopes to protect the seedings or use of mats and a quick germinating cover crop such as rye. Temporary pollution control may include work outside of the right-of-way such as borrow pits, haul roads and equipment storage areas. Iowa's Conservancy Law (Iowa Code S227) stipulates that no land should be made to lose more than five tons per acre per year of topsoil.

Salting Practices

In Iowa, ice-free road surfaces for safer winter driving are pursued by exclusive use of sodium chloride and calcium chloride. Its distribution in the environment will be by dissolving in the melting snow and run-off directly or moving traffic may splash salt or salt in solution onto the adjacent roadside area.

The salt that will run off the proposed project, due to its close proximity to the Mississippi River, will flow almost directly to the relative safety of the river by dilution in its large

volume of flowing water. The portion that will be splashed by traffic will lodge on the nearby soil. Subsequent rainfall and snowmelt that enter the ground carry salt down to the water table in waves and inject it into continuous slow underflow of groundwater in the saturated zone below the water table. In the saturated zone, the salt moves laterally along with the groundwater which, in general, ultimately discharges into surface streams.

In Iowa, salting practices have been adjusted to weather conditions so that a minimum amount of salt is applied in the most efficient and economical manner to give the maximum safety to motorists under winter driving conditions. A method of prewetting salt with liquid calcium chloride before application to the road surface has been devised by the Office of Maintenance, Highway Division, Iowa Department of Transportation. This prewetting technique provides accelerated deicing of pavement at temperatures down to zero degrees Fahrenheit, cuts salt waste, reduces salt usage up to 40%, and reduces salt runoff. These deicing salts still have some adverse effects on roadside vegetation and water-courses, but substitutes for sodium and calcium chloride are expensive and impractical, lack comparable effectiveness and are as toxic or more so than the salts presently in use. Salt supplies are properly stored to prevent exposure to the elements or loss to surface run-off.

Stream Modification

The proposed project will cross two streams known as Dry Creek and French Creek. The plans developed thus far show the proposed roadway will not need to alter the channels in order to effect a proper crossing. It can be said, therefore, that no stream modification is anticipated at this stage of design development.

Flood Hazard Evaluation

The development of the design plan will consider the predicted periodic floods that can occur and will construct according to that need. Potential flood hazards of the project area will be recognized and their threat evaluated.

Construction Impacts

The construction phase of a highway project causes some adverse environmental impacts. These impacts, which are usually temporary, affect the noise level and air and water quality of the project area. Although they are not as significant as long-term environmental impacts, measures will be taken to minimize harm resulting from construction activities.

Noise generated by heavy-duty construction equipment used throughout the project stages causes a disturbance to anyone in proximity to the site. Although this disruption is temporary in nature, contractors are expected to exercise good judgment in minimizing the noise.

Landscape wastes will be created as a result of clearing, grubbing and construction operations. These wastes may be used in the project fill, hauled to a suitable landfill or

burned on the premises. The Iowa Department of Environmental Quality enforces the statewide requirement that the disposal by open burning of landscape wastes originating on the premises and produced in clearing, grubbing and construction operations is allowed only when such burning is limited to areas located at least one-quarter mile from any inhabited buildings. In addition, open burning is confined to daylight hours and to periods of favorable wind speed and direction. These burnings create infrequent, short-duration air pollution episodes which do not permanently alter the local air quality, but which contribute additional particulates and hydrocarbons to the atmosphere. In an urban area, such as Fort Madison, it is especially necessary to avoid contributing further to the potential for air pollution.

The state's "Rules and Regulations Relating to Air Pollution Control"(17) require that measures be taken to prevent particulate matter in quantities sufficient to create a nuisance from becoming airborne. Fugitive dust precautions include application of suitable materials, such as asphalt, oil, water or chemicals to areas giving rise to airborne dust. Installation and use of containment or control equipment to enclose or limit the emissions resulting from the handling and transfer of dusty materials such as aggregates are required. Open-bodied vehicles transporting materials likely to give rise to airborne dusts must be covered at all times when in motion.

Information on borrow areas is not available at this stage of project development. The size and location of borrow areas are not identified until the final design phase of a project when earthwork quantities have been developed and the need for additional fill material calculated.

In general, all borrow areas shall be planned for restoration by means of removing and replacing the topsoil, except in those areas which obviously will not require topsoil replacement. Such areas include lake or pond type borrows, borrows in urban areas and sites having potential for development, borrow areas where no topsoil exists in its original condition and borrows where restoration by fertilizing, mulching, reseeding or other appropriate measures to provide vegetative cover or prevent erosion is specifically documented and agreed to by the property owner involved prior to plan completion. Borrows which are incorporated into the project as an integral part of the roadway design by means of widening ditches and/or flattening backslopes in areas of normal excavation shall be treated in the same manner as the remainder of the project.

New bridge structures are proposed over Dry Creek and French Creek. Increased sedimentation during these construction projects will cause temporary deterioration of water quality. However, the contractor is required to comply with ISHC Standard Specifications in instituting erosion control measures.

The extent of construction impacts upon existing facilities will depend on the alternate selected, as some alternates will affect more people than others.

Alternate 3 will cause the least disruption of present facilities due to its location through

mostly rural areas. Few people will be affected except for motorists on cross roads who can be detoured around construction.

Alternates 1 and 1 Y, on the present U.S. 61 alignment, will affect the use of present facilities the most. A detour over city streets will probably be necessary as well as the use of certain streets for hauling material to construction sites. Decisions on streets to be used will be developed during final design of the project. Any damage to these streets will be repaired after completion of the project.

Construction of any of the other four alternates will also have an affect on existing facilities, but to a lesser degree than Alternates 1 or 1Y. Many of the problems that could disrupt operation of existing facilities will be eliminated by reaching solutions during design of the project.



IV. PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

The greatest adverse effects involved in this project are those dealing with the relocation of approximately 310 people. These problems could be minimized by choosing an alternate route, but the overall future transportation problem for the City of Fort Madison would not be solved. The human is flexible and can adapt to change when necessary. The important issue of the project then is to effectively apply all programs available to help the relocated families adapt as easily as possible. It would seem that in many cases, their lives could be improved by the relocation. A detailed discussion of the various aspects of the relocation problem in Fort Madison has been included in the Relocation of Individuals and Families Impacts Section.

Air pollution from the project falls into two general categories, namely temporary and long-term. The temporary factors are mostly in the form of dust and smoke during periods of construction and emissions from construction machinery. The amount of this temporary air pollution is extremely hard to predict.

In areas that must be cleared before grading, much of the solid waste may be burned or buried in the fill. The extent of burning is largely left to the discretion of the contractor. However, the Iowa Air Pollution Control Commission has established the statewide requirement that the disposal by open burning of landscape waste originating on the premises and produced in clearing, grubbing and construction operations, is allowed provided that such burning is limited to areas located at least one-fourth mile from any inhabited buildings. In addition, contractors must respect any local ordinances relating to open burning.

The noise environment in which we live is made up of a complex combination of noise sources, operational conditions, geography, building construction factors and personal attitudes. Traffic noise is a major contributor to the noise environment. Vehicle noise sources stem mainly from two areas of the vehicle, namely the engine and the tire-roadway interface. Present research and technology are working to reduce noise emission from vehicles, especially trucks. However, noise will always be an inherent factor of vehicles and with increased numbers there will be a proportionate increase in noise. Modern highway designs are a factor in reducing inherent noise levels. The highway profile, accompanying landscaping and speed and access controls all play a part in this reduction.

In an urban situation noise impact from a freeway could be very significant, especially from any elevated sections. Although the ambient noise levels in an urban environment are high, traffic noise adds significant noise to the environment. The proper design of a freeway provides for smooth flowing traffic conditions. Reduced grades require less acceleration and thus less noise from vehicles. Controlled access reduces stop and go traffic which also reduces traffic corridor noise.

Automotive emissions and noise pollution may be increased slightly due to increased volumes of traffic along the corridor but smoother traffic flow with less vehicle acceleration

and deceleration will help reduce overall air and noise pollution for Fort Madison.

The removal of some of the stop and go traffic through the business district along present U.S. 61 could reduce the air pollution from automobiles in that area. The area already has a high level of noise pollution from the railroads and industrial establishments. With the future probable conversion of the area to industrial-commercial, a higher level of noise pollution could be tolerated. Alternate corridors passing through other portions of the city would be much more detrimentally affected by the increased noise. Water pollution will occur during the construction period but should revert to present levels after construction is complete.

No new adverse biological effects are anticipated for plant or animal life because of the urban nature of the improvement. The project will take agricultural land out of production. Some wildlife habitat will be destroyed initially. This habitat will be partially replaced by plantings of grasses, legumes, shrubs and trees in the right-of-way. The water table in the area is not expected to be affected by this highway construction. In order to avoid damages to any local drainage facilities, tile lines and outlets will be adapted to the highway system. Any existing terraces intercepted by construction will be blocked or diked at the point of interception, thus retaining the remaining portions of the terrace.

V. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Man's relationship with his environment is complex. It consists not only of relationships with the physical world and plant and animal species, but also of a wide range of social relationships.

The goal in highway planning is to create a facility that fulfills the need for traffic service, is compatible with today's land use, and enhances future possible land-use development. The diversion of business and residential land to transportation uses is an exchange of one long-term productive resource for another.

Each generation has a responsibility to the future to see that local short-term uses of the environment do not conflict with long-term productivity. This long-term productivity is also dependent on present public investment in capital goods. Each generation must, by careful evaluation, determine which capital investments are required now to meet the needs of future generations. The transportation network represents a large portion of the publicly-owned productive goods. Transportation requirements can be forecast with a fair degree of accuracy over a twenty-year period. It is the responsibility of the Highway Division, Iowa Department of Transportation to meet those needs with a constant investment over the years. The most critical areas are selected for improvement at the earliest dates.



VI. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Investment in a highway improvement is a long-term commitment of elements that make up the project. Some of these elements require irreversible commitments. Resources that must be committed to a highway project include:

(a) Space. This includes the surface, sub-surface and air space. In some cases there are multiple use possibilities for space over, under and around a highway project. The most common example of this multiple use of space is the maintenance and enhancement of surface water drainage around and under the highway. This element is incorporated into the design of all highway projects. This commitment of space is not necessarily irreversible. If in the future it becomes desirable to change the land use, it is possible to remove the highway and adapt the land to other desired uses.

(b) Existing shape of the land. In the construction of almost any highway improvement the existing shape of the land must be altered to conform to a desirable configuration for vehicular transportation. From the standpoint of both engineering and aesthetics it is desirable to keep this alteration to a minimum. A highway that blends with the surrounding terrain is both more attractive and more economical to build. This factor has been considered in the planning of the proposed location for this project. Very little earthwork will be required for this project. The reshaping of the land is reversible to varying degrees. In the event that changing social structure and priorities require the restoration of this land to its original configuration it would be possible.

(c) Construction materials. These include cement, sand, gravel, asphalt, steel, aluminium and other products typical of large scale construction. In all probability these elements will be committed permanently. In the event of future highway removal some of the metals could be recycled. It is possible, although unlikely, that broken concrete could be used in some special application. Any reuse of construction materials would depend on needs and economics at the time.

(d) Construction equipment and motor fuels. Wear and tear on heavy equipment and motor fuels and lubricants used during construction are irreversible commitments. The amounts of these products expended on a project of this scale are insignificant in relation to their national use and availability.

(e) Future commitments. By constructing a section of road a commitment of future public expenditures is made. These expenditures are chiefly for law enforcement and maintenance.



VII. IMPACT ON PROPERTIES AND SITES OF HISTORIC AND CULTURAL SIGNIFICANCE

There are several historic landmarks in Lee County. A monument in Croton, Iowa, was erected to honor the casualties from the only Civil War battle fought in Iowa. Another landmark is a replica of the first school house in Iowa, erected in 1830 on the bank of the Mississippi River at the Indian Valley Ahwipetuck. Also of historical interest is the old double helical paddlewheel towboat, the George M. Verity, berthed on the riverfront, which serves as a museum of upper Mississippi River history.

Homes of historical interest, all located in Keokuk, include the 1890 pioneer home of Samuel F. Miller, appointed to U.S. Supreme Court by President Lincoln; the boyhood home of novelist and playwright Rupert Hughes; home of Samuel Clemens (Mark Twain); and the birthplace of the internationally famous party-giver Elsa Maxwell. Also located in Keokuk are the monument and grave of Chief Keokuk and one of 85 national cemeteries in the United States and the only one in Iowa.

Within the study area of Fort Madison is a restored red brick rural school, Brush College, over 100 years old. The town, itself, derived its name, Fort Madison, from the first military post built in Iowa to guard the frontier (1808). During the war of 1812, the troops, unable to hold off the repeated Indian attacks, abandoned the fort and set fire to the buildings. Only a stone chimney remained and became a landmark known as the "Lone Chimney". In later years, a replica of this chimney was erected and in 1965 the exact location of the old fort was determined by archeological excavation and many artifacts were recovered.

The chimney monument is located at the eastern edge of Riverview Park and excavations have revealed the old fort location to extend from this point north under present U.S. 61 (and proposed Alternates 4, 4A, 1 and 1Y) and under the parking lot of the Sheaffer Pen Company. Excavations have not yet been made directly under the highway, but other areas have been covered with plastic for protection and complete excavation of the area will have to be postponed indefinitely or until such times as highways and parking lots become obsolete.

The alternates involved in this area, 4, 4A, 1 and 1Y, will use the pavement as constructed at the fort site and, therefore, should not cause any damage. Alternates 4, 4A, 1 and 1Y, by increasing the importance of the route, could conceivably postpone excavations longer than would be necessary with Alternates 2, 2X and 3, but the possibility is so far in the future that the effect would be insignificant. Access to the monument and river would be improved by Alternates 4, 4A, 1 and 1Y.

The most impressive natural landmark is, of course, the Mississippi River. U.S. 61 is presently considered part of the Great River Road. Therefore, the route with the clearest view of the river would be considered the most desirable. Alternates 4, 4A, 1 and 1Y are the closest to the river and Riverview Park, thus providing a better view.

The "Do-Nothing" Alternate with the expected increase in traffic would discourage travel to the monument and the river.

Considering historical and natural landmarks together, there should be little difference in evaluation of the alternates with the exception of the "Do-Nothing" Alternate, which would be least desirable. No parklands or established units of the National Park System would be affected by this proposed project.

The Office of the State Archaeologist commented that, of the seven alternates, Alternate 3 would more likely encounter sites because of its proximity to the bluff line. A survey of the area has been taken but no specific sites have as yet been identified. It was noted that the site of the frontier fort for which the city was named is situated under and adjacent to present U.S. 61.

The National Park Service had no objection to the project. They also suggested that the State Liaison for Historic Places, Dr. Adrian Anderson, be contacted concerning the project. Dr. Anderson did receive a copy of the draft statement and his comments were solicited.

SECTION VIII. COMMENTS AND OBJECTIONS

This section is divided into parts identified as A, B and C.

Part A: A Draft Planning Report/Environmental Impact Statement was circulated on December 23, 1971. This statement covers a 6.5-mile segment of U.S. 61 in Lee County from one mile west of the west junction of Iowa 2 east through Fort Madison. Part A consists of letters analyzing the draft statement received from the public and reviewing agencies and the responses to these letters.

Part B: A corridor public hearing was held on January 27, 1972, in Fort Madison, Iowa, covering the U.S. 61 corridor described above. Part B responds to letters from the public which are contained in the public hearing transcript.

Part C: This section contains a summarization of the comments and objections received following the January 27, 1972, public hearing.

Part A - Comments from the Public and Agencies Reviewing the Draft EIS within the 45-Day Period December 23, 1971, through February 2, 1972.

This statement was circulated in draft form to the following agencies for their comments:

Federal Agencies:

Department of Housing and Urban Development
* Department of Agriculture
Department of Health Education and Welfare
Department of Interior
*Bureau of Outdoor Recreation
Bureau of Sport Fisheries and Wildlife
*National Park Service
* Environmental Protection Agency
National Air Pollution Control Administration
Department of Transportation

State of Iowa:

Iowa Development Commission
Department of Soil Conservation
* State Conservation Commission
* Iowa Natural Resources Council
Air Pollution Control Commission
Water Pollution Control Commission
State Historical Society
Office for Planning and Programming
* State Archaeologist Laboratory
State Liaison Officer of Historic Places

Local Agencies:

Mayor, City of Fort Madison
Lee County Board of Supervisors
Lee County Conservation Board

Private Organizations:

Iowa Confederation of Environmental Organizations

*Denotes a written reply received.

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FRED A. PRIEWERT, Director

300 Fourth Street, Des Moines, Iowa 50319

Phone: (area code 515) 281-5145

December 23, 1971

Mr. Robert L. Humphrey
Planning and Programming Engineer
Iowa State Highway Commission
Ames, Iowa 50010

Re: 46-1-738, U.S. 61, Lee County

Dear Mr. Humphrey:

After reviewing and discussing your draft for the planning report for the improvement of U.S. Highway 61 at Fort Madison we agree with your assessment of Alternative 3 in that it destroys wildlife habitat.

We would also object to Alternatives 2 and 2X as both destroy a certain amount of agricultural land which in this instance is synonymous with wildlife habitat. Our feeling is that any of the remaining alternatives which result in reworking of the present roadbed in the rural section would have the least detrimental affect on the environment.

In the future we would appreciate more time for review proposals so that we can give a more thorough evaluation.

Sincerely,

Steve Brenton, Resource Planner
Planning and Coordination

ST/hg

No response necessary

*Copy 24 Dec 1971
Ralt*

IOWA a place to enjoy

91 2



Iowa
a place to grow

Natural Resources Council

Grimes State Office Building
East 14th and Grand
Des Moines, Iowa 50319

OTHEL R. MCMAURRY, Director
R. C. BULLARD, Water Commissioner

January 11, 1972

Mr. Robert L. Humphrey
Planning and Programming
Iowa State Highway Commission
Ames, Iowa 50010

Re: Environmental Statement EIS-F-61-1, Lee County

Dear Mr. Humphrey:

Receipt is acknowledged of the environmental impact statement for the proposed relocation of Highway #61 through Ft. Madison, Iowa.

Preliminary review indicates that Alternate 4A will involve at least one stream crossing requiring further consideration by the Iowa Natural Resources Council. Contact should be made with this office to determine the nature and extent of additional information which may have to be submitted for such Resources Council consideration.

If you have any question regarding the interest of this office, please do not hesitate to contact us.

Very truly yours,

James F. Cooper
James F. Cooper, P.E.
Chief Engineer

JFC/jrd

COUNCIL MEMBERS:
J. JUSTIN ROGERS, Chairman
Spartan Lake
CLIFFORD M. HAZER, Vice-Chairman
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MERVIN D. DOUGAL
Des Moines
R. LEE FEIL
Beverton
J. W. HOWE
Iowa City

24
LESLIE C. KLING
Sheldon
HUGH TEMPLETON
Knoxville
SAMUEL J. TUTTILL
Iowa City

*Copy Schultz &
Banks &
Beal & Co.
12 Jan 72
JFC*

All stream crossings requiring Natural Resources Council approval are routinely submitted by the Office of Bridge Design. In cities and towns, this includes all streams with drainage areas of 25 square miles or more.

100

THE UNIVERSITY OF IOWA

IOWA CITY, IOWA 52240



Department of Anthropology

OFFICE OF STATE ARCHAEOLOGIST

17 January, 1972

Mr. Robert L. Humphrey
Planning and Programming Engineer
Iowa State Highway Commission
Ames, Iowa 50010

Dear Bob:

A recent archaeological survey produced the following results:

FN-90-1 in Dallas County. The most important area of the project is the bridge over the Raccoon River. The area on both sides of the bridge have been disturbed and it does not appear from the survey that there are any sites. If a new bridge is to be constructed the area south of the present bridge holds the most promise for sites.

FN-149-1 in Keokuk County. No sites were located along the proposed right of way and there does not appear that any will be disturbed by construction.

V-61-1 in Lee County. Of the seven alternates, alternate 3 will more likely encounter sites because of its proximity to the bluff line of the Mississippi flood plain. No sites were located in the survey but I anticipate there will be some near and on the bluffs. As stated in the Planning report Fort Madison is under and adjacent to US-61. Any damage to this site should be avoided at all costs. If this route will bear more traffic a study should be carried out to see if the vibrations will cause further damage. If the present highway is widened, it will further destroy Fort Madison. Fort Madison is in the process of being placed on the National Register of Historic Sites and its value to the history of the area will increase. I would recommend a different alternate that would relieve the Fort Madison site of heavy traffic and possible future road work.

Sincerely,

James Boylan

James Boylan
Assistant State Archaeologist

JEB/1h

*Thank you!
Send a copy of this
in each file!*

*copy sent to
Lohmeyer
22 Jan 72*

87

The construction of Alternate 4A will have no adverse effect on this site. The existing highway at the site of historic Fort Madison will be ~~not~~ ^{have} ~~not~~ ^{be} constructed. Alternates 2, 2X and 3 would, however, divert traffic from the Fort site.



United States Department of the Interior

NATIONAL PARK SERVICE
MIDWEST REGION
1706 JACKSON STREET
OMAHA, NEBRASKA 68102

JAN 20 1972

IN REPLY REFER TO:
D30 MWR CFA

Robert L. Humphrey
Planning and Programming Engineer
The Iowa State Highway Commission
Ames, Iowa 50010

Dear Mr. Humphrey:

Thank you for your notice concerning the following proposed project:

1. Project No. U-61-1, Lee County, and
2. Project No. FN-90-1, Dallas County.

No established or studied Units of the National Park System would be affected by this proposed project. No eligible sites for registration as National Historic, Natural or Environmental Educational Landmarks are involved. Accordingly, we have no objections to the performance of this work as related to this area.

However, we do suggest that you consult the State Liaison Officer appointed by the Governor of Iowa for the National Register of Historic Places, for information concerning this program of the Historic Preservation Act of 1966 (P.L. 89-665) as it may be influenced by the proposed construction.

The State Liaison Officer for Iowa is Mr. Adrian D. Anderson, Assistant Director, University Archaeological Laboratory, 129 South Capitol Street, Iowa City, Iowa 52240.

As one of the concerns of the National Park Service is archeological studies, we feel that some thought should be given to archeological resources in project planning. As the proposal develops we will be concerned that action is

The State Historic Preservation Officer and the Office of the State Archaeologist were contacted for their review and comment of the proposed project.

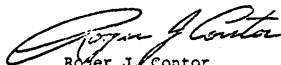
102

Young
Put on copy
in card file.

*copy to State Historic
24/Jan 72
filed*

taken or proposed to determine whether archeological resources are present in the construction area. If feasibility evolves and detailed project studies are undertaken, recommendations and proposed actions resulting from a professional archeological survey should be included in considerations of impacts upon the cultural environmental values.

Sincerely yours,



Roger J. Contor
Acting Director
Midwest Region

No response necessary

IOWA STATE HIGHWAY COMMISSION



UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY
REGION VII
1725 BALTIMORE - ROOM 249
KANSAS CITY, MISSOURI - 64108

IN REPLY REFER TO: AMPR-PLAN

January 28, 1972

Mr. A. Jay Medford
Division Engineer
Federal Highway Administration
P. O. Box 627
Ames, Iowa 50010

Dear Mr. Medford:

We have reviewed the draft Environmental Impact Statement for U.S. 61 in Fort Madison, Lee County, Iowa, received by this office on December 29, 1971.

The proposed relocation of U.S. 61 in Fort Madison begins just west of the present intersection of Iowa 2 and U.S. 61 and proceeds, generally, east and north to intersect with "H" Avenue. The highway then follows present alignment to the end of the project. Improvements consist of a four lane divided highway with 10 foot shoulders, 24 foot median, variable medians, left turn storage lanes at intersections, intersection changes, and four bridges. At a point just past the French Creek bridges, the highway divides into two one-way lanes with 29 foot back-of-curb to back-of-curb lanes, to the intersection at "H" Avenue. From here a 49 foot back-of-curb to back-of-curb roadway is proposed running from 10th Street to the end of the project. Total length of the project will be approximately 6.2 miles.

We have the following comments on the draft Environmental Impact Statement:

PROJECT DESCRIPTION

The project description and accompanying maps are unclear as to the exact termination point of the project. The maps included show the proposed location and all alternates ending at their intersections with the present Route 61. However, the map included with the Public Hearing Notice received by this office December 28, 1971, shows the project continuing and ending at a point further north on Route 61. The specific termination point should be noted in the project description and some degree of consistency should be achieved in all outgoing information.

Detailed descriptions of the bridges over Dry Creek and French Creek should be included in this section. Any channel changes considered should be referenced in the project description.

Refer to "Project Description" in the SUMMARY OF STATEMENT and to "Alternates Considered" in Section 1, which have been rewritten to clarify alternate termini.

This information is included in the "Project Description" section of the SUMMARY OF STATEMENT and in the "Water Quality Impact" and "Stream Modification or Impoundment Impact" in Section III.

The proposed intersection change at Iowa 2 and U.S. 61 west of 40th Street should be described in this section.

Any effects this project might have on the sanitary and storm sewer systems, existing or proposed, should be noted and described in detail.

Any right-of-way to be acquired should be stated in terms of length, width and total number of acres.

PROBABLE IMPACT

We object to the statement that water pollution and soil erosion problems will be temporary. With proper care during construction these problems can be avoided altogether.

Methods for disposal of solid and liquid wastes generated during construction should be noted in detail under this topic.

PROBABLE ADVERSE EFFECTS

Overall ambient noise levels will be increased as a result of increased speeds.

As noted in the project description a 70 miles per hour speed limit will be posted on the rural portion of this project. Increased wildlife mortality rates will occur as a result of increased speeds.

Please furnish this office with a copy of the final statement with review comments when it is submitted to the President's Council on Environmental Quality.

Very truly yours,

Charles H. Hajinian
Charles H. Hajinian
Chief, Program
Planning Branch

The "Y" intersection at the west junction of U.S. 61 with Iowa 2 will be reconstructed to a modern "T" intersection as part of the Iowa 2 project extending in Lee County from Donnellson easterly to U.S. 61 west of Fort Madison. A temporary connection is, however, proposed at this intersection until such time as the Iowa 2 project is completed.

Details regarding sanitary and storm sewers within the corridor will not be available until location approval has been received and field survey is initiated. The same is true of right-of-way takings. Right-of-way figures have been included in Section 1 but are preliminary estimates. However, it is estimated that ROW needs will be approximately 100-foot wide.

Methods for disposal of construction wastes are included in Section IV.

Refer to "Noise Summary" in Section III.

Due to the existing energy crisis, the Iowa Legislature has adopted a 55 mph maximum speed limit on all rural highways. Therefore, the wildlife mortality rate in the rural section of the project should not increase.



DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20250

FEB 1 1972

Mr. Robert L. Humphrey
Planning & Programming Engineer
Iowa State Highway Commission
Ames, Iowa 50010

Dear Mr. Humphrey:

As requested we have reviewed the environmental statement for the relocation of U. S. Highway 61 through Fort Madison, Lee County, Iowa.

The statement adequately reflects that detrimental effects to soil and water sources are minimal and that protective action will be taken where needed. We, therefore, have no further comments on this project insofar as environmental effects on soil and water resources are concerned.

Thank you for giving us an opportunity to review the statement.

Sincerely,

T. C. Byerly
Coordinator of Environmental
Quality Activities

No response necessary

RECEIVED

FEB 4 10 20

DEPT. OF AGRICULTURE

*Copy of Study Available
Dist. Dept. of Ag.
4/26/72
JCH*

104

CHARLES E. (GENE) HALES, Engineer

THE CARRELL Office Message

OFFICE OF
COUNTY ENGINEER
LEE COUNTY, IOWA
Phone 372-2541
FORT MADISON, IOWA 52627
February 2, 1972

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

Re: US 61 Improvement
Lee County, Iowa

Dear Mr. Coupal:

Please be informed that I am in favor of the proposed improvement of US #61 in the vicinity of Fort Madison, Iowa. I also urge that your location and design approval be based on the Highway Commissions well founded engineering recommendation.

Very truly yours,



Charles E. Hales, P. E.
Lee County Engineer

CER/jw

FORM 13 4472
2004-8-71

IOWA STATE HIGHWAY COMMISSION

February 4, 1972

Mr. Charles E. Hales
Lee County Engineer
County Courthouse
Fort Madison, Iowa 52627

Dear Gene:

Thank you very much for your recent letter relative to the U.S. 61 improvement in Lee County in the vicinity of Fort Madison.

A copy of your letter will be to the Planning and Programming Department for inclusion in the project files.

I particular appreciate your taking the time and trouble to write as you did to let us know of your feelings in this matter.

Best personal regards.

Very truly yours,

J. R. Coupal, Jr.
Director of Highways

JRC/dg
cc. R. L. Humphrey

Y
R
O
C

Handwritten notes:
R. L. Humphrey
cc. R. L. Humphrey
2 Feb 72
jll
10E

107



M2253
BOR Control No.
E - 555-72

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION

LAKE CENTRAL REGION
585 RESEARCH PARK DRIVE
ANN ARBOR, MICHIGAN 48104

February 1, 1972

FILE	
SEARCHED	
SERIALIZED	
INDEXED	
FILED	
FEB 1 1972	
FBI - ANN ARBOR	

Mr. Robert L. Humphrey
Planning & Programming
Engineer
The Iowa State
Highway Commission
Ames, Iowa 50010

Dear Sir:

Bureau of Outdoor Recreation comments have been solicited on the draft Federal Highway Administration environmental impact statement for the following project:

State Iowa

Project U.S. 61 (R-61-1)

Location Lee County

Based upon the information presented, we have no comment with respect to outdoor recreation and related environmental aspects.

Sincerely yours,

John D. Cherry
John D. Cherry
Regional Director

cc: Mr. A. J. Medford, FHMA, Ames, Iowa

No response necessary

BOR FL4-22
Oct. 1971

Part B: Letters from the public which are contained in the public hearing transcript.

*Denotes response has been included.

- *1. John T. Masterpole, Mid-West Wax Paper Company
- *2. Robert V. Brown, Sr.
- *3. Mr. & Mrs. Roy Heather
- *4. H. F. Gardner, West Point
- *5. Larry F. Roberts
- *6. Robert V. Brown, Sr.
- *7. Rev. Sherburne L. Ray
- *8. James I. Meyerson, Asst. Gen. Counsel, NAACP
- *9. Mrs. Paul Horn
- *10. Jesse Guzman
- *11. Mr. & Mrs. James Castagna
- *12. Mr. & Mrs. Ralph Butler
- *13. Jesse Guzman
- *14. W. V. Windsor
- 15. Mrs. N. E. Barnes
- 16. Willis L. Holland, City Assessor
- 17. Mrs. Caroline C. Baxter
- 18. Mrs. Caroline C. Baxter
- 19. William Hutmacher
- 20. Mr. & Mrs. W. L. Murray
- 21. Michael Finger, Jr.
- 22. Bill Holvoet
- 23. John E. Hauck
- 24. Gordon M. Lane (Mayor)
- 25. Harold E. Rawhouser
- 26. A. Anthes Smith
- 27. A. Anthes Smith
- 28. James I. Meyerson
- 29. Cecil J. Baxter
- 30. Donald J. Delaney
- 31. W. J. Thomas
- 32. William C. Auge, Jr.
- 33. James P. Kelley
- 34. Mrs. Lorraine Foster
- 35. Gordon M. Lane (Mayor)
- 36. Michael M. Phelan
- 37. Jesse Guzman
- 38. Mr. & Mrs. Edward Holland, Miss Patricia Holland, Mr. & Mrs. Larry J. Holland
- 39. Marvin Strunk
- 40. Mr. & Mrs. Harlo Staub
- 41. H. F. Gardner

42. Mrs. Mildred Daugherty
43. Miss Agnes K. Kessler
44. John F. Auge
45. Mrs. Charles H. Crockett
46. James R. Benbow

mid-west wax paper company



December 31, 1971

Iowa Highway Commission
c/o Project Planning Engineer
Ames, Iowa 50010

Re: Relocation of Highway #61 thru
Fort Madison, Iowa via the "South
Corridor".

Dear Sir:

The Mid-West Wax Paper Company wishes to oppose the proposed relocation of Highway #61 thru the City of Fort Madison via the "South" Corridor. The Company has opposed this routing from its inception, at the Commission's 1968 public hearings, and to Local and State representatives and officials. The Company opposed the south route most recently in a public gathering on December 1, 1971 with Mr. H. Bagby of the Iowa State Highway Commission in attendance. It has presented this opposing view to the Fort Madison Chamber of Commerce.

REASONS FOR COMPANY OPPOSITION

Based on information we have been given, the South Corridor will change Twelfth Street from a two way street to a one way street with direction of traffic to the north. Information relative to cross street access to the relocated South Corridor is almost non-existent. The Mid-West Wax Paper Company is bounded on the west by Twelfth Street, on the north by the Alley between Avenue H and Avenue I, on the east by Eleventh Street which is narrow and dead ended by the Burlington Railroad. Avenue I bounds the main plant to the south. The Company has some warehouse and parking facilities bounded by Twelfth Street south of Avenue I, Avenue I and Water Street.

The relocation of Highway 61 via the South Corridor restricts access to all of the Company operations for the present and future.

1. It will take away 15 paved automobile parking spaces in the parking area on Twelfth Street. Like most other areas in the city, parking facilities are limited surrounding the plant. With no parking on the street, it will remove another 15 to 20 parking spaces normally available.
2. The shipping and receiving department fronts Avenue I at Twelfth street. All trucks delivering to or picking up freight from the plant enter the plant's docking areas via Twelfth Street from the north. If the South Corridor is implemented, access will be impaired. It will "lock out" free and normal access to the shipping and receiving dock. The only entrance and exit to the plant will be via Avenue I between Tenth and Eleventh Streets and Eleventh Street, both of which are too narrow to accommodate large trucks.

FORT MADISON, IOWA 52627 : BOX 216 : PHONE: 319/372-4241 : TWX 510/281-7184
 KINGMAN, ARIZONA 86401 : 4770 COMMERCIAL DRIVE : PHONE: 602/787-2184 : TWX 910/958-1676
(Please reply to address checked)

At such time as design plans are developed, the partial isolation of Mid-West Wax Paper Company facilities will be examined thoroughly, and inconvenience to truck and automobile traffic will be minimized as much as possible. At this stage of project development, however, any attempt to outline possible design solutions would be premature.

mid-west wax paper company

-2-

Iowa Highway Commission

December 31, 1971

3. Relocation will increase traffic in the immediate area of the plant which is undesirable as far as the Company is concerned. It will be much more difficult for employees, sales personnel, customers, service agencies, vendors, fire fighting equipment, police protection and others to get into and out of the Company's premises.

4. Relocation restricts long range expansion plans and possibilities to the west of Twelfth Street. It restricts growth to the west. It is impossible to plan expansions through main highways. The Mid-West Wax Paper Company is a growing Company with 135 employees. It has expanded its plant ten times in 25 years.

5. Certain highway safety factors must be acknowledged:

A. The Burlington Northern has a railroad track located in the center of Avenue I from Eleventh to Fifteenth Street. It is used daily. The relocated South Corridor will cross these tracks at Twelfth Street and Thirteenth Street.

B. The relocated Twelfth Street segment of the highway passes in close proximity to the west side of the plant near the end of the turn which makes the plant vulnerable to collision type accidents. The Company views this matter with concern. Due to the nature of the products manufactured by the Company, "Fire is our worst enemy". We cannot have a collision type accident with a fire aftermath and remain in operation.

6. Through traffic on the South Corridor will increase traffic congestion and slow traffic exiting from the plant. We know this to be a fact. It is difficult right now to exit the plant area and get into the line of traffic on Avenue M or cross Avenue H. When the South Corridor becomes through traffic with no parking on it, we see it "Locking in" and restricting exit choices.

7. If the south route is implemented, the City will have to improve and widen Eleventh Street, also widen and improve Avenue I between Tenth and Eleventh Streets to accommodate access to our factory. It should be noted by all concerned that during flood conditions in 1965 Avenue I and Eleventh Street were flooded in this area and closed by the City.

8. There are always other unforeseen and intangible aspects to a major change in traffic such as is proposed in the South Corridor. There is no attempt in this letter to cover them.

9. The South Corridor puts the Company between the highway traffic and the tracks with "no room to move".

Yours very truly,
MID-WEST WAX PAPER COMPANY

John T. Mastropole
John T. Mastropole

JTM:am

No response necessary

112

emid-west wax paper company

-3-

Iowa Highway Commission

December 31, 1971

CC: Governor Robert D. Ray
State of Iowa
State House
Des Moines, Iowa 50319

CC: Mr. Wilson L. Davis
State Senator
State House
Des Moines, Iowa 50319

CC: Mr. John H. Clark
State Representative
State House
Des Moines, Iowa 50319

CC: Mr. Floyd H. Millen
State Representative
State House
Des Moines, Iowa 50319

CC: Mr. Gordon M. Lane
Mayor City of Fort Madison
City Hall
Fort Madison, Iowa 52627

CC: Mr. Lee Schoon
Director of Public Works
City Hall
Fort Madison, Iowa 52627

CC: Mr. Michael L. Howard, Secretary
Fort Madison Chamber of Commerce
835 1/2 Avenue G
Fort Madison, Iowa 52627

CC: Mr. Amos Older
Councilman - First Ward
High Point
Fort Madison, Iowa 52627

CC: Mr. William Barnow
Councilman - Second Ward
1305 Avenue C
Fort Madison, Iowa 52627

CC: Mr. John Hauch
Councilman - Third Ward
403 - 20th Street
Fort Madison, Iowa 52627

CC: Mr. John E. Einspanjor
Councilman - Fourth Ward
707 - 22nd Street
Fort Madison, Iowa 52627

CC: Mr. Casey V. Lopez
Councilman - Fifth Ward
1213 - 35th Street
Fort Madison, Iowa 52627

CC: Mr. Mark Mason
Councilman at Large
1221 - 38th Street
Fort Madison, Iowa 52627

CC: Mr. E. L. Martin
Councilman at Large
631 Avenue D
Fort Madison, Iowa 52627

CC: Mr. Morton W. Denobeim
CC: Mr. Donald D. Farrington

No response necessary

Jan 15, 1971

Project Planning Engineers.
Iowa Highway Commission
Camec Iowa

Dear Sirs,

I would like some answers to some questions which were raised at the 1968 meeting and were not asked when you boy was here in Dec. If possible I would like 10-15 or 20 minutes to voice my objection to the South Corridor. The question I would like answers to are 1. Who is pressing for the South Corridor? When there was opposition in 1968 and again at the meeting you sent you boy to? (2.) Who is the individual or group that will profit from this Project? There is a rumor that a group of lawyers have bought some of these pieces of land and want to make a killing from the Highway Commission.

(3) Why? When the South Corridor, which costs so much more,

do they still want to go that route (4) The lawyers are getting tired of paying exorbitant taxes for wasteful expenditures and to me this is wasteful expenditures on a project costing 7 million when one can be built for 5.

(5) What about Elmwood Cemetery? How is the Highway going to avoid this? (6) What about the Box Box they Highway pulled in the State a few years back? I don't remember the exact place but it was spread across the West Missouri, Regester & Tribune. Do they want the same here.

After giving careful consideration to both the advantages and disadvantages of the seven alternate alignments proposed, it is the determination of the Highway Division, Iowa Department of Transportation that the alignment of Alternate 4A would be the most beneficial to the traveling public and the City of Fort Madison.

(7) You say the present Highway 61 at Ave H + 15th Street is a bottle neck yet you want to make two bottle necks just a few blocks East of the present one (8) Why are many cities asking for By Passes around their towns? Cities not as big as Fort Madison? (9) what is there in Fort Madison people would want to see anyway?

10. Have you asked any major truck line drivers what they would want? I have talked with some and they say a By pass or raise the Speed limit and remove some of the Stop signs so they can get out of town. Can you people give straight truthful answers to these Questions? You say you will go closer to the Burlington Northern tracks. What about all the additional homes plus the original ones planned to be destroyed? Does the City really want to lose all this tax money?

11. Don't Build a By Pass and let the City straighten out the mess they got them selves into and not make a wasteful expenditure of State or Federal funds

Respectfully
 Robert V. Brown Sr.
 3018 Ave D
 Fort Madison Iowa

6 former Councilman of the 5th Ward where most of this disruption will occur.

No response necessary

Ft Madison Ia.

Jan 18 1972

Kind Sir,

In ans to your letter, I dont want to speak at your meeting the 27th of Jan 1972 - but I sure dont want the Highway down through are 0.

It should by all means, belong at the edge of town. People that travel, dont want to go through a town, I no.

I have lived here since 1918, & have done a lot of traveling. If a person wants to go in a town, they will go any way. I have been a tax payer since 1920.

Truly,

Mr & Mrs Roy Heather

2729-are 0

Ft Madison

Iowa.

52627.

FORM 13 10-72
2008-9-71

IOWA STATE HIGHWAY COMMISSION

January 19, 1972

Re: 9-6
U-61-1
Lee County

Mr. and Mrs. Roy Heather
2729 Avenue O
Fort Madison, Iowa 52627

Dear Mr. and Mrs. Heather:

I have received your letter of January 18, 1972, regarding the proposed improvement of US 61 in Fort Madison.

You refer to your letter as being an answer to our letter and I assume that in reality, it is an answer to a letter from the Committee Against Relocation of Highway 61 which appeared on the back of your letter. This was not a letter from the Iowa State Highway Commission.

Your remarks do pertain to the proposed improvement of US 61 in Fort Madison for which a hearing has been scheduled for January 27, 1972. Therefore, we will place your letter in the US 61 corridor public hearing file.

Very truly yours,

Harry S. Dadd
Project Planning Engineer

DW:nes

Mr. Chairman, Members of the Committee, Representatives of the
Project Planning Engineer, Ladies and Gentlemen:

By way of Introduction, I am Harold Gardner, a farmer residing
just north of Highway 2 and about three miles west of Ft. Madison.

I am a graduate of the Fort Madison High School and the now
defunct Fort Madison Business College and have lived nearly all my
life on the farm where I reside except for about three and one-half
years spent in military service during World War II. All this
would indicate that I have ties to the community.

I am quite aware of the economic changes that have taken place
in my lifetime and seem to be snowballing in recent years. My mat-
ernal grandfather owned 148 acres of my present 260 acres, more or
less, and in his time buried two wives and educated five children
to an equal or better standard than any of his neighborhood peers
provided their offspring, which was no mean feat for one who could
not read the king's English or do simple arithmetic, although he
could sign his name and read his German Bible and weekly German
church paper. All this was accomplished solely with the income
derived from said acreage and at a time, of course, when Americans
were free; and, as my mother kept house for him for nearly twenty
years after the death of his second wife, he left the farm to her at
her option at a set price considerably higher than his cost but he
also left equal value to each of his other four children. With all
our government's ^{overreaching} paternal interest in agriculture and farmers, I
cannot seem to get the acreage paid for.

Perhaps parallel economic conditions are affecting the down-
town Ft. Madison business district--too many merchants and too little
profit to divide. And they are certainly running scared when they
attempt to capture transient trade by forcing a modern highway
through, or adjacent to, their business establishments and populous
residential areas and is costing them much area good-will.

No response necessary

It appears to be a brazen attempt to get a boulevard for the benefit of a few merchants at a tragic cost in compassionate human welfare considerations and all to be delivered as a gift from the motoring public.

This route should by-pass Fort Madison by a substantial enough margin to the north that a considerable acreage of undeveloped rough land between the present developed area and the highway could be added to the city's present recreational area and no development should be permitted in it or along the highway except immediately adjacent to the access roads or streets to the downtown area. These access roads could be at River Hills, West Point Timber Road, Highway 173 and Highway 88. For ecological reasons the recreational area should be allowed to revert to wilderness.

As an added thought, the entire business district from the Sweafield parking lot on the east to Tenth Street on the west and from the railroad tracks on the south to Avenue F (or to the alley between Avenues F and G) on the north should eventually be condemned and razed and the location used for a modern city-county civic center and the money from the condemnation could go for investment in a modern shopping center on the flat area at the top of Prison Hill on either side of present highway 61. This would capture far more Illinois business that crosses the bridge to go to the enticing up-to-date Burlington shopping center than any forced channeling of traffic into the present business district will ever capture.

No response necessary

Page 3

Whether or not such a proposal is ever accepted by the business community, the present route could be retained as an alternate and brought up to whatever standards the concerned merchants see fit to provide at their own expense.

When Highway 61 is improved and relocated the kind of bottleneck development that is now taking place west of 48th Street should not be tolerated.

Please do not accuse me of being anti-social or unreconstructed. In the interests of the civic good my 260 acres have been virtually severed into five plots by highways, the last severance having been accomplished with my consent in 1966. It is also crossed by three transmission lines, all constructed since 1956, and all with my consent and to my personal detriment.

Thank you

Sincerely,



H. F. Gardner

Enc: 3 pages

After giving careful consideration to both the advantages and disadvantages of the seven alternate alignments proposed, it is the determination of the Highway Division, Iowa Department of Transportation that the alignment of Alternate 4A would be the most beneficial to the traveling public and the City of Fort Madison.

January 25, 1972

Project Planning Engineer
Iowa State Highway Commission
Ames, Iowa

Gentlemen:

I am in favor of a highway corridor through Fort Madison. I feel that Alternate AA would be the best corridor with the following changes: from 16th Street (Highway 103) the highway corridor should connect to Alternate 1Y to 15th Street (Highway 88) and proceed from there with Alternate AA.

I am very much against right angles on any highway, especially on a highway with so much truck traffic.

For clarification please see attached.

Sincerely,



Larry F. Roberts
2301 Avenue A
Fort Madison, Iowa 52627

After giving careful consideration to both the advantages and disadvantages of the seven alternate alignments proposed, it is the determination of the Highway Division, Iowa Department of Transportation that the alignment of Alternate 4A would be the most beneficial to the traveling public and the City of Fort Madison.

Robert L. Brown Sr

I am opposed to the re location of Highway 61, known as the South Corridor. 1. I think it is not needed, 2. They are still trying to shove this down our throats, as they tried to do in 1968, and would have done if Miss Virginia Hays had not contacted Washington, to let them know of the opposition to it. Now they are trying to sweeten it up, by saying they are re-aligning it closer to the Burlington Northern tracks. In the paper they said they didn't want to split the Mexican American village. All they want to do now is to practically wipe it out. I can't see how they are going closer to the track unless they wipe out the whole South Side of the village. If they have to go by the tracks, why don't they build an overpass, and go along the South Side of the Burlington tracks?

I am opposed to this route, as a tax payer, in the so-called lower & middle income bracket. I am tired of paying taxes to be used uselessly and foolishly. They state the South Corridor will cost \$7 million, and the By pass only \$5 million. As a former Council member we always tried to get the best deal for the lowest possible price. But it seems these people want the worst deal at the highest price.

It makes no difference to them if they put out of business old established firms like Mid West Wox. or Brant-Clements -

They say our 4 & 18th Street is a Bottle neck, yet they want to make 2 more bottle necks just 5 or 6 blocks further East. It would seem to me that they would learn from past mistakes, not to make them over. I don't recall the name of the place but a couple of years back there were big headlines in the Wis. Morning Register & Tribune about a costly Bi. Rd. on one of their highways, and I suppose they want the same thing to appear in the papers, again about the one they made in Fort Madison.

Relocating proposed U.S. 61 south of the Burlington Northern tracks would create the need for two overpasses - the first near Dry Creek and the second near French Creek. These structures would need to be considerably longer than those required by the proposed Alternate 4A route north of the railroad tracks. Also a south route would necessitate the relocation of some railroad lines.

Another thing is the ²Safety factor. We have a New Post
Office Bldg. which will be practically useless to the citizens
for if the prohibit parking on Ave H. People won't be
able to get to the Post Office and all people on the
South Side of the road would not be able to
cross.

They say there is such heavy traffic load on High way
61. They certainly are not changing it much. By the proposed
south Corridor. They try to give the impression that all
traffic stops in Ft Madison, which is not so. I have
deliberately driven over these so called traffic counter 10-
15 times when they have been on the street. So how could
they get an accurate count of traffic?

I was born & raised in this town and I can't see
where Fort Madison has anything interesting for people to
come here & see. They don't have the Museum yet
which they want to put in the old Santa Fe Depot. and
if they did have how would the people reach it if
they put this Super Highway in?

Robert V. Brown Sr

No response necessary

Statement on the Proposed Reconstruction of U.S. 61 at Fort Madison,
Iowa.

Presented at Public Hearing, January 27, 1972, at Fort Madison.

Presenter: Rev. Sherburne L. Ray, 507 Avenue C, Fort Madison, Iowa,
Chaplain, Iowa State Penitentiary
President, Jackson School PTA

I am speaking as a concerned citizen of the City of Fort Madison
and not as an agent or representative of any organization. However,
the statements which I make have been heard and endorsed by the Jackson
School PTA Executive Committee at a regularly scheduled meeting on
January 25, 1972.

I will speak first of the proposed alignment known as Alternate 4A.
I will speak to those aspects affecting only the urban portion which
intersects with "H" Avenue from 10th Street to the end of the project
where the present existing pavement of "H" Street will be used as
constructed. (Draft Environmental Impact Statement, p.5). The
urban design speed will be 45 mph. "Type 3 access with frontage roads
will provide planned controlled access on which through traffic will be
given primary consideration".

I will lift out the statement, "No publicly owned parks, recreation
areas, wildlife and waterfowl refuges, or historic sites will be affected
by the project". I would call your attention to the fact that access
to the publicly owned Riverview Park and the only land access to Don's
Marina (privately owned) and pedestrian access to Riverview Park at
Eighth Street and access, both automobile and pedestrian, to the proposed

No response necessary

Historical Museum at Ninth Street will feed directly into the Highway 61 as proposed. Auto exit from Riverview Park is now impeded by a two-car length rise to the highway crowded between a major railroad crossing and the highway with limited visibility from the right due to driver position and to the left due to a curve in the highway. At designed speed of 45 mph, auto access will at best be impeded and at worst, hazardous; pedestrian traffic will be at best hazardous and at worst, impossible.

I would further call attention to the fact that two-lane traffic halts at the intersection of Highways 61 and 2 at the approach to the Mississippi Bridge with three-way flow of traffic involving a serious curve for southbound traffic in addition to frequent tie-up of bridge traffic at busy time which reaches well into the traffic flow. Such stop and tie-ups will seriously affect the proposed 45 mph traffic through the entire length of the urban speed area.

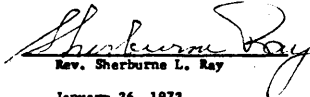
Next, I would call your attention to proposed Alternate 2 involving a one-way pair using Avenues E and F. This Alternate proposal for the same area from Tenth Street to the end of the project will enclose an elementary school and two city parks between through traffic flow. It will also affect all pedestrian and auto traffic for this largely residential area to the business district, city parks, schools, library and churches. Even the Proposed Route 4A would deflect local traffic to Avenues E and F compounding the already difficult situation for schools, parks, and residences in the East End neighborhood.

The proposed construction of Alternate 4A will end near 10th Street. Although the urban area of proposed U.S. 61 is designed for 45 mph, it is within the discretion of the City of Fort Madison and Iowa Department of Transportation to set a safe speed limit through Fort Madison.

Conclusion:

As a resident of the East End of Fort Madison, where through traffic and local traffic has only a choice of four streets, E through H involving residential properties, schools, parks, library and museum as well as industry and business now existing compatibly together, and which would be unfavorably affected by any proposed or expected traffic increase, I strongly endorse an alternate by-pass North as being the wisest and most advantageous solution. Surely appropriate by-pass exits for local traffic movement to the business and transportation terminals will provide adequate service without disrupting the orderly process of a pleasurable community life, and let the through traffic with its speed, noise, and pollution, proceed unimpeded by people.

No response necessary


Rev. Sherburne L. Ray
January 26, 1972

Statement on the Proposed Reconstruction of U.S. 61
Sherburne L. Ray, Presenter
1/26/72

NAACP Special Contribution Fund

1700 Broadway, New York, N.Y. 10012 / 246-2100

January 22, 1977

THE UNITED STATES VOTER
EDUCATION BOARD (USVEB)
TRAINING SERVICE FOR YOUTH
ACTIVITIES

TO: The Iowa State Highway Commission

RE: The proposed re-routing of Highway # 61
through the City of Fort Madison, Iowa

Gentlemen:

As per our previous request, the National Association for the Advancement of Colored People submits the following position statement with respect to the re-routing of Highway # 61 through the City of Fort Madison, Iowa and asks that this statement be read into the record of this hearing and made a part thereof.

The proposed corridor which has been chosen for the re-location of Highway # 61 will have the discriminatory effect of disrupting minority neighborhoods in Fort Madison, Iowa and the consequence of displacing a disproportionate number of minority group members living therein, specifically Black persons and persons of Mexican-American ancestry. In fact, in December 1970, officials of the United States Department of Transportation acknowledged that if approved, the corridor selection will have the effect of discrimination in that a disproportionate number of the displaced persons will be minority group members, i.e., Negroes and Mexican-Americans."

The proposed action of the Iowa State Highway Commission reflects a total insensitivity to the fact that the minority persons living in the corridor area have been systematically denied the privilege of living in other areas of Fort Madison because of their race and ancestry and it authorizes, encourages, and sanctions continued discrimination on these grounds.

Many of the minority persons living in the corridor area are economically disadvantaged and have worked hard for many years to acquire ownership of their homes. Some have put many dollars into improvements while still others

The Iowa Department of Transportation is not in agreement with the charges of discrimination. The statement does not fairly or accurately set forth the actions of the Commission on the proposed project. The racial background of people was irrelevant to the route selection. Alternate 4A was selected because it is considered the best solution to the transportation problems in the City of Fort Madison.

Any highway relocation will cause disruption to the residents whose property is taken regardless of the neighborhood involved. Any person whose property lies within the right-of-way required for construction will be fully reimbursed and placed in safe and decent housing. Black and Mexican families will be entitled to the same relocation assistance payments made available to white families.

Just as the whole community will benefit from the construction of Alternate 4A, so will minority group persons benefit. They will be given relocation assistance money and a chance to move into other parts of the City. If housing is not in adequate supply when the highway project would begin, plans will be made to build the necessary housing. The Iowa Department of Transportation has gone on record as favoring last resort housing if it is needed.

have built new homes.

Adequate relocation housing is not available for those persons who would be displaced by the proposed action. At this time, the only housing available in the City of Fort Madison is in the \$20,000.00 bracket, a bracket which is far out of the reach of most of the home-owner in the corridor area. Contrary to published reports, the majority of the dwelling units that will be taken as a consequence of the proposed action will not "satisfactorily" be replaced by the proposed "Low-Rent" Housing project.

It is apparent that the location of the proposed highway corridor is being pressed by persons with no vested interest in the area. The sole design of the proposed corridor area is to acquire land at the cheapest price possible and at the sole expense of the minority persons living therein.

In Norwalk Core v. Norwalk Redevelopment Agency, 395 F.2d 920, 931 (2nd Cir. 1968), a Federal Court of Appeals, in addressing itself to proposed governmental action and the consequent effect of minority displacement, stated:

"...[The fact that the discrimination is not inherent in the administration of the program, but is...accidental to the plan] surely does not excuse the planners'...Equal protection of the laws means more than merely the absence of governmental action designed to discriminate; as Judge J. Skelly Wright has said, 'we now firmly recognize that the arbitrary quality of thoughtlessness can be as disastrous and unfair to private rights and public interest as the perversity of a wilful scheme.' Hobson v. Hansen, 269 F. Supp. 401, 497 (D.D.C. 1967). "

The Supreme Court made it clear in Burton v. Wilmington Parking Authority, 365 U.S. 715, 81 S. Ct. 856, 6 L.Ed. 2d 45 (1961), at page 725, that:

" It is of no consolation to an individual denied the equal protection of the laws that it was done in good faith."

In light of the foregoing, the National Association for the

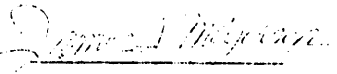
Refer to previous page

The Iowa State Highway Commission
Page 3

Advertisement of Colored People respectfully urge the Iowa State Highway Commission to reject the proposed re-routing of Highway 761 through the City of Fort Madison, Iowa. It is the feeling of the Association that the design and effect of the proposed action is unconstitutional and illegal and all efforts will be taken to block the implementation of the project if such is approved.

It is with the hope that further action will not be necessitated and that equal protection of the laws will be accorded to all persons, irrespective of their color or ancestry, that I remain

Yours very truly,


James I. Meyerson
Assistant General Counsel

N.A.A.C.P. - 1790 Broadway
New York, New York 10019
(212) 245-2100

No response necessary

Jan 31-72

Dear Sirs:

I would like to express my opinion on the new highway question - I think it's very selfish on someone's part - maybe even making some parties pockets lined with green linings. To put a highway putting so many people out of homes which they have strived so hard to get, and building a unit even will be more costly than some will be able to afford. The commission in due time will bypass Fort Madison and they know it so why not ~~not~~. We have taxes high enough.

In bigger cities a highway never goes thru the town if a person wants to shop

After giving careful consideration to both the advantages and disadvantages of the seven alternate alignments proposed, it is the determination of the Highway Division, Iowa Department of Transportation that the alignment of Alternate 4A would be the most beneficial to the traveling public and the City of Fort Madison.

They will go out of their way
to do so anyway.

Seems there are pretty stupid
plans drawn up on these
highways anyway, for instance
the curve on top of Burlington
hill where the turn off to
Augusta road. That is very
dangerous. Another quite
close is the ^{same} way the road
was put on the Augusta
road, no curves and deep
ditches.

Well, those are a few zippers
sorry about that -

Sincerely
Mr Paul Horn

No response necessary

February 2, 1972

To whom it may concern,

As a citizen of Fort Madison and interested in the growth of our city I personally believe that we do need a highway through Fort Madison. I also believe that it should have been built or started by now. All this waiting and controversy is just going to cost more. Surely you don't expect to please everyone in town. If you hold anymore meetings they will be useless and a waste of time, as you will be hearing the same thing over and over again.

It seems to me, and I think you will agree that the best route is Route 4. It is the shortest and the straightest with the least curves. It is also the one that was recommended by the highway commission in the original survey, and I should think that they knew what they were doing.

I am against a by pass to the north, as it will not relieve the traffic congestion in town. The other proposed routes may be alright, but not as good as route 4.

I am 100% against Route 4A, as it will destroy the Mexican Village, which is a part of every Mexican, it is part of our heritage here in Fort Madison.

Route 4 A is just a big curve, made it seems to me to destroy our village, because a few blocks down it becomes route 4 again. Is this the purpose of Route 4 A ? To wipe out the Mexican Village.

I know that if all of you that are involved in this decision will get your heads together you will come up with Route 4 straight down Ave. O from the west end of town.

yours truly,

Jesse Guzman
1502-38th St
Ft Madison, Ia

FORM 11 (4-72)
7000-6-71

IOWA STATE HIGHWAY COMMISSION

February 14, 1972

9-6
U-61-1
Lee County

Mr. Jesse Guzman
1502 38th Street
Fort Madison, Iowa 52627

Dear Mr. Guzman:

I have received your letter of February 2, 1972, in which you state that you are against the bypass to the north and 100 percent against Alternate 4A for the improvement of U.S. 61 in Fort Madison. You also stated that you do believe that a highway is needed through Fort Madison and that none of the other proposed alternates would be as good as Alternate 4.

The purpose of studying Alternate 4A was not to wipe out the Mexican Village. At the time this alternate was proposed, it was felt that it would do the least damage to the Mexican Village due to the fact that it did not split it in two; however, facts that you have pointed out will be considered.

Your letter will become a part of the official transcript of the U.S. 61 public hearing and will be reviewed by the staff engineers and Commissioners as further decisions are made regarding this project.

I have also received your letter of February 5, 1972, in which you seek to clarify the confusion with regard to the petition that you submitted and state that the people who signed the petition favor a northern bypass over all routes.

This letter will be placed in the U.S. 61 hearing file to be reviewed by the staff engineers.

Very truly yours,

Robert L. Humphrey
Planning & Programming
Engineer

DGW:mf

Oct 3, 1972

Project Planning Com.
Iowa State Highway Com.
Ames Ia.

Dear Sir.

I am writing to you in regard to the highway going thru Madison. Some opposed to this so-called south route. I think the needs of this community will be best served by a northern by-pass. The people of Madison who live north of this south route, will not drive half way across town to get on this highway to go to town. They will continue to use 15th street or Avenue which is nearest their home. These people who live to the north of Madison, the residents of the farming community west of Ames, and Denmark, will not continue down 15th street (or whatever street) that leads onto this highway to go to town. They will take the Avenue, they take now to get to the business district - As for those of who will be going east or west of Madison. They probably have a shortcut they take now. I believe a by-pass would benefit them.

No response necessary

safety-wise. And this by-pass would eliminate these so-called shortcuts, which have proven to be dangerous. (i.e. Bentley - Macle accident several months past). The highway commission tells us that there is not much thru traffic in Madison. I live on the present highway, I see the three trucks to go. I see the trucks that turn here at 32nd street to go to Pease. And I see the trucks that don't - am I to believe that these east-west going trucks, only to proceed to the city limits & then stop? The same goes for all the cars - many with out of state licenses. We are led to believe that there is limited east-west thru traffic through Ft. Madison. How will this south route benefit the needs in this town of those who live north of this proposed south route. I myself believe this route would only benefit those who are going thru town, or those who live outside of town going to work either in the town or on the limits of town. I see no reason why people should be up-trodden - homes torn down, to make it

After giving careful consideration to both the advantages and disadvantages of the seven alternate alignments proposed, it is the determination of the Highway Division, Iowa Department of Transportation that the alignment of Alternate 4A would be the most beneficial to the traveling public and the City of Fort Madison.

easier for people who do not live
in this town to get thru it. I myself
have no problem getting to the business
district. I live on 31st. and if
this highway goes thru I will probably
will have to drive half way to town or else
back to street west of me to gain access to
the highway to go to town. Believe me I
will continue on the route I now take.
The only time I have trouble with
congestion of traffic is when I dropped get
off work. And these people who live
north of this proposed route will continue
taking the route nearest their homes.
As I as you know the largest of this town
most of their homes will be north of
this route. The only ones who will use
this route to the fullest will be the
ones who live west of town. Some ~~may~~
may take this route as far as the nearest
~~street~~ and then take off for their homes.
And this will result in congestion of these
streets. At the present I believe the point
of the most congestion at peak working hours
would be from ~~one~~ 2nd street to 18th

No response necessary

street, via ave H. - E + I. And the
only street that would benefit would
be ave H. Again those who live north
of town, or in the northern sector of town -
will continue down ave. E + I. and
your congestion remains!! I would
like to know how you propose to
let the residents of Madison use this
post office to its fullest? It will be right
on this highway with no parking on
either side - And River view park - ?
and the proposed museum - ? all these
will be on this highway. I still
say what Madison needs a by-pass.

Thank you

Mrs - Mrs James Castagne
3138 ave L.
Madison, La 52027

No response necessary

Feb. 4, 1972

Engineer Iowa State Highway Commission,
Fairfield, Iowa

Dear Sir:

Please add our names to those who are against following the "south corridor" plan for Highway 61 through Fort Madison. According to the figures we read in the paper it is the most costly plan in dollars and still more so in human relations and upheaval.

As one man said on the radio "It will not be many years until it will be changed to by-pass Fort Madison as other towns are doing if alternate plans are used." We believe that the cost would be doubled, plus.

We have heard that the Iowa Highway Commission is in favor of the "south corridor" we don't know why - so don't know whether it will do any good to write. It was the Federal Commission that halted the plan.

At a meeting we attended recently a lady said, "I think it is just terrible to go ahead with the south corridor plan but I think they will do it - you wait and see - because it will benefit some influential people. I wonder if it has some connection with the increased bids being shown recently in getting the housing started for lower income families with a view toward moving

After giving careful consideration to both the advantages and disadvantages of the seven alternate alignments proposed, it is the determination of the Highway Division, Iowa Department of Transportation that the alignment of Alternate 4A would be the most beneficial to the traveling public and the City of Fort Madison.

the present home owners into rental housing where the owners of the rental housing would be assured of a good income subsidized by the government. Like vultures ready to pounce upon their prey. The enclosed clipping by Ramon Limber states the case very well.

With the industrial development just west of Fort Madison, there is a good chance the western part of the town will grow. Some people have owned building lots there for many years, paying taxes on them but receiving no income from them. In recent years, rumors have been laid along some streets. We don't know what kind of upheaval would come to those lots if the south corridor is chosen.

When one crosses Ave L (Highway 61) in Fort Madison with huge logging trucks and vehicles of every kind, he takes his life in his hands and the stench from the fumes is bad. Though fence people would cross the 4-lane "south corridor" it would be dangerous, too.

We do not live in the affected area or have any relatives or friends, that we know of, who do not just like to see justice done. There is too much of the opposite. No wonder we have demonstrations and riots when people can't make their voices heard.

Sincerely yours,

Ralph Butler

Ralph Butler

(Mrs. and Mrs. Ralph Butler

2718 Ave. J

Fort Madison, Iowa 52627)

No response necessary

Feb. 5, 1972

To Whom It May Concern,

This letter is to clarify all the confusion which the recent petition that I circulated has caused. The fact is; the people who signed the petition favor the Northern bypass over all routes.

However, if a Southern route is chosen by the Highway Commission the people would favor Route #4 over Route #4A, because it would do the least harm to the Mexican people of Fort Madison.

Yours truly,

Jesse Guzman

*Don
This says that!
Please acknowledge!
9 Feb 72
RCS*

FORM 13-7472
2000-0-71

IOWA STATE HIGHWAY COMMISSION

February 14, 1972

9-6
U-61-1
Lee County

Mr. Jesse Guzman
1502 38th Street
Fort Madison, Iowa 52627

Dear Mr. Guzman:

I have received your letter of February 2, 1972, in which you state that you are against the bypass to the north and 100 percent against Alternate 4A for the improvement of U.S. 61 in Fort Madison. You also stated that you do believe that a highway is needed through Fort Madison and that none of the other proposed alternates would be as good as Alternate 4.

The purpose of studying Alternate 4A was not to wipe out the Mexican Village. At the time this alternate was proposed, it was felt that it would do the least damage to the Mexican Village due to the fact that it did not split it in two; however, facts that you have pointed out will be considered.

Your letter will become a part of the official transcript of the U.S. 61 public hearing and will be reviewed by the staff engineers and Commissioners as further decisions are made regarding this project.

I have also received your letter of February 5, 1972, in which you seek to clarify the confusion with regard to the petition that you submitted and state that the people who signed the petition favor a northern bypass over all routes.

This letter will be placed in the U.S. 61 hearing file to be reviewed by the staff engineers.

Very truly yours,

Robert L. Humphrey
Planning & Programming
Engineer

DW:af

Feb 6, 1972
1304 23rd St
Fort Madison Iowa

The Planning Committee of the
Highway Commission

Dear Sirs:

Although I spoke at the
Public Hearing on Jan. 27 at Grand
Brent Hall in Fort Madison, I do not
feel that I made myself clear.
First I was angry at person who
spoke before me. Mr. Woods
who spoke for Alternate 4 or 4A
owns rental property in the area
which for years he has taken rent
and not put anything back into
the upkeep of the properties. Now
the places are run down and
he can't rent them, he wants
alternate 4 or 4A in order get out
from under the tax burden
Now to clarify my statements
of January 28th.
I just I said the City Council

FORM 13 8472
1008-0-71

STATE HIGHWAY COMMISSION

February 14, 1972

9-6
U-61-1
Lee County

Mr. W. V. Windsor
1304 23rd Street
Fort Madison, Iowa 52627

Dear Mr. Windsor:

I have received your letter of February 6, 1972, regarding
the proposed improvement of U.S. 61 in Fort Madison.

The policy of the Commission is to hold public hearings of
this kind before all details are worked out and a specific pro-
posal has been adopted and considerations are given to suggestions
which may be made. The hearing held in Fort Madison was a
corridor public hearing and was held prior to the initiation
of design for the project. A public hearing procedure is used
to present factual information about the proposed location,
to hear the views of the public and to correlate these facts
into a final highway improvement that will best serve the
public. The decision as to whether or not to approve the
recommended location for U.S. 61 has not been made and will
not be made until such time as the transcript has been prepared
and thoroughly reviewed by the staff engineers and Commissioners.

Your letter will be placed in the U.S. 61 public hearing
file to be reviewed as further decisions are made regarding
this project.

Very truly yours,

Robert L. Humphrey
Planning & Programming
Engineer

DW:sz

, the Chamber of Commerce are responsible for the traffic problem in the city and have done nothing to help alleviate it.

They have placed stop signs indiscriminately and at the urging of petitioners of property owners who wished stop signs placed for their convenience.

Upon a proposal to widen Ave F and F. and to take high crown off of Ave E to help the flow of traffic. Petitions of accidents along these streets, including several people who had influence upon the Council and one Council man was presented to the City Council and proposal was dropped. Most recently the City has allowed the building of store at the corner of 13th and Ave H. to be erected flush with the

No response necessary

sidewalks creating a blind corner at one of the busiest intersections of the city. It matters where route 61 goes this intersection will continue to be a very busy intersection. This is another example of their idea of helping traffic flow as was previous Councils in allowing housing additions which cut off streets on ave. E, F, and G and H, eliminating Hwy East and West streets.

They are interested in letting you the Highway Commission try to solve problems of traffic, that they are unwilling to do because it may cost them some spot and votes.

Now let us take a close look at proposal Attentate 4 and 4A, the purpose of which is help the flow of traffic thru the city. According to your figures the greatest traffic

No response necessary

count is from 35th street to
6th street. One of the main
reasons is that people going to
and from work and housewife going
to schools, store use highway 61
simply because west of 35th
street the east-west street have
not sufficient stop sign protection.

Putting Highway 61 thru the
"Southern Corridor" is not going to
help the situation. Limited access on
the highway will create problems and
there will be more than two
thirds of the traffic count who
be able to be downtown by
the time they can get on the
highway and get off again. Also
this being a river town and a
quite a few boaters who use
Riverview park and the Marina
at the east end of the park, how
are they going have free access.

No response necessary

to and from the same. As to carriers going through Madison is not necessary. Providing a truck route thru the city is all that is necessary for those who must deliver to businesses and industries in the city. I am sure Truck Transport, Ryan, Luchaf and all other trucking concerns would prefer to by-pass the city on all trucks except those which have definite stops in the city. Truckers run on a tight schedule and by-passing towns and cities is to their advantage.

Now the final point against Alternative 4 or 4A as the route for highway 61, the displacement of families and so on.

The City Council, the Chamber of Commerce, the Mayor, Madison have been stressing the splitting of the Mexican American community.

No response necessary

Although this is a big factor, the Mexican American minority constitutes a small portion of those to be displaced. How about the other 75 to 85 families who are to be displaced? Most of these people are on pensions or about to be paid to take pensions. They have worked, bought and paid for their homes in ~~the~~ of this day when they retire and be able to self-sustaining the balance of their days. Then they are confronted with the possibility of having their years of planning thrown out and be told they are going to provide you with low-income housing within your price range. How has this housing been hiding the past 15 or 20 years. The price of houses in Ft. Madison is much higher than these ^{one} were able to afford when they were working now suddenly it is going to be

No response necessary

available now that the City Council, the Chamber of Commerce, and the Highway Commission want to take their properties for Highway 6, unless they are on gas. These people are not going to be able to pay the \$50 to \$100 month rent repaid and still be able to exist without further aid, and the Highway Commission could save itself. They will have their Highway thru the city and can then start planning for the by-pass around St. Madison, which must come to eliminate at little need upon the flow of traffic over St. Highway 6.

Also there are these property owners who will not be moved by the Southern Courier but will have the highway running by their property to close as to be useful for

No response necessary

their children playing, dipping the
 value of their properties as well as know
 about the safety factor. Nothing
 will be done to eliminate
 the sharp corner of Pine and
 2nd Street unless two people
 were killed by a semi-overturning
 on them and a few months
 later a straight truck lost its
 load and overturned, both
 because of brake failure. How
 safe is increased speed limit
 on Avenue K with one of the
 biggest battles on the street being
 full stopping at the T. S. Post
 Office. How safe is fact and
 traffic going fast & missing
 home.

Your proposal by Van is a
 good plan, but why swing back
 down the Happy Hill instead
 of coming out at the top of Washington
 Hill or even better off of the

No response necessary

the straight stretch further north at
Halters Reef.

The \$1,500,000 saving in a by-lane
which must be built eventually is
by far the best and most economical.
It will also do away with

- gas emissions and smoke for the
area, which is noted for its humidity
and by its low level tends to
hold gases and ashes much longer
than other areas. The first got
the paper mill started eliminated
must we now be confronted
with another.

- In closing let me say
that I received the impression
at the Jan 27th Public Hearing,
that if just what it was a compliance
with Federal Law, that the decision
has already been made. Since the
past statement by the Mayor Mr
Lane which he said the
Mexican American was for Alameda

No response necessary

4 over Alternate 4A in which either
 deliberately or by accident?? left out the
 portion which stated that they preferred
 the Big-Tus but if the Southern
 Corridor was chosen they preferred 4 over
 4A. I have had more serious doubts
 concerning this whole affair. Several
 others are of the opinion that Holiday
 Inn and the Shopping Center would
 not have located with out some
 assurances that they were building
 along the proposed new route. I
 must admit after hearing some
 of off record conversations of
 several of the persons at the
 Highway Commission at the 27th
 meeting and one statement recorded by
 one member that quote "We felt that
 the Southern Corridor was the Alternate
 where the Highway should go, that I
 feel that my attendance at the
 meeting and this letter is of no
 avail because the decision

No response necessary

has already been made. I hope I am
wrong, I would like think that people have
a little influence over machines and
people who do not think about
the plight of others.

Sincerely Yours

J. P. Hendon

1304 23rd St

Fort Madison Iowa

No response necessary

No response necessary

I am afraid I ~~could not~~ ^{could not} get up and say anything before a crowd, as much as I would like to see the Highway go out around town. I don't think it was any business going through town. I am Senior Citizen myself. I wouldn't want anything to happen to my home.

I am sending a slip of paper with my voting address on it ^{hoping you can use it to express my wish}

JANUARY 10, 1972

I would like to take this opportunity to thank ~~you~~ and every one of you for participating at our meeting at Sacred Heart Hall on December 13, 1971.

Our fight has just begun. I am sure most of you are aware the Highway Commission has set January 27, 1972 at 7:30 at the Sacred Heart Hall as the public hearing date. Furthermore, the Commission has asked that any person who wants to speak for or against the relocation proposals must send their name and approximate length of time they will want to speak.

The Committee feels this is the best way to show strong opposition to the Highway Commissions proposal.

The night of the meeting we will have placards that we will pass out at the door and we would like you to demonstrate your opposition by displaying the placard at the meeting.

We, the committee, are counting on you to return with more enthusiasm and hopefully two or three more friends that are against the proposal. The strength of our opposition is the key to winning or losing our battle.

As stated in the paper it states you must request time to speak and submit the proposal. Failure to do this may hamper your opportunity to voice your opinion at the meeting. At this time it is the intent of this committee to check into the legality of this procedure. So write to the Project Planning Institute.

We are enclosing a stamped envelope for you to send with your name and address of where you will receive to the Highway Commission. Please send it in, as this is of utmost importance.

Sincerely,
The Committee Against
Relocation of Highway 61

Jan 22 1972
I am for Highway going out
side of town

Signed
Caroline C Baxter
510 4th St
Fort Madison
Iowa
52627

150

No response necessary

1530 Avenue F Fort Madison
12-29-71
Project Planning Engineer,
Iowa State Highway Commission.
Linus Iowa.

Dear Sir:

I strongly protest using avenues
E and F as corridors for 61. I believe it would
cause the deaths of some children as there
are several schools in that area also
some churches.

I am well acquainted with the traffic
on 61 as I lived under 509 1/2 this year on
it in the 600 block for 29 years -

I could never have my windows open
at night and get any sleep as those large
diesels sometimes run in 2's or 3's
and it goes on 24 hrs a day & night.

So why think of running a highway
through a densely populated residential
district. Residents will already know F and
D on way streets which many people
use to get to the uptown stores to work
or shop.

Respy Mrs H. E. Barnes 1530 F
Fort Madison Iowa

cc
sent to
alternate (8).

151

WILLIE L. HOLLAND, C.A.E.C.I.A. City Assessor 705-707 Seventh Street FORT MADISON, IOWA 52627	LOCAL TAXES EQUAL	PHONE Area Code 319 372-5454
	STATE-COUNTY-SCHOOL-CITY	
SERVICES		

6 January 1972

Project Planning Engineer
Iowa State Highway Commission
Ames, Iowa 50010

Gentlemen:

I wish to sincerely urge the approval of a
corridor highway system for Highway 601 through
the city of Fort Madison, Iowa. I am not in a
position to recommend one of the proposed alternates
over another.

Traffic in this river city is booming under
present conditions. I recognize that people sometimes
are bewildered by changes but this certainly is an
essential project.

Most sincerely,
Willie L. Holland
Willie L. Holland
City Assessor
Box 447
Fort Madison, Iowa 52627

WJH:bh



No response necessary

S T A T E M E N T

TO: Iowa State Highway Commission
FROM: Talley Broadcasting Company Michael Finger, Jr.
Radio Station KXGI Vice President
Marquette Building
Fort Madison, Iowa 52627
SUBJECT: U. S. 61 in Fort Madison, Lee County, Iowa

This statement is made in support of the "corridor concept" approach to alleviate traffic problems that now exist on Highway 61 through Fort Madison, Lee County, Iowa.

As an active communications media, Talley Broadcasting Company, licensee of Radio Station KXGI, recognizes the problems concurrent with inadequate traffic movement and control; and, further recognizes that problem in relationship to present conditions existing in Fort Madison, Iowa re Highway 61 from 2nd Street to a point of intersection with Highway 2 west of Fort Madison. With projected traffic increases, with projected population increases, with projected commuter-employee increases; it is too apparent, that without relief, increased news stories of traffic and pedestrian accidents -the type of news stories we would prefer not to receive- can also be projected.

While strongly endorsing the 'corridor concept', Talley Broadcasting Company does oppose the one alternate route known as 'alternate 2'. Opposition to 'alternate 2' is based on the number of schools and churches that lie within, and would undoubtedly continue to lie within, this corridor.

Talley Broadcasting Company expresses its compassion for individuals residing within any eventually determined corridor. It is always emotionally difficult to move; even when a move is self-initiated. To be requested to move from a home one has known for years is far more difficult to accept. This fact has been carefully considered in reaching our decision of support. Talley Broadcasting Company feels that with the contractual consideration and aid offered in relocation of all affected families, the possibility of protection to even one life through construction of an effective and efficient traffic corridor outweighs all other objections.

The need to Fort Madison, Iowa for traffic relief is apparent; and, Talley Broadcasting Company lends its herein qualified support to the Iowa State Highway Commission for construction of their recommended "corridor concept" route of Highway 61 through Fort Madison, Iowa.

Subscribed to this 25th day of January, 1972.

M. E. Kawhans
Notary Public
Commission expires 7/4/72

TALLEY BROADCASTING COMPANY


Vice President

I am Bill Holvoet, Representing Southeast Iowa Community Action and Committee against Relocation of Highway "61".

Last December 1st. there was a meeting held in this hall and 186 people signed a ballot favoring a by-pass. I am submitting these to be placed in the records of the hearing.

Also by choosing Alternate "4 A" it would cost 7,289,000 a By-Pass would cost 5,569,000 by choosing a By-Pass, that is a savings of 1,720,000. As tax payers, we should insist that our money be used wisely, Its time the Highway Commission stops spending the taxpayers money, Just because they know money will be available to them.

Moving on to another item, in November of 1971, it was stated that only 10% of the traffic would use a By-Pass around Fort Madison, This was based on a O & D survey that was taken in 1962. Since then we have had new industry, a drop in population. according to the 1970 census, and it is time that the people of Fort Madison tell the Commission to listen to what they want and stop trying to pretend they are listening, when we all know that the Commission sitting here tonite already have their minds made up.

We either accept Alternate "4 A" or we will recommend a Do- Nothing Route.

The people have been bullied enough by the Commission. IT is time the people insist their wishes are heeded.

152

No response necessary



Sheaffer, Inc.

CHRYSLER - PLYMOUTH - IMPERIAL

HWY 61 WEST

FORT MADISON, IOWA 52427

PHONE 319-372-4266

January 18, 1972

Iowa State Highway Commission
P. O. Box 486 587
Fairfield, Iowa

Gentlemen:

It is the desire of the board of directors of Sheaffer, Inc. to make known our position on the proposed relocation of Highway 61 west.

We strongly favor the "4A Alternate" and urge that the Highway Commission act expeditiously in pursuing this course of action.

Yours truly,

Bill
Wm. Rutmacher

cc: Mayor Gordon Lane

153

1/22/72

Dear Sir,

We are writing about the South Layout for #61 through Ft Madison as we have property on both sides of one O in the 2400 block. We here we have lived for more than 50 years. And we have the house we live in fixed up just like we want it. And the taxes we pay isn't on a low income property. We are paying out property much less than we should according to what we are taxed on there. And we see no reason why #61 should put us out of our income as we are both retired. We have a 16' Roadway between our property & the railroad.
Yours truly
Mrs W J Murray
2714 Ave E Fort Madison Ia 52627

Don
31 Jan 72
pht

No response necessary



Gordon M. Lane
Mayor

City of Fort Madison

"Where Industry Prospers"
FORT MADISON, IOWA 52627

January 27, 1972

Public Hearing, January 27, 1972
Relocation, US-61, Fort Madison

I am Gordon M. Lane - L A N E - Mayor of Fort Madison, and I reside at 2023 Avenue E. This is my second regular term as Mayor, and I have held this office for two years and two months.

It is intended that this report be accepted and made a part of the record of the public hearing in Fort Madison, January 27, 1972, on the relocation of US-61.

WHEREAS, for over ten years the consensus of all past, and the present, City Councils has been in favor of the four lane corridor relocation concept of US-61 through Fort Madison; and

WHEREAS, the present City Council recognizes that US-61 continues to be one of the outstanding traffic problems of Fort Madison and Southeast Iowa; and

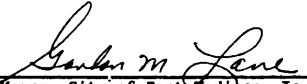
WHEREAS, the present Mayor has twice, within his tenure of office, been sent to Ames, Iowa, by the City Council to plead with the highway commission for this project through Fort Madison to be included in the current planning; and

WHEREAS, by establishing this public hearing the Iowa Highway Commission has cooperated with both a United States Department of Transportation directive to hold same, and the wishes of the City of Fort Madison to up-date the planning for this project.

NOW, THEREFORE, let the record show that by resolution on January 4, 1972 the newly elected Fort Madison City Council again endorses the highway relocation concept of the four-lane corridor route through our city.

FURTHER, that in taking this action the Mayor and City Council realize the considerable problems created by this project. The Federal-Aid Highway Act of 1968 assures any of our people expense-free replacement homes, businesses, etc., displaced by the new highway. Also, where neighborhood traditions will be disturbed, we pledge every consideration to see that relocation of families is made in that same area.

FINALLY, this new highway through Fort Madison is recognized by the City Council as fulfilling the necessity for another east-west through street that most definitely will otherwise plunge our citizens into bonded indebtedness that will take our city many years to overcome.


Mayor, City of Fort Madison, Iowa

No response necessary

January 25, 1972

page 2

Subj: Public Hearing On Improved Highway 61 Through the City
of Fort Madison, Iowa.

TO: Iowa State Highway Commission

From: J. E. Hauck

SUBJECT: Public Hearing On Improved Highway 61 Through The City
of Fort Madison, Iowa.

I'm appearing as a vitally interested private citizen. I have served seven complete terms on the City Council and am in my eighth term. During this period of time I have been active on the Chamber of Commerce Highway, Streets and Transportation committee working on this project and observing our traffic problems.

Thru the years our traffic congestion has increased and our highway route has deteriorated - unfortunately the problems will not decrease but as we grow industrially and our people become more affluent the problems will increase. Only a few years ago two car families were rather scarce - today two car families are quite common and we have many three car families in town.

I feel that we need both an improved route thru town and a by pass but unfortunately since both are not economically feasible at this time, we should work for the improved town route which is badly needed for both commercial vehicles and our own local traffic.

I personally would endorse the southern corridor as the route which would best facilitate the flow of traffic. The use of Avenues E & F or other routes thru the center of town would interrupt our north - south traffic flow and would require electric signal devices at every corner from about 3rd street, due to Sheaffer & Jackson School traffic, down to 10th street to accommodate the central business district. We would also need electric signals at 11th street for St. Mary's School, 14th for Lincoln School, 15th for Highway #88, 18th street for the Highway 103 & Junior High School, 20th street for the Senior High School, 23rd street for Jefferson School, 26th street for Aquinas High School and 33rd street for Richardson School. Signal devices would probably also be required for Du Ponts at 35th street. All of these signals would impede the flow of both north - south bound traffic and the east - west traffic on Highway 61. This would defeat the purpose of the improved Highway. To keep traffic signals & congestion to a minimum the acceptable route should be either the proposed southern corridor or a route along the northern perimeter of the city.

I respectfully request that the State Highway Commission give full consideration to the resolutions passed by both the City Council and the Fort Madison Chamber of Commerce Highway, Streets and Transportation Committee and proceed with an improved route as soon as possible.

Thank You,

John Hauck
John E. Hauck
403 20th Street
Fort Madison, Iowa

JEH/ls

155

No response necessary

FORT MADISON HIGHWAY 61 RELOCATION
HEARING STATEMENT - JANUARY 27, 1972
A. ANTHES SMITH

Fort Madison Highway 61 Relocation
Hearing Statement - January 27, 1972

A. Anthes Smith
Page 2

My name is Anthes Smith. I reside at 224 Denmark Hill Drive. I am speaking tonight as a private, taxpaying, interested citizen -- one interested in the people and in the future of our community.

I think the traffic situation in Fort Madison is at a critical stage and can only get worse until a four lane, limited access highway route is provided through the city from the Santa Fe bridge approach to the junction of Highways 61 and 2 west of the city. Traffic experts have been studying the problem for years, but we have had no action. The blame for this must be borne by all parties involved -- the Highway Commission and the people of Fort Madison. But we aren't here to fix blame. We are here to try to solve a problem. That takes action and that is what I want to see.

It has been determined by traffic counts and the expressed opinion of experts that Highway 61 through the city is not adequate to properly handle the daily traffic flow efficiently or safely. Further, the Origin & Destination studies point out very clearly that a by-pass around the city would relieve only a small percentage of the traffic load. I can't believe that any reasonable person would advocate that "doing nothing" will solve the problem. Therefore, the solution is an improved highway through the city. I favor this corridor concept.

I realize that a corridor through the city will inconvenience some people. Growth and progress do not come without this, in many instances. I would hope that it can be accomplished without working a hardship on anyone. It appears that there are avenues available that will eliminate hardship through the providing of adequate housing to anyone who must move.

I believe the Highway Commission must give every consideration to human rights and feelings. By the same token, I believe that the basic needs of the community must be considered to permit growth and expansion that will benefit far more people than those who may be inconvenienced. We are not trying to become a metropolis and never will be one. But we have attracted new industry and new business and new people to the community, and we haven't provided some of the basics to which they, and all of us, are entitled. One of them is safe, efficient movement of vehicles through and within our city. And it can only get worse as we grow.

I have used the word "safe" several times. I do not use it loosely. I think we have a potential death-trap between 35th Street and the junction of Highways 61 and 2. There have been many accidents already in that stretch of highway. There will be more, including fatalities, as the area develops as it is doing now with two shopping centers planned or under way, two new automobile dealerships, a new Holiday Inn, a major new industry and, unquestionably, more new commercial ventures. I think it will be disgraceful if this section of highway is not widened and traffic controls installed to safeguard the people using it.

Let me hasten to add that my comments here are not prompted by a selfish motive. Our bank has announced we will construct a drive-in facility at 48th Street and Avenue L. We will not be located on the highway by our own choice. We will not be dependent upon the highway as a main artery to our bank. Our customers will be able to use Avenue L. But, I concede, it is possible that the presence of our facility could add further to the traffic problems of the area if the highway is used by many, as it well may be with the other commercial establishments being built up along it.

In closing, let me summarize. We have a major traffic problem, and we want to work with the Highway Commission to solve it. In the opinion of traffic experts a by-pass around the city will do little to improve safety or relieve congestion. To decide to "do nothing" to me is inconceivable. The solution appears to be an improved highway through the city in a corridor selected by traffic experts. The rights of the people affected by the corridor selected must be given every consideration. Persons opposed to whatever corridor is selected also must recognize the rights of others to travel efficiently and safely and for our city and people to grow and prosper. I appeal to all the people of Fort Madison and to the Highway Commission -- let's join together in solving a problem that affects all of us. We have a fine city -- a great place to live and raise our families. There is no stopping a community that will face its problems squarely, discuss them thoroughly, and then join hands in solving them and moving ahead. I hope and believe this highway matter can and will be handled properly. I feel sorry for all of us if it isn't. Thank you.

A. Anthes Smith

No response necessary

STATEMENT

Public Hearing - Sacred Heart Hall
7:00 P.M. January 27, 1972 *J. Paul*

from Board of Realtors

from Chamber of Commerce
sent on Commercial & Suburban
Comm

My name is Harold E. Rowhouser. The Highway, Streets and Transportation Committee of the Commercial Development Corporation is in favor of the corridor concept through Fort Madison. We feel that an improved route through town is necessary in order to alleviate in-town traffic problems existing now and which will become much greater in the near future. Also, the corridor concept represents the maximum benefit to be derived from our tax dollar as well as the lowest tax dollar demand.

157

A. ANTHES SMITH
President

219 973-6104



FORT MADISON BANK & TRUST CO.

FORT MADISON, IOWA 52627

January 28, 1972

Mr. Robert L. Humphrey
Planning & Programming Engineer
The Iowa State Highway Commission
Ames, Iowa

Dear Mr. Humphrey:

Enclosed is a copy of the remarks I made at the public hearing held here in Fort Madison January 27 regarding improvement of U. S. Highway 61. Though my remarks were taped at the hearing, I am submitting this in the form of a written statement to become a part of the official transcript.

Shortly before I made my statement at the hearing last evening, I eliminated three sentences from the script from which I was reading. At the end of the fourth paragraph I originally included the following:

"There are those who are arguing that a Mexican American group will be broken up by Corridors 4 or 4A. It's interesting to speculate -- if a new highway resulted in forcing these Mexican Americans to remain in their present locations, would the same persons be arguing that this is enforced segregation and should not be? I think it very possible they would."

I decided to omit these sentences to avoid any possibility of any statement I made being antagonistic to certain of the people in attendance. Because of some audience reaction, I now wish that I had included these sentences, but that is water over the dam.

I would like to commend you and the others who conducted the meeting last evening. That takes a patience and understanding that I am not sure I have. It was conducted honestly and fairly, and the attitude of those present representing the Highway Commission is sincerely appreciated by those of us in Fort Madison who believe that we have a serious traffic problem.

Sincerely,

A. Anthes Smith

AAS:lc
Enc.

ASH

JAN 29

DEAR SIR

I AM WRITING THIS LETTER IN REFERENCE TO THE RELOCATION OF HIGHWAY 61 THROUGH FT. MADISON. MY COMMENTS ARE MOSTLY AGAINST THE ONE WAY PAIRS SUGGESTION FOR AVENUES E. & F. I LIVE ON AVE E. AND KNOW THAT THOSE HEAVILY LOADED TRUCKS HAVE A HARD TIME OF IT CLIMBING THE GRADE HERE IN FRONT OF MY PROPERTY. IT WOULD PROBABLY BE THE SAME ON AVE F. THESE TRUCKS MAKE A HORRIBLE NOISE AND POLLUTE THE AIR TRYING TO MAKE THIS GRADE. I ALSO THINK THAT A ONE WAY ON AVE F. WOULD CREATE A SERIOUS PROBLEM TRAFFIC WISE IN THE AREA OF 6TH ST TO 10TH ST. IF THE HIGHWAY RUNS DOWN AVE F. IT WILL BE PRACTICALLY IMPOSSIBLE TO GET TO AND FROM THE BUSINESS DISTRICT FROM THESE SIDE STREETS. WHILE THE FIRST COMMENT IS SOMEWHAT SELFISH MOTIVATED THE SECOND IS NOT. THE ONLY OTHER COMMENT I HAVE TO MAKE IS

7 THAT IF ANYONE IS DISPLACED BY THIS RELOCATION THAT THEY BE GIVEN ADEQUATE MONEY TO PURCHASE A NEW HOME REGARDLESS OF THE VALUE OF THEIR OLD HOME. AFTER ALL IT IS HOME TO THEM. AND THEY ARE BEING UPROOTED. THEY SHOULDN'T SUFFER FOR OUR BENEFIT.

SINCERELY YOURS
DONALD J. DELANEY
221 AVE. E.
FT. MADISON, IOWA

No response necessary

NAACP Special Contribution Fund

1790 BROADWAY, NEW YORK, N.Y. 10019 / 245-2100

Jan 28, 1972

THE ONLY TAX EXEMPT VEHICLE FOR SUPPORT OF NAACP COMMUNITY PROGRAMS IN THE COURTS, SCHOOLS, VOTER EDUCATION, HOUSING AND TRAINING SERVICES AND YOUTH ACTIVITIES

The Iowa State Highway Commission
Ames, Iowa 50010

ATTENTION: ~~For~~ Comdr. Humphrey, Program & Planning
Officer

RE: The proposed re-routing of Highway # 61 through the City of Fort Madison, Iowa

Dear Mr. Humphrey:

Please be advised that the National Association for the Advancement of Colored People issued a statement with respect to the above-mentioned matter at the hearing held in Fort Madison, Iowa, on Thursday, January 27, 1972. The statement was read at the hearing and made a part of the record thereof.

I would appreciate it if you would advise me of the Commission's position with respect to the re-routing of Highway # 61 through the City of Fort Madison, Iowa, when such action is determined, so that I can act accordingly.

If you have any questions with regard to the position statement, please feel free to contact me in this regard.

Thank you for your consideration and attention in this matter.

Sincerely yours,

James I. Meyerson
James I. Meyerson
Assistant General Counsel

N.A.A.C.P. - 1790 Broadway
New York, New York 10019
(212) 245-2100



CECIL J. BAXTER

Fort Madison, Iowa

Phone: 573-1588

Jan. 29



Iowa Highway Commission
Att: Planning and Programming Engineer
Ames, Iowa 50010

Dear Sir:

I am writing to you as a private citizen. As I understand the situation, the idea of constructing a new route through Ft. Madison is to relieve the problem of traffic congestion by re-routing and speeding up the traffic, taking into consideration a potential increase in traffic in the future.

To accomplish this, and at the same time be in the best interests to the people of Ft. Madison, who are tax payers, I favor the corridor route (the south route) through the city.

I am aware that the project will involve some inconvenience and dis-favor to a few people but, as I understand it these people will be well compensated. I am referring to those who will be required to move or find new locations. They will be well taken care of, in the matter of expenses to them and new locations. I am favoring this south route in full knowledge of the situation.

Respectfully yours,

Cecil J. Baxter

Cecil J. Baxter
Cecil J. Baxter
Ft. Madison, Iowa 52627
RFD #2, Box 381

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Jane Turner

No response necessary



530 MERLE HAY TOWER · DES MOINES, IOWA 50310 · 515/276-5473

January 31, 1972

Project Planning Engineer
Iowa State Highway Commission
Ames, Iowa

RE: U. S. Route #61 Corridor - Fort Madison, Iowa
Subsidized Housing for Displacees

Dear Sir:

Enclosed find copies of our file to date on the City of Fort Madison. There are many documents showing the progress that we have made in applying for a 72 unit Section 236 housing project in the City of Fort Madison which would accommodate some of your families displaced by the re-routing of U. S. #61. We know that Fort Madison is a priority town partially because there is no subsidized housing available in Fort Madison and also that importance is being placed on the fact that there will be some displacees by another governmental agency, namely the Iowa Highway Commission. Please consider these documents as part of our statement which is to be in your hands prior to 12:00 o'clock Noon on February 7, 1972.

You will note that we started acquisition of land for a project in Fort Madison early last summer and did, in fact, obtain an option on the Krogmeier property which is the only properly zoned piece of property of any size available in the City of Fort Madison for multi-family dwellings. You will also note by review of the documents that this site was rejected by the local FHA. You might also note that Corridor 2 passes through this property, which is immediately north of Avenue A at Oak Drive. You can then note that subsequently we discussed with the FHA different sites which would necessarily be rezoned to permit multi-family dwellings and I personally investigated most of the alternate sites recommended by them, finally choosing the property located between 31st and 35th Streets and bounded on the south by Avenue D and on the north by Bluff Road. It is my understanding at this time that the property immediately east is owned by the school district for a future elementary school. The land owner has entered a petition to have this rezoned that goes before Planning and Zoning the 7th of February. All the publications have been made and we are anticipating council action on the 15th of February. If the Planning and Zoning Commission recommends to the Council that this pass, we feel that we can then enter an application to the Federal Housing Administration for preliminary review, thus gaining a week prior to the final zoning.

Project Planning Engineer

Page 2

January 31, 1972

Again please note that this property is in the path of Route 2 or 2-A of your alternate corridors. At present, I am assuming that either Alternate 4 or 4-A will ultimately be used and concur with the Highway Department's recommendation or staff recommendation that one of the south routes be used. The land that we have under option consists of eight acres and if so determined by the FHA that displacement would cause more than 72 families to be displaced, we do have enough ground to go as high as 140 units. We also intend to apply for 72 and hold the balance of the land for a future project. The site in question is, in our opinion, the only reasonable site for this project. The site drains well, storm sewer and sanitary sewer are available to the property, a direct water main coming from the reservoir abutts the property, and gas and electricity are available. The off-site costs are limited to one half of the paving on Avenue D which the project would have to bear. All other sites have very objectionable features, either being directly adjacent to DuPont or west of DuPont with no roads or sewers available to the properties. All of the other alternate sites also would need to be rezoned. Consequently, we would have to object to Routes 2 or 2-A as we feel that would disrupt the orderly improvement of the area that they necessarily cross.

I attended the public hearing in Fort Madison on the 27th and entered briefly into the record our program. Had I know at this time that written statements would be allowed, I could have presented this whole package. It is a rather lengthy package and as proponents of the south route were not overly welcome, I am rather glad I did not have them.

In closing, bear in mind that we will work very closely with the local FHA office and with the Highway Commission to provide housing when needed by displacees. You may feel free to check with the local insuring office for our past track record and you may also feel free to check with the Minneapolis insuring office and the Louisville, Kentucky insuring office as we have processed projects through all three of these offices.

If you have any question at all on any of the procedures or anything in the documents, feel free to call this office.

Sincerely,

PARKSIDE TERRACE APARTMENTS
(A Limited Partnership)
Derwin T. Lynner, General Partner

BY: *James P. Kelly*
James P. Kelly

JPK:gl

enc.

cc: Mr. Nate Ruben/Mr. Bill Van Vleet - FHA-Des Moines
Mr. Michael Phelan
Mr. Gordon Lane
Mr. Eddie Richards

No response necessary

January 31, 1972.

Mr. Joseph Coupal, Jr.,
Iowa State Highway Commission,
Ames, Iowa.

Dear Sir:

After sitting through most of our hearing January 27th., on relocating Highway 61 through Fort Madison, came away with some mixed feeling regarding the thinking of our people, attending this meeting.

First, I was disappointed with the number of business men, on the street, who are in favor of the South corridor concept, that failed to express their preference at the hearing.

We were concerned about the number of people who spoke of spending our tax dollar wisely, yet suggested that we spend 5 1/2 million dollars to build a by-pass to accommodate 15 to 20% of our problem rather than spend 7 million to potentially take care of 80 to 85% of our congestion. This is hard to rectify.

I have every reason to feel that the O and D was conducted by competent help. I am sure the over all study and conclusions were made by personell, with many years experience in road construction and past patterns that qualify them to make sound recommendations.

We sincerely urge the Commission to pursue their plans and hope they will again submit a recommendation for the 4-A route.

Yours very truly,



W.J. THOMAS

WJT/KC

Jan 30, 1972

Iowa Highway Commission
Fairfield, Iowa

Dear Sir:

I am writing to go on record in favor of the North av By Pass highway at Ft Madison and to protest against the south routes 4 and 4 A, for the following reasons

1. Concern for the 560 people who would have to find new homes, most of these people already have had an uphill battle to have a decent life, let's not add to their troubles.

2. Avenue H from 2nd to 13th street would be four feet and three traffic which would divert all local traffic to Ave. E and Ave. F the only 2 west bound streets, creating conditions the corridor routes are supposed to relieve.

3. For ecology reasons, every truck and auto that would go around Ft Madison on the by-pass or North route would make cleaner and healther air for the people of Ft Madison.

4. I feel the figures on the flow of traffic thru Ft Madison are misleading, no distinction is made between autos + trucks my ob servation is a ~~large~~ large portion of the thru traffic are trucks, which if were to go around Ft Madison would do more to relieve traffic conditions in Ft Madison than those in favor of the corridor routes suggest.

I noted at the public hearing that most of the speakers for the south corridor route were for it purely for monetary reasons.

Yours truly
William C. Cazel Jr.
614 AVE E

No response necessary



Gordon M. Lane
Mayor

City of Fort Madison

"Where Industry Prospers"
FORT MADISON, IOWA 52627

February 3, 1972

Re: Mexican-American Petition
on US Highway 61 relocation

Project Planning Engineers
Iowa State Highway Commission
Ames, Iowa 50010

Gentlemen

Note attached petition, which is self-explanatory.

Upon receipt of this document at the Mayor's office, I took an informal poll of the City Council, and have been requested to contact the Iowa State Highway Commission with a further commitment in their behalf.

Out of respect for the feelings of this ethnic group as evidenced by this petition, the consensus of the City Council is that they also concur with the wishes for the Highway Commission to select the south route #4 over route #4a.

Sincerely yours

Gordon M. Lane
Gordon M. Lane, Mayor
GML/t

Enclosure

--- P E T I T I O N ---

We, the undersigned Mexican-American people, wish to inform the Highway Commission that, should the decision be to choose either the Alternate #4 or #4a for US #61 route through Fort Madison, we would prefer the #4 route.

Please note by the addresses of the people on this petition that they are only those Mexican-Americans who live in one or the other corridors mentioned above. Therefore, since we are the ones affected by this project, we wish to use this method of speaking for ourselves on this matter.

We would not object to Route #4. Thank you.

Date	Name	Street Address
2-2	Jesus Herrera	3416 G
	<i>Sacilito Prado</i>	3411 Ave Q 2-2
2-2	<i>Miguel Prado</i>	1641 23rd
2-2	<i>Tommy Prado</i>	3407-Q
2-2	<i>Carmen Prado</i>	3407-Q
2-2	<i>Vicente Mendez</i>	3404 Q
	<i>Manuel Salazar</i>	3428 Ave Q
	<i>Luis Salazar</i>	3430 Ave Q
2-2	<i>Maximo Clara Estrada</i>	1415-37th
2-2	<i>Eloisa E. Becerra</i>	1408-36th
2-2	<i>Natalia Becerra</i>	1408-36th
2-3	<i>Lola B. Prado</i>	3427 Ave Q
2-3	<i>Luz Prado</i>	3415 Ave Q
2-3	<i>Guillermo Prunato</i>	3408 Ave Q
2-3	<i>Robert M. Quin</i>	3438 Ave Q
2-3	<i>Heroldin Ruiz</i>	3438 Ave Q

Jan 31st 1972

Iowa Highway Commission
Cinn. Iowa
Ia.

I do not favor the south route thru Fort Madison. I do favor a change at Ave H and 3rd street because of the bridge traffic there. We need a route directly north then northwest from 3rd street by passing the town.

What improvement can be made on highway 61 on the Burlington Hill?

No 1. The water stays along the curbing to the west of the road at all times. It is ice at this time of year. Also it is there in the very hot summer months.

No 2. The drain tile underground along the road is covered to the top with ice.

2

They get into our basement when the weather warms up. The damage was done by the Highway when road was constructed in 1966.

No 3. What can you do to get the rough spots out of the road. They affect the trucks, especially when they have a load. It throws them out of line of traffic.

No 4. We have close to one auto accident a week on Burlington Hill. Nevertheless, I know you would not know - since you do not live here.

Sincerely,

Mrs. Lorraine Parker
P.O. Box 175
Fort Madison, Iowa
52627

No response necessary

Feb. 3, 1972

To Whom It May Concern,

As President of the League Of United Latin American Citizens better known as "LULAC" I have been asked to write to you in regard to the proposed highway route through Fort Madison.

Council 304 by unanimous vote endorses the by-pass to the North. Since the members are 100% against route 4A, as this route would cut off the only Mexican Village in Fort Madison located at 34th. and Avenue Q. There are 22 homes all owned by Mexican people. People who most of them are Senior citizens living on a monthly pension. Some do not know the English language, therefore these people would have extreme difficulty adjusting themselves elsewhere.

If you care so much for the welfare of people you would consider this letter seriously. It is true however, that Route #4 would move Mexican families, but it would be a lot easier for them, as these families are younger, have jobs, can use English very well and, ~~with~~ altogether have an easier time adjusting elsewhere. If you want Route #4A because of some personal reason you should come out and say it, and not use the phrase "As not to break up the Mexican community on 35th. St. because the Mexican community is not on 35th. it is on Avenue Q.

If the Highway Commission feel that the Bypass will not be the best route, and it has to be the South Route, the only alternate route which would do the least harm to the Mexican community of Fort Madison would be Route #. Please consider these facts when you make your decision.

Sincerely,
Luis Ramirez
President of Lulac Council 304

*we prefer the ^{new} Highway to
F.T. Madison - drive to by Pass
our town to the North*

*Thank You.
Mrs + Mrs Edward Holland Jr
2201 ave E*

*Mrs + Mrs Larry J. Holland
1504 ave E.*

Miss Patricia Holland L.P.N.

No response necessary

P E T I T I O N

We, the undersigned Mexican-American people, wish to inform the Highway Commission that, should the decision be to choose either the Alternate #4 or #4a for US #61 route through Fort Madison, we would prefer the #4 route.

Please note by the addresses of the people on this petition that they are only those Mexican-Americans who live in one or the other corridors mentioned above. Therefore, since we are the ones affected by this project, we wish to use this method of speaking for ourselves on this matter.

We would not object to Route #4. Thank you.

Date	Name	Street Address
2-2	Juan Guzman	1502-38 th St
2-2	Justita Jacinadi	1404 36 th St
2-2	Francisco Reyes	3439 Ave Q
2-2	Mrs Francisco Reyes	3439 Ave Q
2-2	Juan Reynoso	3440 Ave Q
2-2	Mrs Zelma Warley	1644-34th St
2-2	Francisco Rowley	3434 Ave Q
2-2	Tomotia Prado	3431 Ave Q
2-2	Franklin Martinez	3432 Ave Q
2-2	Louis D. Salazar	3726 Ave Q
2-2	Susana Ruiz	3420 Ave Q
2-2	José A. Ruiz	3420 Ave Q
2-2	Hil Pavon	2526 Ave Q
2-2	Ruth Pavon	2526 Ave Q
2-2	Frank Gomez	3419 Ave Q
2-2	José B. Duboso	3418 Ave Q

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Law Offices of
Johnson, Phelan & Tucker
36 South First
Fort Madison, Iowa 52627

R. N. JOHNSON, SR. 1898-1940
C. E. MARTIN, 1923-1941
J. FRANCIS PHELAN, 1928-1983
ROBERT H. JOHNSON
ROBERT R. PHELAN
THOMAS E. TUCKER
MICHAEL H. PHELAN

P. O. BOX 400
TELEPHONE 374-6888
AREA CODE 319

February 3, 1972

Project Planning Engineer
Iowa State Highway Commission
Ames, Iowa

In re: U. S. Route #61 Corridor
Fort Madison, Iowa

Dear Sirs:

As a resident of the City of Fort Madison, and as a member of the Commercial Development Committee of the Fort Madison Chamber of Commerce, I would like to express my opinion and to encourage the Iowa Highway Commission to adopt the corridor concept, with regard to relocation of Highway 61 through the City of Fort Madison, Iowa.

In my opinion, it is of utmost importance to the City of Fort Madison that the Highway Commission does not follow one of two alternates that it has available to them, to-wit:

1. That the Commission ignore the traffic problem that we have in this area with no action.
2. That it adopt the bypass alternate, whereby Highway 61 would be routed around the City of Fort Madison.

I strongly urge the adoption of the corridor concept through the City of Fort Madison, Iowa, and of the alternates available, I feel that Alternate 4 or 4A would be the most logical route.

Yours very truly,

JOHNSON, PHELAN & TUCKER

BY: *Michael H. Phelan*

MMP/mdc

cc: Mr. A. Arthes Smith
Fort Madison Bank & Trust Co.
Avenue G & 7th Street
Fort Madison, Iowa 52627

Feb. 4, 1972

Project Planning Engineer
On relocation of highway 61
through Fort Madison.

We are tax payers own a new
home at the corner of 26th and
ave. O do not know if Corridor 4
would take our place if not
it would be rite at our door.

With all that noise, pollution.
We are not in favor of the high-
way in Fort Madison at all.

We vote North by pass.

We like our town as it is our
streets would take care of all
local traffic if no cars was
parked on it from second to
West City limits was allowed.

We are not colored or Mexican
we are white.

We have worked hard for what
we have got soon to retire

to late to start over and there
are just a lot more like us.
We vote the North Corridor.
Or by pass.

Sincerely
in Corridor 4

Mr and Mrs Harlo Staub
1305 26th Street
Fort Madison, Iowa. 52427.

February 4, 1972

Project Planning Engineer,

I would like to make a few comments on relocation of Highway 61 thru Ft. Madison. I attended the meeting January 27, 1972 and about 75% of the comments made were the highway to go north of town. I think it should be up to the majority of the people.

I am speaking from a taxpayers view point. It doesn't make any difference to me where it goes because I live out in the country. I would like to back the majority of the people get a north bypass. Start at junction #2 and #61 and go up over the bluff, north of town and connect #61 top or prison hill on the curve. Try and keep the north bypass straight as possible.

- #1 split where it leaves #61 at east end.
- #2 split where it crosses #88
- #3 split where it crosses #103
- #4 split where it crosses Shell Ridge road.
- #5 split where it ends up at #61 and #2 highway.

Why spend so much tax money and do so much damage to the south part of Ft. Madison when there is other ways to go. It seems foolish to build a south route to run along and only 2 or 3 blocks apart. I think it would be the best to build a north bypass and improve present route 61 thru town. This way for about the same cost get 2 good routes. By making a north bypass near Fort Madison, the people of Fort Madison could use it, from the south side, people traveling could go right on by Fort Madison with no delay and best but not least the people to the south of #61-88-103 and Shell Ridge get use out.

So I think it should go north of town where it will do the most good. Let's get 2 birds with the same shot. This tax dollar is hard to come by so lets spend it for a good purpose. Any further questions please feel free to write. Thank you

Yours truly
Marvin Strunk
Fort Madison Iowa
R.R.2 Box 441

P. F. D. No. 2 Box 148
West Point, Iowa 52656

February 4, 1972

Mr. Robert E. Humphrey
Planning & Programming Division
Iowa State Highway Commission
Ames, Iowa 50010

Dear Mr. Humphrey:

After attending the Highway 61 relocation hearing at Sacred Heart Hall in Fort Madison January 27, 1972 this writer is more convinced than ever that the new corridor should by-pass Fort Madison by a substantial distance to the north.

It seems that there is too much traffic through the city on the present route. A by-pass might relieve the city of about 10% of the through traffic. None of the corridors through the city would relieve it of any of its present internal traffic.

As a member of the gasoline tax-paying motoring public this witness does not feel that it is his obligation to help the city of Fort Madison to a modern boulevard at his expense, especially since it will not help him to get through the city any more efficiently than at present and more especially because of the hardship it will place on so many people who are ill-prepared to suffer relocation.

If the present traffic dilemma in the city can be laid at the door of the Highway Commission for having a state route through the city, it would follow that the simplest way out for the Commission would be to by-pass the city and intersect Highway 85 north of the airport. This would allow the industrial area to the south and west of the city speedy access to the airport.

At present nothing is being done to prevent Highway 61 west of 4th Street from becoming an extended city avenue (as far as the junction of Highway 61 and 4 or beyond) with unlimited access that will further retard existing traffic through the city.

Highway 61, beginning at the Pohlgenbusch curve, should extend in a northeasterly direction to intersect Highway 2 near the bridge and extend northeasterly to near the farmstead occupied by Bernard Pflanzroeger and thence easterly to intersect Highway 85 near the airport. No development should be permitted on this stretch of highway but should be limited to the access roads at Freitag's addition, River Hills, West Point Timber Road, Highway 103 and Highway 85. The rough line between the present north city limits and the by-pass should eventually become a part of the city park and recreational complex.

*Don Pflanzroeger
acknowledged
5/2/72
DHP*

The rougher the terrain through which the by-pass is constructed, the less will be the temptation and pressure for development and the less the cost of acquisition.

With a present 55 MPH speed limit and unlimited access, the area immediately west of 4th Street has already become a dangerous strip of highway and nothing like it should be permitted on Highway 61 relocation. To lower the speed limit will only increase the tedium in passing through the city.

As for the testimonial of the banker in favor of the south route, it may be passed off as the dream of a swivel chair jockey to make a fast buck putting his money to work on new housing regardless of whom it might hurt but certainly of no great risk or inconvenience to himself. Granted that the state would relocate some or all of these people in another ethnically closed area (they would be happy in no other kind) in housing of upward to \$15,000 per unit valuation, who will pay the difference in taxation between their present valuation and the new? They are hard-pressed now to meet taxes on their current low valuation. Also, inquiry might reveal that this banker has a personal interest in a closed manufacturing plant in the path of the relocation.

Sincerely,

H. F. Gardner
H. F. Gardner

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No response necessary

1313 Avenue D
Fort Madison, Iowa
February 4, 1972

Project Planning Engineer
Iowa State Highway Commission
Ames, Iowa

Gentlemen of the Commission:

In your brochure you stated in the introduction you would explain the advantages - maybe you forgot what you were going to say or could it be there are no advantages. Yes, that is it - there are no advantages except for the ByPass Alternate #3, or a ByPass to the north toward Danville. This is my opinion as an individual and one of a group of better than 13,000 people of the city of Fort Madison. Eight years ago my husband died of emphysema of the lungs. So of course I can see and deeply feel the dangers of a polluted highway going through this city.

It looks like someone is being quite old fashioned in their reasoning or planning when you selected any of the routes through the city. Why do you want Fort Madison to be so out dated and put the highway right past the new Nursing Home - right on the front steps of the U.S. Post Office and many, many other disadvantages? How will the people on the other side of the highway get their children to school or get anywhere - they have no other outlet because of the river? Was it this same Commission that gave Keokuk their ByPass a few years back that wants to hurt our city by bringing the highway through our already too much, polluted city?

We have been tax payers since 1955 and have paid our share in taxes for gasoline, tires, new automobiles, vehicle registrations, licensing and taxes levied on motor fuel so I am interested in, and have a right to say where our highway goes. Why don't you put this up to a vote of the people of this city? I'm sure you would see the great majority wants a ByPass.

At the meeting one of your men that was handing out the brochures at the hearing January 27th said, "We will put the highway where it is needed," so I'm sure you will see that the need is "outside the city limits" so the trucks can roll along to get to their destination more quickly and take their pollution out of our city, also the noise pollution.

Or do you want to go on record as being known as killers of hundreds of our people from respiratory diseases and traffic accidents?

Have you ever watched any one die from respiratory or bronchial diseases? If so, you surely could not do this to our people. With emphysema victims they labor for nearly 30,000 breaths per

day. It is a horrible death - why can't you think about this before you wipe us off the map and before you spend all our money for something we don't want or need. Moving all the people and businesses out would surely be in the millions of dollars for us to pay for. 4 and 4A route would be within 4 blocks of our home and much too close for any of us. Please go on record as being an intelligent Commission and save our community by following the ByPass.

Sincerely,

Mrs. Mildred Daugherty

Mrs. Milred Daugherty

No response necessary

628 Avenue F
Fort Madison, Iowa 52627
February 4, 1972

Project Planning Engineer
Iowa State Highway Commission
Ames, Iowa

Dear Sir:

I wish to submit the following enclosed items for consideration in connection with the project to relocate Highway 61 in the Fort Madison area: (1) Copy of an Editorial entitled "Small Towns and Bypasses" which appeared in the Evening Democrat here on January 20, 1970; and (2) Copy of my "Letter to the Editor" which appeared in the Democrat on January 27, 1972.

I feel that the editorial, quoting information which appeared in the Dallas, Tex. Morning News, gave some very interesting facts based on studies made as to the effects on cities which have been bypassed by highways rather than having the highways go through the cities. And for those reasons, plus one not mentioned in that article - namely, less in-city noise and air pollution - I have favored a by-pass for Highway 61 around Fort Madison. (It has been said that by 1977 or 1978 the car emissions won't be that much of a problem anymore. But that would still leave the emissions from the diesel-run trucks and their ever-increasing volume of noise.)

And after hearing the various arguments brought up at the Public Hearing on January 27, as to the many problems I felt too that spending over \$7 million to ease the problems west of 12th or 13th Street, while adding to those in the eastern part of the city, would be a poor and expensive solution.

However, it seems pretty certain that when the Great River Road project "jells" two highways will be needed, one for passenger and one for commercial traffic. Hence my letter to the editor of our local paper in order to add a new dimension in people's minds, which unfortunately has gotten too little attention. I say "unfortunately" because I believe there would have been far less resentment by the Fort Madison residents had the matter been approached from that angle. That is, I feel that both the problems and the personal sacrifices would have been minimized in people's eyes could they have been told (with certainty) that Fort Madison was to be a part of a big historical and beautifying project along their river. It would have assured those in the south corridor (4 or 4-A) who would have to move, were that corridor chosen, that they were contributing towards a common Cause thereby, rather than feeling like sacrificial victims because their property was needed in order to make things easier and more convenient for those more affluent than they - the 2 and 3-car families, that is, and for the nation's businesses. I think, too, that all the residents would have reason to feel that such a parkway would beautify their city, rather than "uglify" it, as does a highway which allows anything and everything to ride upon it.

- 2 -

Someone has suggested that a door-to-door poll be taken of those who would be displaced by either of the southern routes to see how they really feel about it. That done by an unbiased group might be of help. And as one of those southern routes would likely be the preferred routing for the Great River Road if it is to come through Fort Madison, I would like to see them questioned further as to whether that use of their property would make a difference in their feelings about it.

Personally, I feel that Fort Madison has enough historical value (especially since the remains of the old Fort have been found, and there are plans afoot for converting the old Santa Fe railroad station into a historical museum) that it merits inclusion in the Parkway project. Failing that, I hope that Fort Madison will not be "stuck with" the much-less-desirable commercial traffic and the thru travel by those private individuals who are interested in getting to their destination as speedily as possible and who, therefore, would prefer bypassing cities with their more limited freedom.

Yours truly,

Agnes K. Kessler

(Miss) Agnes K. Kessler

Enclosures 4

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No response necessary

2-5-72



Auger Construction INC.

712 AVENUE B PHONE 319-572-1081
FORT MADISON, IOWA 52607

February 5, 1972

Project Planning Engineer
Iowa State Highway Commission
Ames, Iowa

Gentlemen:

Re: Proposed Corridor Location of U. S. 61
in Fort Madison, Lee County, Iowa.

This letter is to go on record as supporting
either alternate 4 or 4"A" which ever is the
most practical from an engineering stand point.
It is the opinion of this writer that the
other locations would fail to accomplish the
purpose for which the highway is intended.

Thanking you, I am

Sincerely yours

John F. Auger
John F. Auger

JFA/lc

Project Planning Engineer
Iowa State Highway Commission
Ames, Iowa

Gentlemen:
I wish to go on record as favoring
Corridor Location of U. S. 61 in Fort Madison
on no 4. Second choice 4"A." Any other
location would only defeat the purpose
as the congestion would still be inside our
city.

Thanking you, I am

Mrs Charles H Crockett
2818 Ave O.
Fort Madison, Iowa

No response necessary

S. & J. C. Atlee, Inc.

8384 AVENUE G

FORT MADISON, IOWA

5 February 1972

Mr J. R. Cupel, Director
Iowa Highway Commission
Ames, Iowa

Dear Mr Cupel:

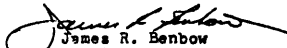
I am writing you to express our opinion on various aspects of the proposed Highway 61 change in Fort Madison, Iowa.

Certainly at this time it is difficult to determine what exact corridor would be taken. But, as near as I can determine from a line drawn on a map, up to a dozen different properties owned by this corporation could be affected. These are both in vacant land and rental income property on the southern route(s). Some industrial leased property too could be affected.

For best public relations I deemed it not advisable to speak out at the public hearing held here.

However, we do want it a matter of record the S & J C Atlee, Inc. is definitely in favor of the much needed improvement to Highway 61. And we do believe it to be in the best interests of Ft Madison to relocate the road somewhere to the south of the present route even though it would no doubt affect considerable of our properties. We know the State of Iowa would be fair in property settlements.

Very truly yours,


James R. Benbow
President

PART C

The following is a categorical summarization of the U.S. 61 correspondence files dated subsequent to February 7, 1972, the cut-off date for hearing transcript input as well as for comments on the Draft EIS.

The correspondence contained in the project files breaks down into three primary categories -- discrimination; relocation housing; and general project data.

Discrimination

The discrimination charges have been a primary topic of discussion at several meetings held relative to the U.S. 61 project. On October 2, 1974, a meeting was held in the DOT Building in Washington, D.C. and was attended by representatives of the City of Fort Madison, the Iowa Highway Commission, the U.S. Department of Transportation-Office of the Secretary of Transportation, the NAACP, and the FHWA. This meeting was arranged specifically for the purpose of discussing the discrimination charges. It lasted for more than three hours, closing with no change in the charges as originally stated.

On March 24, 1975, two meetings were held in Fort Madison. The first session was at about 3 p.m. when representatives of the City, the Highway Commission, the FHWA, and Federal DOT - Office of Civil Rights met for a brief time at City Hall and then toured the project area. Then in the evening at 7:30 p.m. a Community Meeting was held in Sacred Heart Hall with the Federal DOT - Office of Civil Rights people conducting the proceedings. This meeting was attended by 200-250 people. The following morning, March 25, 1975, this same group of officials met in City Council Chambers to discuss the project with the officials of the City of Fort Madison. There was no change in the charges at the completion of this session.

Correspondence contained in the files relative to the discrimination charges consists, for the most part, of communication between Mr. Patrick Callahan, Assistant to the Director of Public Works, City of Fort Madison; Mr. James I. Meyerson, Assistant General Counsel, NAACP, New York City; and Iowa Highway Commission representatives. Mr. Meyerson was the author of the NAACP's statement dated January 22, 1972, in which they expressed their opposition to the Highway Commission's proposed Route 4A for reasons of discrimination against the minorities living in that area. The City of Fort Madison concurs with the proposed 4A alignment; therefore, the correspondence initiated by Mr. Callahan and that of the Highway Commission representatives very much coincide in basic train of thought. The Iowa DOT and the City of Fort Madison feel that Alignment 4A is the most beneficial to the traveling public and the City of Fort Madison.

Debate and discussion of the discrimination charges constitute the subject matter of the February 29, 1972, letter from Mr. Meyerson of the NAACP to R. L. Humphrey of the Iowa Highway Commission.

In April of 1972 the Department of Social Services wrote to the Office for Planning and Programming to inform them of the number of households proposed to be displaced by Route 4A which were at that time receiving assistance from them. This information was passed on to R. L. Humphrey of the I.S.H.C. along with a statement of the Department of Social Services' opposition to the project on these grounds.

Mr. Callahan of the City of Fort Madison Public Works Department wrote a typically detailed and informative letter on June 4, 1974, to Mr. Humphrey of the Iowa Highway Commission, including a copy of the information handout given to each occupant along Route 4A during the second round of visits completed on May 31st. A discussion of the findings from this survey indicated that, generally speaking, the residents in the area just want a decision made as soon as possible. The consensus of opinion among the residents does not point toward bitterness for reasons of discrimination. They were generally warm and receptive to visits from personnel from the City offices and were grateful to be given accurate information and answers to some questions which had never been really answered for them.

Mr. Callahan's transmittal of July 8, 1974, included a copy of a petition signed by 58 families who live on the proposed 4A alignment and who, as the petition indicates, "see no discrimination in the proposed Alternate 4A." There were two additional signers who do not live on the route.

Another letter concerning petitions was submitted to Mr. Humphrey by Mr. Callahan under date of September 18, 1974. This transmittal involved an analysis of two petitions circulated; one in support of Route 4A, and the other against. The petition against Route 4A made no mention of discrimination; it states that those signing favor a bypass to the north rather than a route through the city.

The project files also contained a copy of a letter from U.S. Senator John C. Culver directed to Mr. Callahan and dated June 24, 1975. Mr. Callahan had prior to that time mailed to Senator Culver an informative update on developments regarding the U.S. 61 project, expressing the City's concern over the delay in receiving from the DOT - Office of Civil Rights a final ruling on the discrimination charge with respect to Route 4A. Senator Culver indicated that, "Any further delay in the deliberations demands a full explanation and justification [from the U.S. DOT]".

Other correspondence contained in the files and concerning the matter of discrimination was for the most part, of a routine nature, i.e., arranging meeting times, updates on Commission actions taken, etc.

Relocation Housing

The subject of relocation housing for those persons displaced by proposed Route 4A also makes up a big part of the project files. This has been a matter of primary concern from the outset of the project and can be termed the greatest probable impact that the project would have on the area.

As with the discrimination matter, Mr. Patrick Callahan, Assistant to the Director of Public Works, has been the main correspondent for the City of Fort Madison. In years prior to Mr. Callahan's joining the staff of the City of Fort Madison, (then) Mayor Gordon Lane was the primary liaison for the City on this matter.

Correspondence from the City of Fort Madison has continually served to update the project files, specifically in relation to their progress in obtaining approvals for government-subsidized housing programs. The Fort Madison Low-Rent Housing Agency, through the Department of Housing and Urban Development -- Omaha Area Office, has obtained approval for various programs of this nature in an attempt to improve the housing situation in Fort Madison for the elderly, the handicapped and low-income groups. Letters dated June 14, 1972, and June 5, 1973, from Mayor Lane cited progress made by the City of Fort Madison on various housing developments, specifically those which would serve to improve the relocation housing situation as related to the U.S. 61 project.

The City of Fort Madison has, throughout the existence of this project, continually maintained a line of communication with the Iowa DOT, as well as with the various federal offices involved. Their interest in the betterment of their community through an improved transportation facility and the subsequent betterment of the overall housing situation remains evident.

The door-to-door housing surveys carried out by City officials were very time-consuming; they proved very beneficial, however, not only for the first-hand information gathered in the process, but also for the opportunity presented to the corridor residents to have the matter explained to them and to ask questions of the city officials.

Included in the correspondence also was a letter from the Office for Planning and Programming requesting an opportunity to review specific programs, particularly regarding relocation, as related to the U.S. 61 project, to assure comprehensive planning in all areas of the State.

General Project Data

The remainder of the correspondence contained in the files covers the more general aspects of the project--letters from other state offices; comments from organizations and citizens of Fort Madison; and submittals from the City of Fort Madison providing input other than that specifically directed to the topics of discrimination or relocation housing.

Submittals were received from both the State Historic Preservation Officer and the State Archaeologist indicating that they had reviewed the project as relates to their respective fields. Both pointed out the site of the original Fort Madison military post, and the fact that proposed Alternate 4A will have no adverse effect upon the buried remains of that historic place as long as areas of construction remain as shown on presently proposed plans.

The Fort Madison Chamber of Commerce--Streets, Transportation and Parking Committee, under date of October 18, 1973, forwarded a letter to the Highway Commission outlining the "very serious traffic problem in Fort Madison . . . caused by the delay in the planned improvements for U.S. 61 . . .". On April 10, 1974, the Fort Madison Area Chamber of Commerce, the Fort Madison Industrial Development Corporation, and the Fort Madison Commercial Development Corporation submitted to the I.S.H.C. a combined statement reaffirming their "support to the City of Fort Madison and the State Highway Commission on the corridor concept through Fort Madison to relieve the traffic congestion that exists."

Comments were also received from concerned citizens. Two such letters were from Mr. A. Anthes Smith, dated January 9, 1974, and from Ms. Marta B. Werner, dated June 20, 1974. Mr. Smith expressed concern over the lack of progress on this project while traffic and related problems on U.S. 61 in Fort Madison worsen. Ms. Werner expresses many varying concerns regarding the welfare of her community and seemingly favors the bypass concept.

Submittals by the City of Fort Madison during May of 1974 included a copy of the resolution passed by the City Council on April 23, 1974, confirming their preference for Alternate 4A; a copy of a report listing the arguments in favor of Alternate 4A from the viewpoint of the City; and a rough draft of the Central Business District parking study.

As an update on the status of the final decision concerning the discrimination charges pending, the Iowa Highway Commission received a letter dated May 5, 1975, from Mr. Patrick Callahan, Public Works, City of Fort Madison. His telephone conversation of that date with the Office of Civil Rights, DOT, yielded no further indications as to when a decision could be expected.

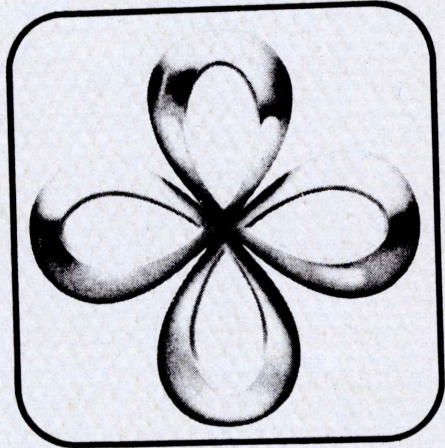
Mayor E. R. Rainey's letter dated June 5, 1975, discusses thy City's viewpoint on the proposed low capital transportation improvement (LCTI) on existing route of U.S. 61. The City Council discussed the matter with members of the public in attendance. For reasons of loss of parking; the close proximity of the homes along the route to the highway in the areas where the highway would be widened; and the possible detrimental effect on property values along the highway, a motion not to accept the I.S.H.C.'s proposal carried unanimously.

This resume constitutes a cross section of the project files and does not touch upon every document or letter contained therein. The files on this U.S. 61 project in Fort Madison, Lee County, are available for review in the Office of Project Planning, Division of Highways, Iowa Department of Transportation.

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