

COMMISSIONERS

IOWA DEPARTMENT OF TRANSPORTATION

TAMA-TOLEDO PRESENTATION

UPGRADING HIGHWAY 30

AUGUST 21, 1990

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

Thank you for giving us this opportunity to present the views of the Tama-Toledo community on the future development of U.S. Highway 30 through our cities and county.

We appreciate the fact that you have incorporated improvement of U.S. 30 as part of your Commercial and Industrial Highway system. In addition, we are pleased in that we have this opportunity to have some important input in the development of U.S. 30 at these early planning stages, however, we are disappointed that you have not included any improvements on U.S. 30 in Tama county in your present Five Year Program of Work as we feel that the upgrading of U.S. 30 to a 4-lane highway is an essential key to our economic development and survival.

Like you, we are concerned about the economic future of Iowa in general and our community specifically. Adequate and modern transportation is crucial to any plans for economic growth.

In June of 1989, Gov. Terry Branstad visited our community to moderate a STEP meeting and to help us launch a concentrated effort to develop an organized plan of economic development. As a result of that program, the Tama-Toledo community was able to combine with the Tama-Toledo Industrial Development Corp. and the Tama-Toledo Chambers of Commerce to fund an office of Economic Development. This South Tama Development group was also successful in obtaining a five year commitment of \$25,000 per year from the Wesley and Irene Mansfield Foundation and will soon be hiring a full time economic development director who will utilize offices donated by Iowa Electric Light & Power Corp.

As we develop our economic strategy, transportation plays a key role. Our present industries depend heavily on semi-truck hauling and will continue to do so. The upgrading of U.S. 30 is essential to their continued growth and survival. See accompanying letters from industries in our community.

We are pleased that you had the foresight to include Highway 30 in the State's Commercial and Industrial Network which is designed to enhance the opportunities for the development and diversification of the state's economy. Upgrading Highway 30--the first inter-continental highway in America--to a four lane system connecting our community to I-35 and I-380 is essential to enhancing the opportunities for economic development--both commercial and industrial--and to continued diversification of our economic base. See Exhibit A.

We believe the traffic count for Highway 30 in our Tama-Toledo community and for those segments East and West of Tama-Toledo supports the need for an upgraded highway. As shown on the accompanying traffic flow map (Exhibit B) of the U.S. 30 and U.S. 63 intersection, there are nearly 6,000 vehicles using U.S. 30. At the intersection there are 6,230 westbound, 5,180 eastbound, 6,960 northbound and 6,850 southbound according to your 1989 average annual daily traffic count. These figures are substantially higher than the count taken in 1988 and will continue to grow as our community prospers and as tourism intensifies.

Tama County is becoming one of the fastest growing tourism areas in the State of Iowa. As the Mesquaki bingo complex continues to expand, traffic in our communities and traffic both East and West of Tama-Toledo on U.S. 30 is going to escalate. This growing entertainment business, as a large traffic generator, was probably not known to the IDOT planners at the time the current five year plan was compiled. Mesquaki Bingo will be celebrating its 1st anniversary in its new facilities just off U.S. 30 in September, 1990.

Just as important as the need for a 4-lane highway is the critical importance of keeping the improved highway on its present alignment in Tama County and through the Tama-Toledo community. Exhibit C is an aerial view of the Highway 63 and 30 intersection in Toledo. While this is one of the busiest intersections outside a metropolitan area, we feel that it should remain an intersection but be improved with traffic control signals. Recently you removed the overhead intersection of U.S. 30 and 71 in Carroll to make it an up-grade intersection with traffic control signals. This type of improvement should be considered at this intersection even before the completion of a 4-lane highway through Tama County. As you can see by this aerial view, there is plenty of room for adding two more lanes of traffic. In fact, the intersection already has 4 lanes going all four directions. Presently there are far fewer accesses in Tama-Toledo to Highway 30 than there are in similar towns such as Carroll and Denison where there are 4-lane segments of U.S. 30. About 15 years ago, a plan was considered to move Highway 30 south to allow for an clover-leaf intersection,

but you wisely chose to keep the highway on its present alignment. We are pleased with that decision and urge you to continue to upgrade the highway on its present alignment. This is essential to the economic future of the businesses presently on this route and the future development of businesses along the present route. There are no appropriate alternatives.

As Exhibit A shows, Tama-Toledo is midway between I-35 and I-380. A 4-lane highway linking these interstates would be appropriate in your priority development of Iowa's Commercial and Industrial Network. We are asking that you move up the priority of upgrading U.S. 30 into a 4-lane highway all across Iowa, particularly in Tama county and between Cedar Rapids and Ames.

The following three exhibits are included to establish that:

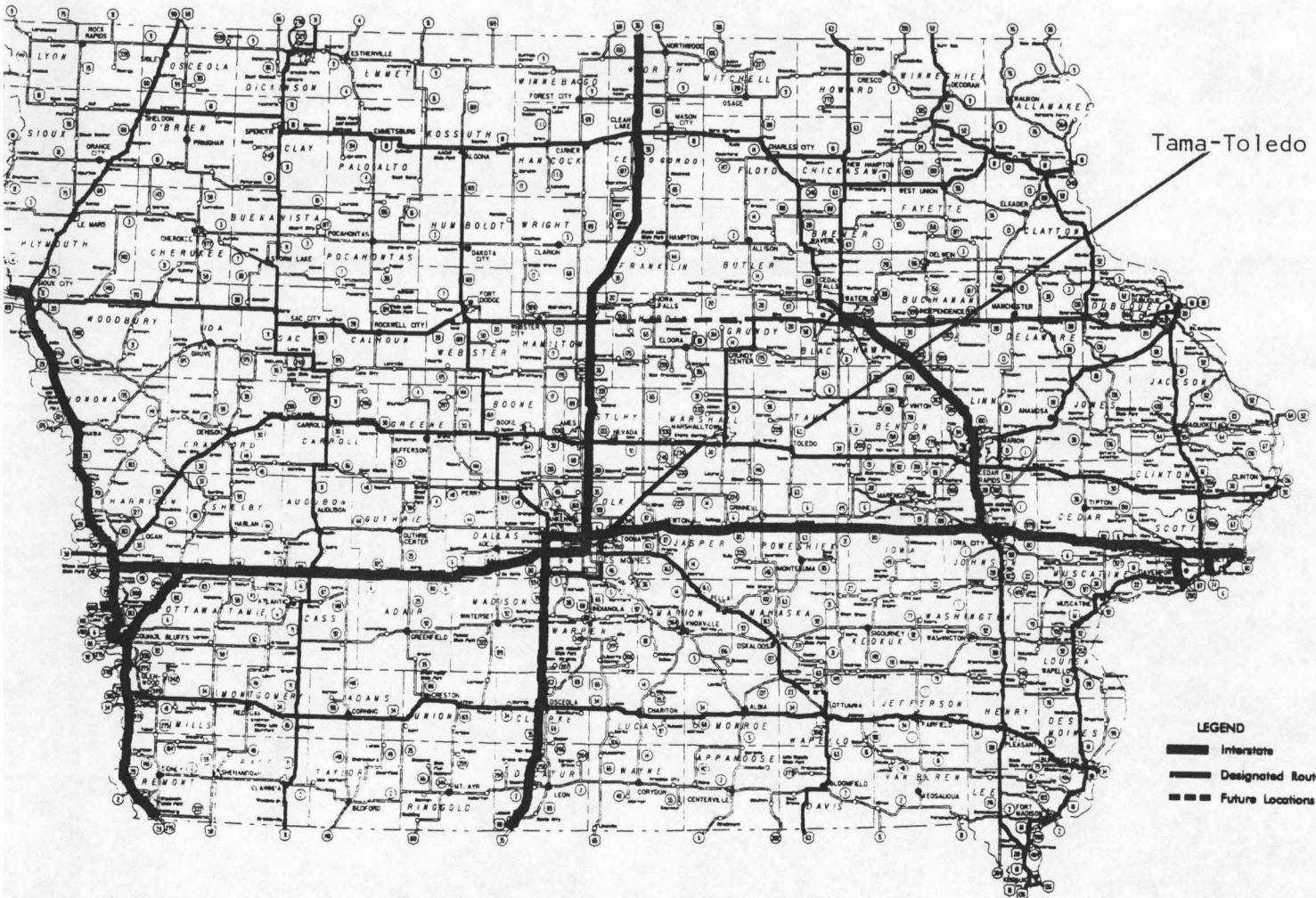
Exhibit A. The first map is very current and shows Highway 30 as a designated route for the commercial and industrial network.

Exhibit B. The second map demonstrates that there is currently more than enough traffic to justify a four lane highway.

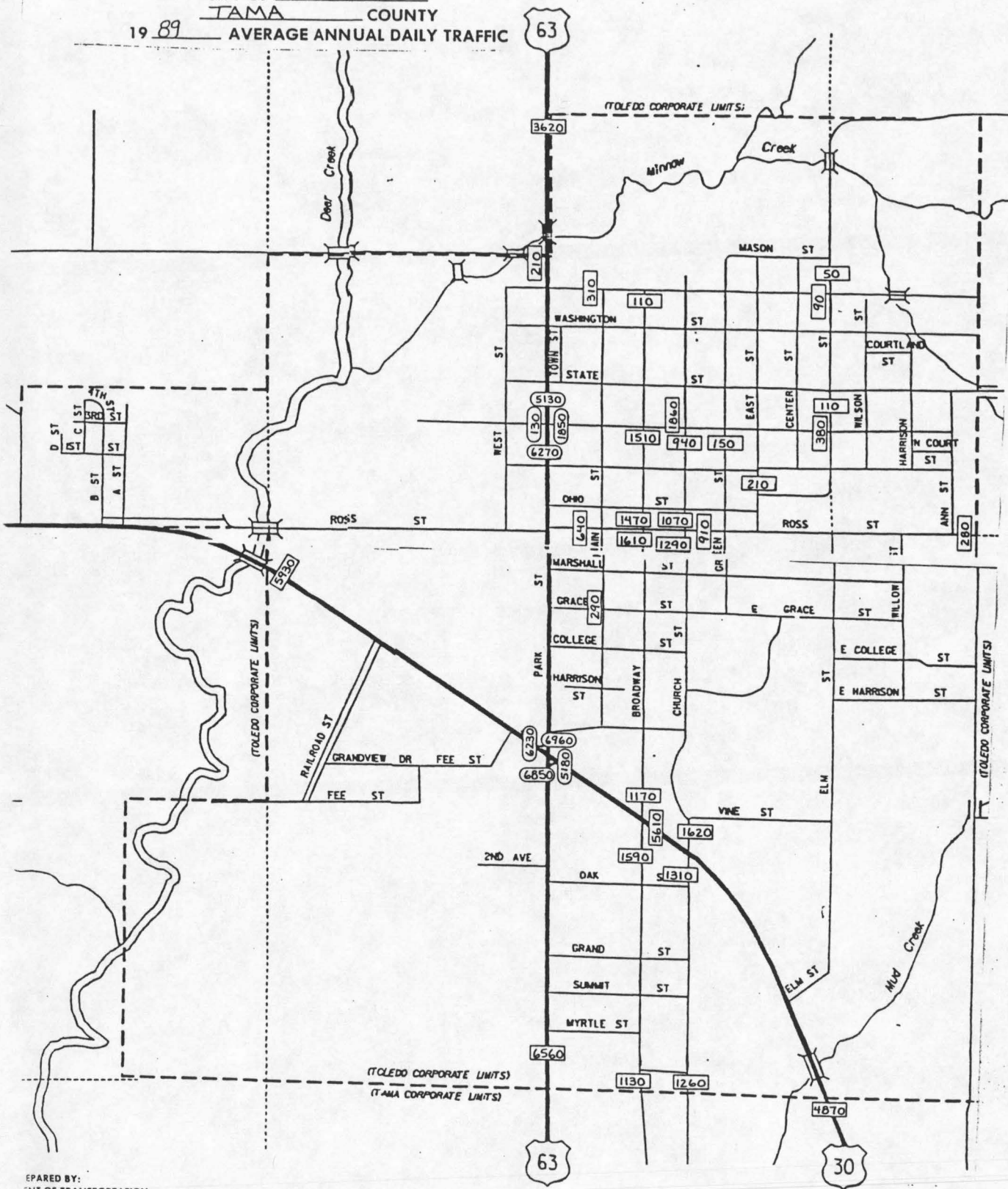
Exhibit C. The third map is an aerial view showing there is ample room to expand the existing roadway to four lane.

Commercial and Industrial Network

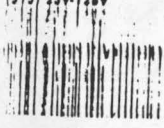
October 1989

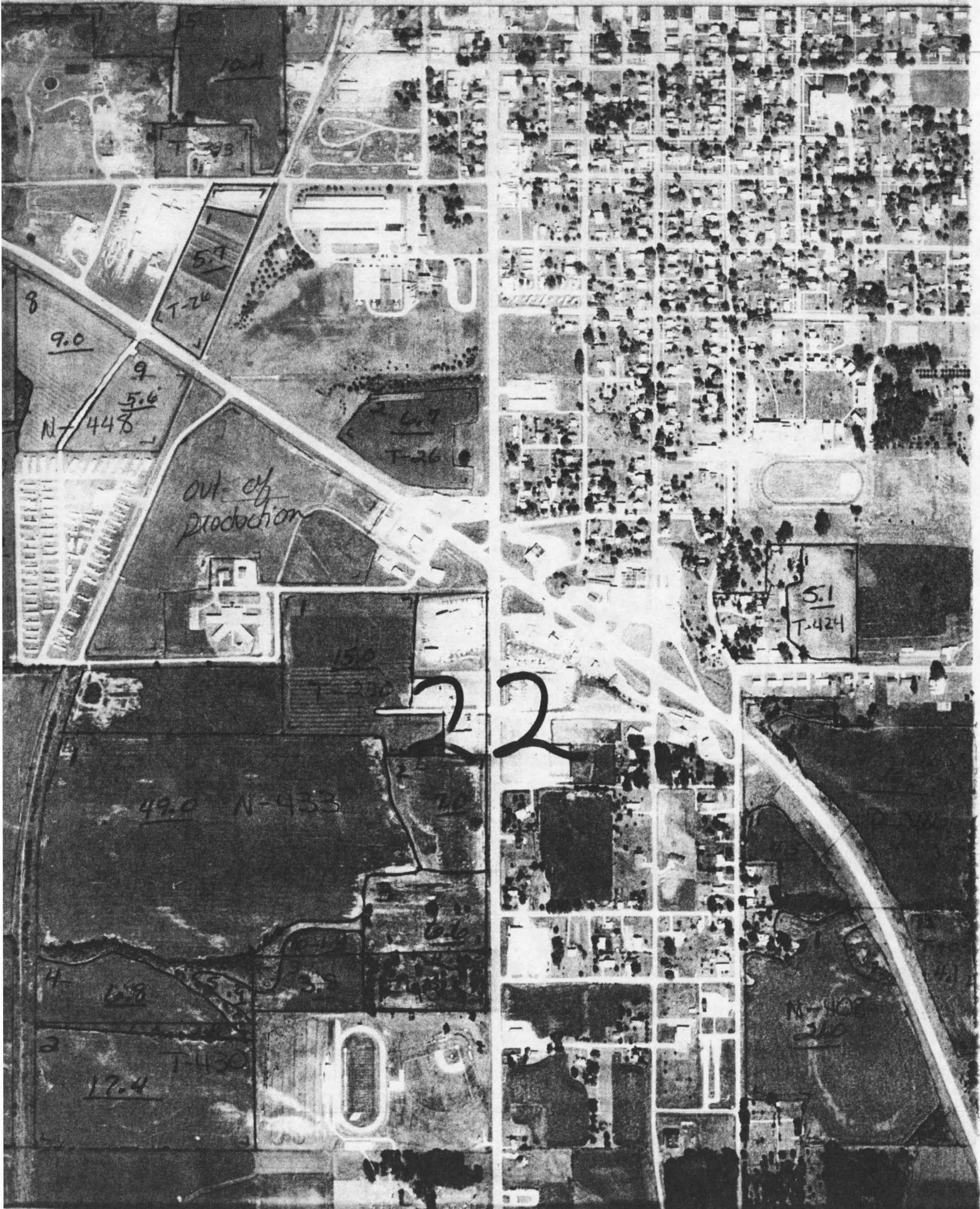


CITY OF TOLEDO
TAMA COUNTY
 19 89 AVERAGE ANNUAL DAILY TRAFFIC



PREPARED BY:
 IOWA DEPARTMENT OF TRANSPORTATION
 RESEARCH DIVISION
 TRANSPORTATION INVENTORY
 (515) 239-1289





NOT TO SCALE (1979 FLIGHT)

CROP YEAR -

Tama

E-12

30

Exhibit C

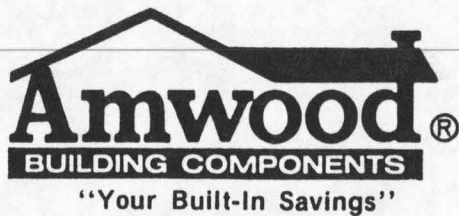
A

LETTERS OF SUPPORT

FROM BUSINESSES

LOCATED ON

HIGHWAY 30



AMWOOD BUILDING COMPONENTS
HWY. 30W - P.O. BOX 338
TOLEDO, IOWA 52342
PHONE 515/484-5166

August 14, 1990

WALL PANELS
WINDOWS - DOORS
PORTA BUILDINGS
CUSTOM GARAGES

Iowa Department of Transportation
Des Moines, Iowa

TO WHOM IT MAY CONCERN:

RE: Possible relocation of Highway 30 through Toledo, Iowa.

It has come to my attention that the Iowa Department of Transportation is considering the possibility of relocating Highway 30 that now runs through Toledo, Iowa as a two lane highway. I would like to take this opportunity to express my thoughts on this matter.

We are a housing manufacturer located on the west edge of Toledo with excellent access to Highway 30. This access is one of the basic reasons for locating where we did. Because all of our raw ingredients and all of our manufactured product is delivered by truck, it is a very needed access to this highway. Also we need this excellent access to a major highway because through our receiving and shipping we handle upwards of 50 semi trucks per month.

Because of the heavy amount of traffic on Highway 30, I can see a very definite need to upgrade this highway to a four lane highway instead of the present two lane.

I understand that alternative routes are being considered for upgrading the highway, but I honestly feel that if the highway were relocated in someplace other than its present route, it would create some definite hardships on our company. I also feel that relocation of the highway would ultimately be extremely more expensive than it would be to upgrade the present highway to a four lane.

Sincerely

Ron Thoreson
Plant Manager

jr

Springer Enterprises

HWY. 30 WEST
P.O. BOX 214
TOLEDO, IOWA 52342

Iowa Department of Transportation
Des Moines, Iowa

Gentlemen:

It is my understanding that at your meeting in Ottumwa on August 21 there will be a discussion relative to the location of Highway 30.

I have lived in this area since 1936 and I feel the highway is very important to our community and the continued economic growth in our area. We have been having economic growth in Tama Packaging Corporation of America, Tama Meat Packing and the Central Engine Repair.

In addition to the above, the cities of Tama and Toledo have been working together to further economic development in this area and have hired an Economic Development Director. This is a five year committment for both cities.

I feel that with the amount of traffic Highway 30 carries, it would be a great improvement to make it a four lane highway. Also leaving the highway in it's present location would be a great benefit to our community and surrounding area.

Yours truly,


Ed J. Springer

TAMA LIVESTOCK AUCTION CO.



"SALE EVERY SATURDAY"

TAMA, IOWA

HWY. 30 EAST

August 13, 1990

IOWA DEPARTMENT OF TRANSPORTATION

To Whom It May Concern:

It has been called to our attention that Highway 30 location/re-location plans are presently under advisement.

As manager, and speaking on behalf of the current board of directors of TAMA LIVESTOCK AUCTION, we would support leaving the present route of Hwy. 30 as it is.

Any questions and or discussions can be directed to me at 484-3465 (days) or 484-3877 (evenings).

Sincerely,

A handwritten signature in cursive script that reads "Danny Lekin". The signature is written in black ink and is positioned above the printed name and title.

Danny Lekin
Manager

To whom it may concern,

We are writing this letter in regards to US Highway 30 and its future.

Our business currently supplies 15 part-time jobs to the Tama-Toledo area. Of these 15 employees, 4 are second incomes to families. It is not only important to our business, but also to the Tama-Toledo area.

We would like US Highway remain where it is and expanded to four lanes.

Sincerely

Burdette Brown

Burdette Brown

Fairy Queen

Box 266 Hwy 30 E.

Toledo IA 52342

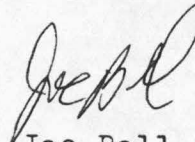
Zack's GAME BAG

P. O. BOX 232 • TOLEDO, IOWA 52342 • PHONE 1-515-484-5999

Dear Sir:

I am writing this letter as a request for the widening of U.S. Hwy 30 through Toledo. Being a businessman along the highway, I fully understand how a highway can be the heart beat of a community. Economically U.S. 30 is of major importance to the city of Toledo.

If a four lane project could be implemented along its present route through Toledo, I am sure both local and state wide benefits would be felt. Small towns need highway improvements in order to survive. Any improvements which help small towns ultimately help the entire state. Your consideration of such a project is appreciated.


Joe Boll



August 15, 1990

Dept. of Transportation

Subject: Relocation of Highway 30 at Toledo

TO WHOM IT MAY CONCERN:

I am writing this letter with great concern. I own the Fireside Inn Restaurant on Highway 30 in Toledo, which has been very successful. I have spent much time and expense in supporting my restaurant. It is my livelihood. If Highway 30 is relocated, it definitely would ruin my business. If I had to relocate, I would not have the finances to continue. I foresee many businesses that are located in Toledo on Highway 30 as being great losers if you proceed in such a transaction.

We are in favor of using the existing Highway 30 as a four lane, we feel the economics of doing so would benefit the taxpayers and the community.

A concerned restaurant owner,

A handwritten signature in black ink, appearing to read "Dennis & Lana Ross". The signature is stylized with large loops and a long horizontal stroke at the end.

Dennis & Lana Ross
The Fireside Inn

DLR/dp



BIG "T" MAID-RITE

Jct. Hwys. 30 & 63

TOLEDO, IOWA 52342

515-484-3720

August 20, 1990

Richard L. Ridout
Hwys 30 & 63
Toledo, IA 52342

To Whom it May Concern:

I am writing this letter in support of leaving highway 30 at its present location. I have owned a business at the junction of highway 30 & 63 for the past eighteen years. I am sure safety at the intersection is one of your primary concerns. I would be in support of leaving the highway where it is or making a four-lane highway at its present location. Moving the highway to a new location would further interrupt our business community at a time when we are working very closely together.

Sincerely,

Richard L. Ridout

LETTERS OF SUPPORT

FROM

COMMUNITY LEADERS

OUR LIBERTIES WE PRIZE AND OUR RIGHTS WE WILL MAINTAIN



JANE SVOBODA
STATE REPRESENTATIVE
Seventy-Fifth District

HOME ADDRESS

R.R. 2, Box 199
Clutier, Iowa 52217
Phone (319)479-2526 (h)
(515)281-3221 (o)

August 15, 1990

House of Representatives

STATE OF IOWA
Seventy-Third General Assembly
STATE HOUSE
Des Moines, Iowa 50319

COMMITTEES

Transportation and Safety
Appropriations Subcommittee,
Vice Chair
Agriculture
Appropriations
Economic Development

Iowa Department of Transportation
Highway Planning Division
Ames, Iowa

Dear Sir:

This letter is to indicate my support for a project which would widen U. S. Highway 30 to a four lane from Marshalltown to and thru Tama/Toledo on to the Benton County line. A four lane highway between Marshalltown and the Benton County line would certainly enhance the safety and convenience along that stretch of road. As the economy of Tama/Toledo is dependent on the highway, and as there is an improvement in the local economy, a four lane road would enhance the entire area.

My husband and I both travel this particular stretch of highway on a frequent and regular basis and we are extremely aware of how much traffic moves through that area, and how much safer and convenient the road would be if it were a four lane. The terrain and layout along that particular stretch of highway tends to slow down traffic as it is more difficult to pass and the flow of traffic is hampered by an inability to get around slow moving vehicles.

During the past four years that I have been traveling between Clutier and Des Moines, I am well aware of the increase in the traffic numbers in that exact area. I also travel between Tama/Toledo/Cedar Rapids and Tama/Toledo/Ames on a somewhat less frequent basis and can testify that the traffic is significantly heavier between the Benton Co./Tama/Toledo/Marshalltown stretch than either of the other two. The proximity of Highway 63, the new Mesquakie Entertainment Center and Highway 21 contribute to that situation.

The Mesquakie Entertainment Center presents a serious situation by itself, and a four lane with planned or designated turning lanes is definitely a necessity for the safety of travelers.

Sincerely,

Jane Svoboda
State Representative

CITY OF TOLEDO

515-484-2160

101 South Church Street

Toledo, Iowa 52342

WILLIAM N. CHRISTENSEN, MAYOR
CAROLYN BROWNFIELD, CLERK

COUNCIL MEMBERS
DAN FERRIS
DON RAIRDIN
EARL McCREARY
LARRY SIMPSON
HERSHAL WEIDNER

August 17, 1990

Iowa Department of Transportation

RE: upgrading of US Highway 30 through Toledo and Tama

The economic conditions of our communities would be dealt a severe blow if Highway 30 was moved from its present location. During the past several years many new businesses have opted to construct their facilities along the present route. In past years when the highways have been moved from the communities, some have been able to bring in new businesses and gradually "recapture" the highway, other communities have never rebounded from the moving of the highway.

If the speed limit remains at 55 mph on the highway, then not much, I feel, will be gained by moving the highway out of its present location.

There appears to be enough room to widen out the highway to four lanes through the communities and put in necessary turning lanes where applicable.

It does not appear after close scrutiny that moving the highway from its present location would have any positive effect on our communities.

Sincerely,



William N. Christensen, mayor

County Seat of Tama County

CITY OF TAMA

305 SIEGEL STREET

Tama, Iowa 52339 515 484-3822

August 9, 1990

Iowa Dept. of Transportation
Office of Program Management
800 Lincoln Way
Ames, Iowa 50010

Dear Sir:

The City of Tama urges the IDOT Department to give Highway 30 from Marshalltown to Tama a high priority toward a four lane highway. As your department knows, auto traffic has always been high on this stretch of road. However, with the addition of Mesquakie Bingo, auto traffic has become a more serious problem.

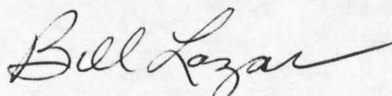
The City of Tama also feels that the four lane road would greatly increase the safety of the road; enhance greater opportunities for economic growth; expedite greater safety and save minutes when our ambulance service transports a patient to the Marshalltown Hospital, of which, approximately 70% of our patients request. There are also other advantages for a four lane road to Marshalltown too numerous to mention in this letter.

We also feel that the present route should not be changed. Traffic moves through our area east and west in an orderly and rapid pace and is not a detriment to our locale.

We applaud your planning and will give you the necessary cooperation when you request.

Sincerely,

City of Tama

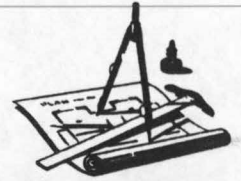


Bill Lazar, Mayor

BL/jw

cc: J. Gehling, T/T Devel. ✓

Toledo Chamber of Commerce



THE BRIGHT SPOT IN IOWA

August 16, 1990

TOLEDO, IOWA 52342

Iowa Department of Transportation
Highway Division
Ames, Iowa 50010

Gentlemen:

The Toledo Chamber of Commerce would greatly urge the Iowa Department of Transportation to maintain Highway 30 in its present location.

We understand there is consideration involving the relocation of Highway 30. The moving of such a highway would be very damaging to our existing businesses. Altering the traffic pattern in our communities of Tama and Toledo could very much crush our much-needed traffic flow.

In closing, kindly consider leaving Highway 30 in its present position and improve the highway by widening it to four lane.

Yours truly,

A handwritten signature in black ink that reads "Tom Hoskins". The signature is written in a cursive style with a large, sweeping initial "T".

Tom Hoskins
Vice President

TH/ska



TAMA CHAMBER OF COMMERCE

TAMA, IOWA 52339

Home of the Sac & Fox Indians

August 13, 1990



Iowa Department of Transportation
Office of Program Management
800 Lincoln Way
Ames, Iowa 50010

Commissioners:

The business community of Tama urges the Iowa Department of Transportation Commissioners to give a high priority to the construction of a four lane highway from Marshalltown through Tama using the existing Highway 30 route.

The additional two lanes would further demonstrate the State of Iowa's willingness to do what is necessary for economic development and its willingness to compliment local development programs. The South Tama area is presently establishing an office for a full-time economic development director and transportation is one of the more important factors considered by any potential industry.

There are many other advantages including safety for the motorists, ease for tourists to travel through our area and others too numerous to mention.

The Tama Chamber of Commerce stands ready to assist you in any manner we can and certainly hopes you will be able to move forward with this project quickly and complete the four lane earlier than the normal seven to ten years.

Sincerely,

A handwritten signature in cursive script that reads "William E. Murray".

William E. Murray, President
Tama Chamber of Commerce

WEM:nk

**LETTERS OF SUPPORT
FROM OTHER
INTERESTED BUSINESSES**

Tama-Toledo Industrial Development Corporation

P.O. Box 291 — Toledo, Iowa 52342

— Crossroads to the future —



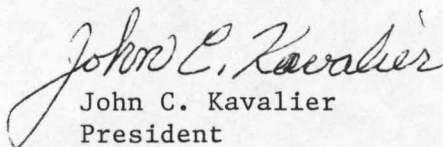
August 20, 1990

Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear Commissioners:

Our highway system has historically played a dynamic role in the economic progress of the State of Iowa. U.S. Highways 30 and 63 are of particular interest to our group since they both pass through our communities. I am pleased to report that the transportation access provided by these highways has contributed significantly to the economic stability of our area. Your Department's maintenance of these thoroughfares is commendable and appreciated by our communities. Due to its strategic location and good repair, U.S. Highway 30 has become a major transportation artery for our State and our communities. The increased traffic flow appears to justify an expansion of this highway into a four lane system. Your Department's increase to four lanes along various sections of this highway indicates that you agree with this contention. Therefore, my group would like to encourage you to expand U.S. Highway 30 to a four lane configuration through the Tama-Toledo area. This action would enhance the economic viability of our area as well as the State of Iowa.

Sincerely,


John C. Kavalier
President

JCK/lk



P.O. Box 117
South Siegel Street
Tama, Iowa 52339
515-484-2884
August 15, 1990

Iowa Department of Transportation
Mr. Ken Meeks, District Engineer
District 1 Office
1020 S. 4th Street
Ames, IA 50010

Dear Mr. Meeks:

We urge you to place a high priority on the construction of a four lane highway from Marshalltown through Tama using the existing Highway 30 route.

The Packaging Corporation of America papermill has been continuously operating in Tama since 1878. We are Iowa's only 100% recycle (waste paper) paperboard mill.

Our business will exceed \$20,000,000 in revenue in 1990. We provide full time employment for approximately 100 people with an average straight time hourly rate of \$10.00/hour. (Our fringe benefits cost another 40% or \$4.00/hour.) In 1990 we expect to use over 10,000 tons of waste paper generated from within Iowa, saving the state approximately \$700,000 in avoided land fill costs. We are working to modify our process so we can use even more Iowa fiber.

The four laning of existing Highway 30 will help us become more competitive by:

1. Making tractor trailer traffic more efficient. Currently we average 18 trucks/day of finished product being shipped and materials brought in. Our freight bill runs about \$1,300,000 per year.
2. Many employees use Highway 30 to commute to work from Marshalltown and surrounding areas.
3. Although we have a very safe operation, and an active safety program to keep it that way, there is always a chance of an employee being injured on the job. We operate 24 hours a day and 7 days a week. We do not have around the clock medical coverage in Tama and have to transport injured personnel to the hospital in Marshalltown. A four lane highway would make this trip safer and faster. A similar case could be made for a major fire.



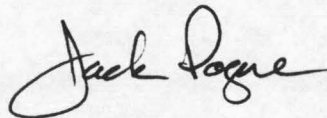
Iowa Department of Transportation - page 2

4. Facilitating increased business with our suppliers in Marshalltown.

Hopefully you realize that helping existing business remain competitive and continue to grow is often a more effective form of economic development than "incentives to start up business".

If I can provide any additional information or answer any questions, please feel free to call. I look forward to following your planning process and hope you agree that this project is a worthwhile cause. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Jack Fogue". The signature is written in dark ink and is positioned above the printed name.

Jack Fogue

Tama State Bank

August 8, 1990

Iowa Department of Transportation
Ken Meeks, District Engineer
District 1 Office
1020 S. 4th Street
Ames, IA 50010

Dear Mr. Meeks:

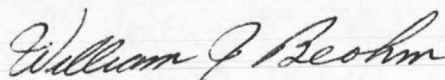
Iowa's primary roads have a great impact on the economy of a community and provide a vital link to the prosperity of the local businesses in that community. As a local businessman and vice president of the Tama-Toledo Economic Development Corporation, I would like to emphasize the need to upgrade the existing Highway 30 using the current road alignment between Ames (Interstate 35) and Cedar Rapids (Interstate 380) constructing a four-lane highway.

During your review of the programming of state and federal funds available for the expansion of Iowa's primary roads, I am certain the need for widening Highway 30 will be evident. It is an extremely well-traveled road and is a primary candidate for expansion to four lanes to allow for smooth and efficient traffic control. The communities of Tama/Toledo and the subsequent economic development of this area will benefit greatly with the construction of four lanes of traffic on Highway 30. There is ample roadway available for expansion and sections of the highway are already four-laned including the intersection of Highways 30 and 63 in Toledo.

I would enthusiastically encourage and support the expansion of Highway 30 to four lanes. The economic effects resulting in continued development of this area is of major concern to Tama/Toledo and I solicit your commitment to this expansion program.

If I can provide any additional information or if you have any questions, please feel free to contact me. I will look forward to following your planning and programming process and hope you will deem this suggestion as a worthwhile cause. Thank you for your consideration.

Yours very truly,



William J. Beohm
President

la



THE STATE BANK OF TOLEDO
BOX 309 • TOLEDO, IOWA 52342 • (515) 484-2980

August 17, 1990

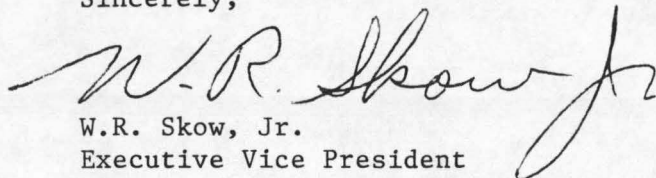
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear Sir:

The State Bank of Toledo supports the proposal to redevelop Highway 30 through Toledo. We feel a four lane construction would benefit our community as well as provide a marked increase in safety.

We hope that you will consider this proposal favorably and we pledge our support of your efforts.

Sincerely,



W.R. Skow, Jr.
Executive Vice President

WRS/lk

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