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1988**

PROJECT HISTORY

U.S. 61

**From Davenport (I-80) To
Dubuque (U.S. 151)**

September 1988

PROJECT HISTORY
U.S. 61

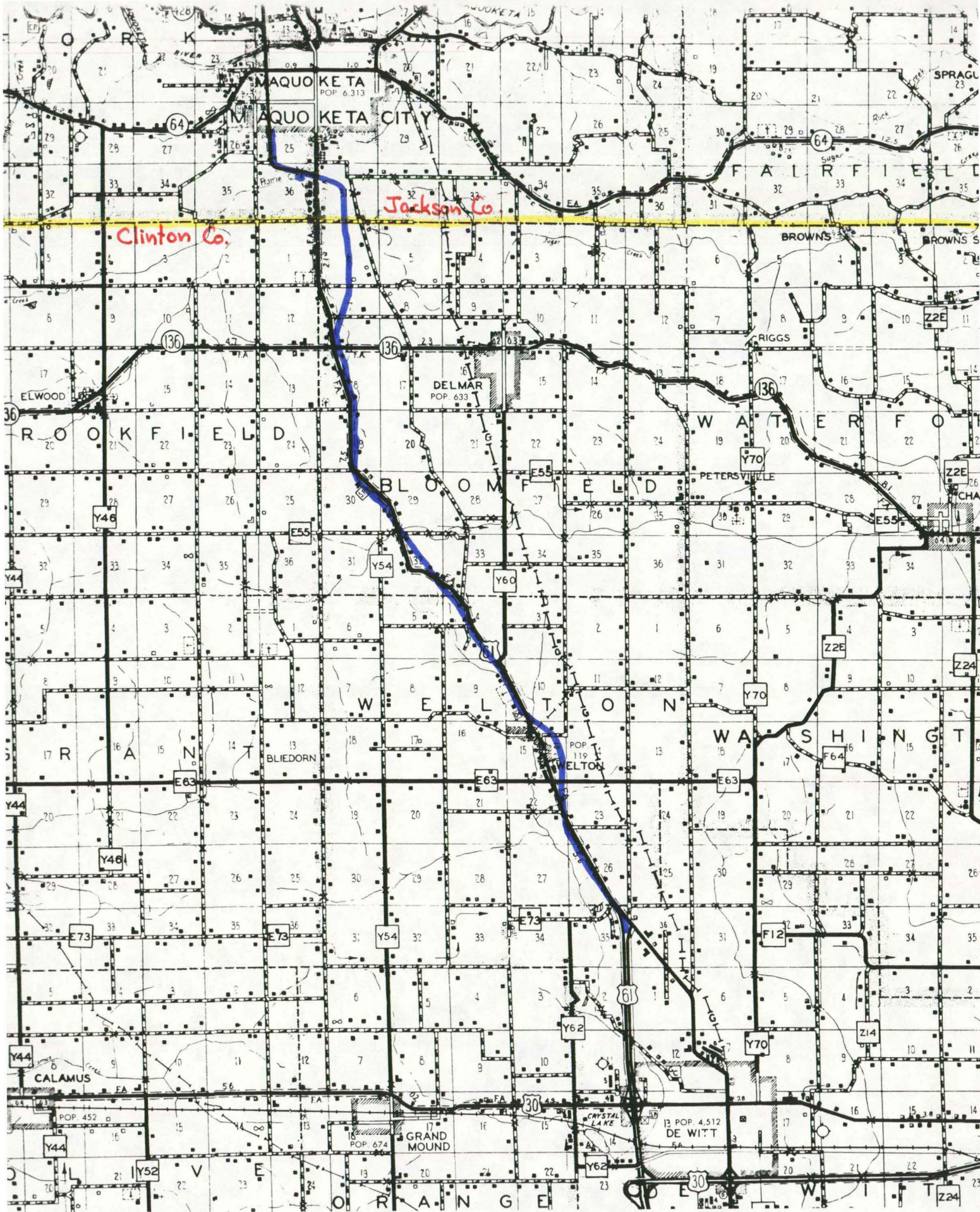
From Davenport (I-80) To
Dubuque (U.S. 151)

September 1988

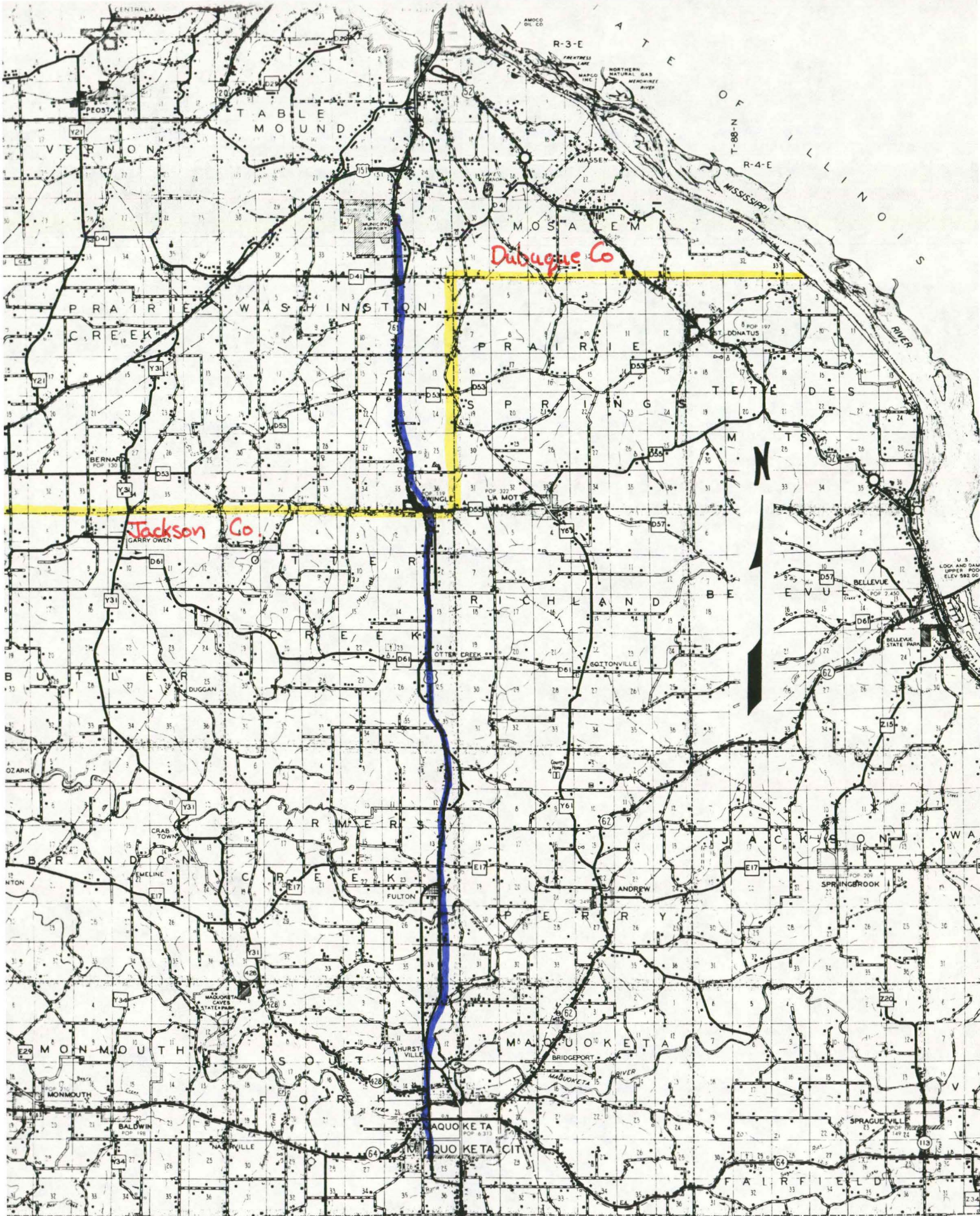


PROJECT
LOCATION
MAP





**PROJECT
LOCATION**



**PROJECT
LOCATION**



U.S. 61 FROM DAVENPORT TO DUBUQUE
CHRONOLOGY OF EVENTS

- 1960 - a report prepared for the Iowa Legislature recommended the development of a limited system of freeways to supplement the Interstate System. U.S. 61 from Davenport to Dubuque was included. Pages D-11, 12.
- 1963 - the Federal Highway Act initiated the transportation planning process in urbanized areas (3C). This planning process included the cities of Davenport and Dubuque, located at the termini of this segment of U.S. 61.
- 1965 - as recommended in the 1960 report to the Iowa Legislature, the Iowa Highway Commission proposed that a specific system of freeways be built to interconnect the Interstate System. The U.S. 61 corridor from Davenport to Dubuque was a part of this system. Pages D-6, 7, 8, 9, 10.
- 1968 - The new Highway Act authorized an additional fifteen hundred miles of Interstate nationwide. The U.S. 61 corridor from Davenport to Dubuque was submitted as an Iowa candidate for the additional miles. Page A-7.
- 1969 - a formal request was again made to include this segment of U.S. 61 in the designated Interstate System.
- 1970 - U.S. 61 (freeway) from Davenport to three miles north of U.S. 30 (De Witt) first appeared in the Transportation Improvement Program. Page 9.
- 1971 - the route from Davenport to Dubuque was designated as Freeway 561.
- 1973 - the Draft Environmental Impact Statement (EIS) for Freeway 561 from Davenport to De Witt was circulated for review.
- 1973 - the new Highway Act (Section 143 (7)) included language calling for a special study for improving the roads between Davenport and La Crosse, Wisconsin. U.S. 61 from Davenport to Dubuque was included in this study. Page D-1.
- 1973 - the new Highway Act (Section 126) established the Priority Primary System. \$600 million was appropriated for this system for fiscal years 1974 to 1976. Page B-1.
- 1973 - in May, the Highway Commission recommended the construction of Freeway 561 on new alignment between Davenport and DeWitt.
- 1974 - in June, U.S. 61 from Davenport to Dubuque was designated a Priority Primary in a route study report.
- 1974 in November, Freeway 561 (Davenport to DeWitt segment) Final EIS approved by Federal Highway Administration (FHWA).

- 1974 - in September, study conducted in response to the 1973 Highway Act was completed and identified the need for freeway development. Pages D-2, 3, 4, 5.
- 1976 - in March, the initial Iowa transportation plan, TRANSPLAN '76 was approved by the Transportation Commission. The plan designated the Davenport to Dubuque segment of U.S. 61 as part of the State Arterial System for development to four-lane standards.
- 1976 - in July, the "3 percent mileage designation" within the Priority Primary System was revised to include the Davenport to Dubuque section of U.S. 61. This section had previously been excluded from the limited designation because of its special congressional report status. ((1) See note below.) Pages B-6, 7.

Note: Although many miles of primary highways met the general criteria which placed them in the Priority Primary category, only 3 percent of the mileage was eligible to receive special funds which were earmarked by Congress for the Priority Primary construction program.

- 1976 - in August, the Transportation Commission authorized an agreement with the FHWA to designate this route as an Interstate highway as provided in Section 139(b) of Title 23 United States Code. Page A-8.
- 1977 - in April, the FHWA signed the Section 139(b) agreement. This designation is void after 12 years if the state has not brought the road up to Interstate standards or has not requested an extension. Pages A-9, 10.
- 1977 - in May, the Department submitted a request to FHWA that unused Interstate mileage be reallocated for the purpose of extending I-74 to Dubuque. Pages A-5, 6.
- 1978 - in May, the request for extending I-74 to Dubuque was resubmitted to the U.S. DOT with a request that priority be given to the Davenport to De Witt segment. Pages A-2, 3, 4.
- 1978 - Congress passed legislation which terminated all future additions to the Interstate System.
- 1978 - the new Surface Transportation Act established a discretionary funding category for the Priority Primary routes.
- 1979 - in July, Congress passed legislation providing for the expenditure of \$125 million per year for four fiscal years (1979-1982) for Priority Primary routes.
- 1979 - in September, Iowa was notified it would receive discretionary Priority Primary funds in F.Y. 1980 to begin construction of U.S. 61 between Davenport and De Witt.
- 1980 - construction began on relocated U.S. 61 from I-80 to three miles north of U.S. 30.

- 1982 - construction of relocated U.S. 61 from Davenport to three miles north of U.S. 30 was completed.
- 1983 - DOT expends final allocation (\$1,300,000) of Priority Primary funds on U.S. 61 in Davenport. TOTAL PRIORITY PRIMARY FUNDS EXPENDED ON U.S. 61 FOR 1980 THROUGH 1983 - \$38,930,000.
- 1983 - in November, legislation was introduced in Congress which provided for continued federal funding of the Priority Primary System in F.Y. 1985 and 1986. Funding for the program was discontinued with the passage of the 1982 Surface Transportation Act. The proposed legislation did not pass Congress and no new funding was provided.
- 1983 - in December, the DOT Commission voted to reactivate a corridor study to examine the need to four-lane U.S. 61. (Study had been shelved in 1979 due to funding reductions.) Page 13.
- 1984 - on March 27, Congressman Tauke in a letter to Congressman Howard, Chairman of the House Committee on Public Works and Transportation, requested the U.S. 61 project receive special "demonstration" funding in order that the four-lane roadway which extended to De Witt could be completed to Dubuque. Pages C-4, 5.
- 1984 - in June, the DOT Commission toured the U.S. 61 corridor south of Dubuque. Page D-39.
- 1984 - on September 26, the DOT held a public information meeting in Maquoketa. Over 300 attended to hear an explanation of the various alternatives being considered. Local government officials and business leaders voiced strong support for a four-lane road. Pages D-23, 24, 25.
- 1984 - on October 23, the DOT Commission reviewed the results of the public information meeting and heard from various delegations which requested the project be included in the 1985 - 1990 Transportation Improvement Program. The Commission advised it is unlikely that U.S. 61 will be reconstructed as a four-lane road unless the federal government provides special funds. Pages E-24, 25, 26, 27.
- 1984 - on November 6, Congressman Tauke appeared before the DOT Commission and requested the Commission more actively support the four-lane improvement of U.S. 61. Pages E-13, 14, 15, 16.
- 1984 - in December, the Commission approved the 1985-1990 Transportation Program which directed the corridor be listed for continued "study." Page 13.
- 1985 - in a July 1 letter to Director Dunham, Lloyd Hayes, Chairman of the Dubuque County Board of Supervisors requested that the DOT support Congressman Tauke in his efforts to secure additional funds for the U.S. 61 corridor. Page D-31.

- 1985 - on August 1, the U.S. 61 Association held a meeting in Maquoketa to formulate a proposal to fund U.S. 61 four-lane construction through the RISE Regional program. State Representative Mike Connolly, Al Peterson representing Congressman Tauke, and Beverly Schroeder representing Senator Tom Harkin were among those in attendance.
- 1985 - in an August 5 letter to DOT Director Dunham, Congressman Tauke requested an update on the status of the project development and reiterated his concern that the DOT is reluctant to proceed without assurance of federal money. He advised that the DOT must show more interest in the project or it will be very difficult to secure federal funds. In reply, Director Dunham informed the Congressman that detailed studies will not be undertaken without an assurance that additional federal funding will be made available. Until that time, there were other projects with higher priorities in the program. Pages D-32, 33.
- 1985 - in the Transportation Improvement Program for 1986-1991, approved by the Commission in December, the U.S. 61 project was still listed for "study." Pages E-10, 11, 12.
- 1986 - in June, DOT Key Staff explored the possibility of once again trying to get the U.S. 61 corridor designated an Interstate route. A direct appeal to U.S. Secretary of Transportation was considered. Following informal discussion with FHWA staff and contact with U.S. DOT staff; which indicated such an approach would be unsuccessful; it was decided not to proceed.
- 1986 - in December, the DOT Commission approved the Transportation Improvement Program for 1987-1992. That portion of U.S. 61 from DeWitt to Maquoketa is programmed as a RISE Regional Development Project for the addition of two lanes. \$1,314,000 was programmed for right of way purchase in 1992 with an additional \$11,593,000 needed beyond 1992. Page 15.
- 1987 - on April 2, Congress passed the new Surface Transportation and Relocation Act which provided for \$32,000,000 in special demonstration funds for "a project which replaces the route from the intersection of Route 61 and Grandview Avenue in Dubuque, extending northerly to a point near East 14th Street, and to improve the service level of the remaining connection from I-80 to Dubuque extending from Route 30 at De Witt to Grandview Avenue in Dubuque." Page C-3.
- 1987 - on June 23 the Commission approved the 1988 Highway Accomplishment Program. Discussed using Demonstration money in Dubuque. Pages E-4, 5, 6, 7, 8, 9.
- 1987 - in July, the Department submitted information to the FHWA on the status of Demonstration projects, proposed construction timetables and costs. Project is proposed to be a four-lane arterial. Pages C-1, 2.
- 1987 - Project Planning reinitiates a general location study of the project corridor. Alternative concepts were identified.

- 1987 - on August 4 the Commission gives the go ahead to expend Demonstration Money on Dubuque City projects. Pages E-1, 2, 3.
- 1987 - in September, preliminary location studies were completed and preparation of a detailed Environmental Assessment for the De Witt to Maquoketa segment of U.S. 61 began.
- 1987 - in December, the five year Transportation Improvement Program was approved which showed the U.S. 61 segment from DeWitt to Maquoketa as a RISE project. Page 15.
- 1988 - in February, IDOT staff met with representatives of the U.S. 61 Association in Maquoketa. Dubuque County and city officials wanted a fully controlled access four-lane roadway. Clinton and Jackson Counties and Maquoketa officials wanted a four-lane arterial with no interchanges and more at-grade access points.
- 1988 - in an April 4 letter from Ron Salmons, Assistant Division Administrator for the FHWA, to Ian MacGillivray, IDOT Director of Planning and Research, IDOT was informed that the Section 139(b) designation could be in jeopardy if the U.S. 61 improvements fall short of freeway standards. Pages A-1, 2.
- 1988 - on April 14, the FHWA approved the Draft Environmental Assessment for the Clinton County segment of U.S. 61 (from end of relocated U.S. 61 to just south of Maquoketa). Page D-13.
- 1988 - on June 7, a corridor public hearing for the Clinton County segment of U.S. 61 was held in Delmar with over 200 attending. State Senator Mike Connolly spoke out in favor of constructing an expressway along the entire corridor. State Representative Dave Tabor said that an arterial offers the least disadvantages and is "something we can live with." Pages D-21, 22, 37.
- 1988 - during the September 12 Project Review meeting, staff decided to recommend to the Commission that the four-lane expressway concept be designed for the Clinton County segment of U.S. 61. Pages D-14, 15, 16, 17, 18, 19, 20.

Program History - U.S. 61 - Davenport to Dubuque

Scott County Projects

SEGMENT 1 - PROJECT DESCRIPTION NOTE: See page 14 for location map.

From I-80 North 11.5 miles to
Clinton Co. Line (Freeway)
First appeared in program Dec. 1970

Program Release Date	Fiscal Year					
	Estimated Cost (000)					
	1974	1975	1976	1977	1978	1979
Dec. 1970	(1) 335	(2) 1,628	(3) 1,508			
Critical Needs Not Programmed			(1) 602			
\$6,494,000						
Dec. 1971	(1) 270	(1) 271	(3) 2,537	(1) 331		
Designated Freeway 561		(2) 2,545	(1) 331			
Critical Needs Not Programmed						
\$7,479,000						
Dec. 1972		(1) 541	(2) 2,545	(3) 2,537	(1) 662	
Critical Needs Not Programmed						
\$6,205,000						
Dec. 1973		(1) 270	(1) 271	(2) 2,545	(3) 2,537	
Critical Needs Not Programmed					(1) 662	
\$6,205,000						
Dec. 1974	PROJECT DIVIDED					
Segment 1A						
From I-80 N. 3.9 miles (FWY)			(1) 739	(1) 739	(1) 739	(2) 5,778
Cost to Complete Beyond 1980						
\$12,122,000						
Segment 1B						
From 3.9 miles north of I-80 N. to Clinton Co. Line (FWY)						
Critical Needs Not Programmed						
\$8,142,000						
	1977	1978	1979	1980	1981	1982
Dec. 1975	(1) 1,108	(1) 1,109	(2) 5,013	(2) 5,012		
Segment 1A						
Cost To Complete Beyond 1981						
\$5,496,000						
Segment 1B						
Critical Needs Not Programmed						
\$8,268,000						

	1978	1979	1980	1981	1982
Dec. 1976					
Segment IA	(1) 2,217	(2) 10,025	(3) 5,496		
Segment IB			(1) 756		
Cost To Complete Beyond 1982					
\$7,512,000					
Dec. 1977					
Segment IA		(1) 1,108	(1) 1,109	(3) 5,496	
			(2) 10,025		
Segment IB			(1) 756	(2) 2,377	(3) 2,731
Cost To Complete Beyond 1983					
\$2,404,000					
Dec. 1978					
Segment IA		(1) 2,217	(3) 5,496		
		(2) 10,025			
Segment IB		(1) 150	(1) 606	(3) 4,016	
			(2) 3,496		
Dec. 1979					
Segment IA			(1) 237	(3) 6,045*	
* Priority Primary			(2) 12,500		
Segment IB			(1) 669	(3) 4,359*	
* Priority Primary			(2) 3,788		
Dec. 1980					
Segment IA				(3) 7,907*	
* Priority Primary					
Segment IB				(2) 2,108*	(3) 7,658*
* Priority Primary					
Dec. 1981					
561 Designation Dropped					
Segment IB					(3) 3,850*
* Priority Primary					

PROJECT COMPLETED FALL 1982

1 = Right of Way 2 = Grade 3 = Pave

Clinton County Projects

SEGMENT 2 - PROJECT DESCRIPTION

Relocate/4-lane 61, from U.S. 30 south of De Witt west and north to "old" 61 length: 5.6 miles
 First appeared in program Dec. 1969

Program Release Date	Fiscal Year Estimated Cost (000)						
	1970	1971	1972	1973	1974	1975	1976
Dec 1969	(1) 665	(1) 771					
Dec. 1970			(2) 2,564	(3) 2,379			
Dec. 1971	Designated Freeway 561		(1) 675 (2) 2,692				
Dec. 1972				(1) 442	(3) 2,499		
Dec. 1973					(2) 4,899	(3) 2,499	
Dec. 1974							(3) 1,231

SEGMENT 3 - PROJECT DESCRIPTION

U.S. 61 (Freeway) - From Scott Co. line N. to Reloc. U.S. 30, length: 3.2 miles
 First appeared in program Dec. 1970

Program Release Date	Fiscal Year Estimated Cost (000)						
	1976	1977	1978	1979	1980	1981	
Dec. 1970		(1) 157					
Dec. 1971	Designated Freeway 561	(1) 137	(1) 138				
Dec. 1972			(1) 275				
Dec. 1973			(1) 169				
Dec. 1974	Not programmed. Cost estimated at \$4,466,000 Project length reduced to 2.9 miles						
Dec. 1975	Not programmed. Cost estimated at \$4,466,000						
Dec. 1976						(1) 203	
Dec. 1977				(1) 203			
Dec. 1978				(1) 50	(1) 153	(2) 2,739	(3) 1,524

Dec. 1979					(1) 170 (2) 2,968	(3) 1,651
Dec. 1980	Fed. Share \$\$ Priority Primary Discretionary					(2) 3,036
Dec. 1981	Project no longer designated 561 Freeway Priority Primary Discretionary					

SEGMENT 4 - PROJECT DESCRIPTION
 Freeway 561 - From north of De Witt
 to Jackson County line, length:12.8 miles
 First listed in program Dec.1973

Fiscal Year
 1984 1992

Program Release Date

Dec. 1973	Critical Needs Not Funded \$13,738,000					
Dec. 1974	Critical Needs Not Programmed \$16,401,000					
Dec. 1975	Critical Needs Not Programmed \$16,401,000 Total Project Cost \$36,309,000					
Dec. 1976	Critical Needs Not Programmed \$16,401,000 Total Project Cost \$19,834,000					
Dec. 1977	Critical Needs Not Programmed \$16,401,000 Total Project Cost \$22,490,000					
Dec. 1978	Project Length Revised to 12.5 miles Cost To Complete Beyond 1984 - \$16,301,000			(1) 100		
Dec. 1979	Project Deleted From Program Project Cost \$17,194,000					
Dec. 1981	Project no longer designated Freeway 561					
Dec. 1986	Project Reprogrammed as RISE Regional Add two lanes				(1) 1,314	Beyond 1992 - \$11,593,000
Dec. 1987	Project Programmed as RISE Regional Add two lanes				(1) 1,314	Beyond 1992 - \$11,593,000

1 = Right of Way 2 = Grade 3 = Pave

Jackson County Projects

SEGMENT 5 - PROJECT DESCRIPTION

U.S. 561 - From Clinton County

line north to Maquoketa

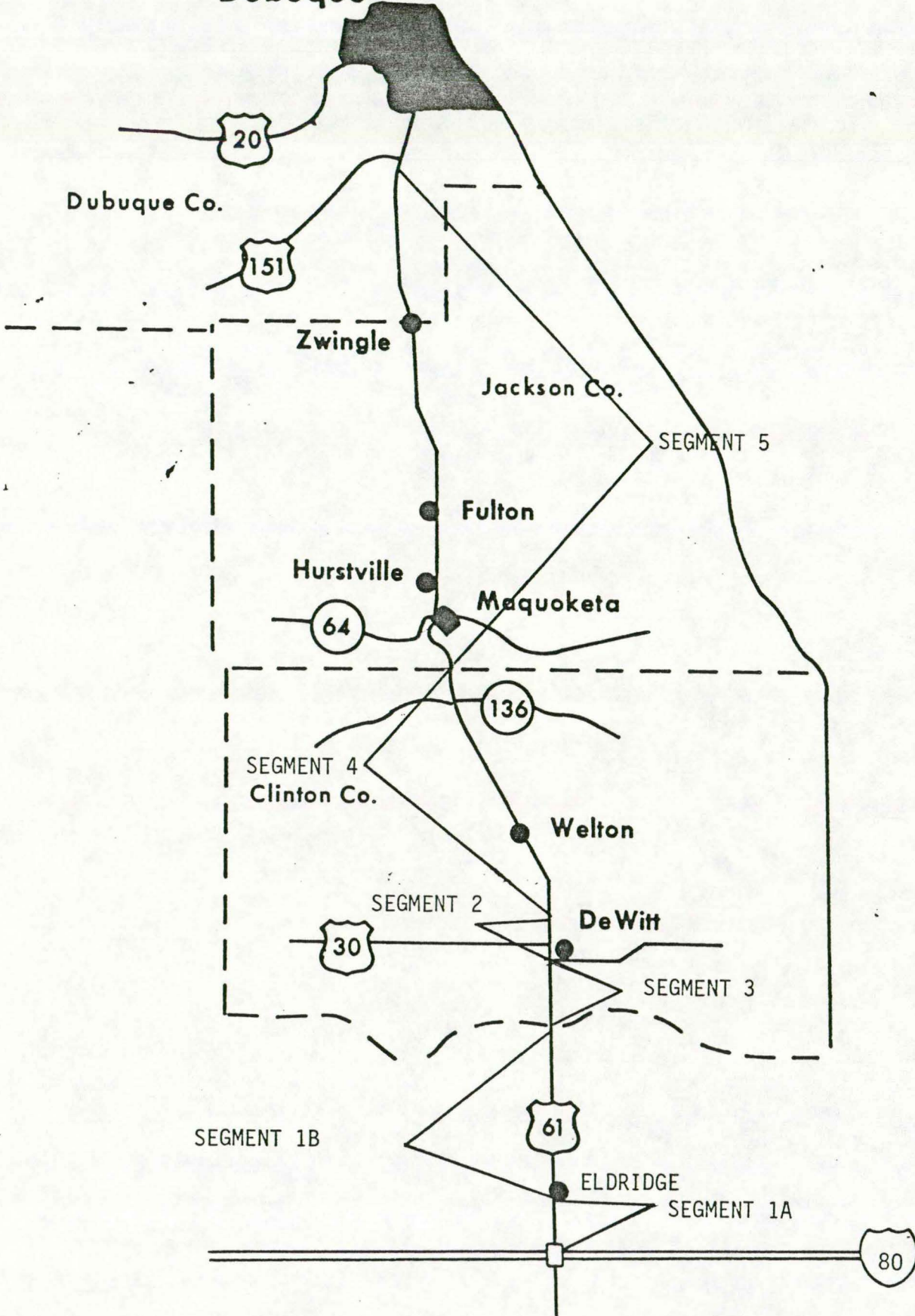
length: 3.2 miles

First appeared in program Dec. 1978

		1984
Program Release Date		
Dec. 1978	Cost To Complete Beyond 1984 \$4,093,000	(1) 50
Dec. 1979	Projects Deleted completely or partially from 1979-1984 Program Cost To Complete Beyond 1985 \$4,558,000 (this project never programmed again)	
Dec. 1981	Freeway 561 designation dropped.	
Dec. 1983	US 61 From Clinton Co. line to the Dubuque Co. line, 19 miles - Project for Study	
Dec. 1984	US 61 From Clinton Co. line to the Dubuque Co. Line ** ** THIS CORRIDOR FROM DE WITT TO DUBUQUE IS LISTED FOR "STUDY" IN THE 1984-1989 PROGRAM. TRAFFIC VOLUMES, SUFFICIENCY RATINGS, AND CONDITION OF THE HIGHWAY DON'T JUSTIFY INCLUDING A PROJECT IN THIS YEAR'S CONSTRUCTION PROGRAM AS THERE ARE OTHER PROJECTS WITH A HIGHER PRIORITY FOR FOUR-LANE IMPROVEMENTS. HOWEVER, DUBUQUE IS THE LARGEST CITY IN IOWA, AND ONE OF THE LARGER CITIES IN THE U.S. NOT CONNECTED TO THE INTERSTATE SYSTEM WITH A FOUR LANE HIGHWAY. CONGRESS HAS DESIGNATED THIS AS A "PRIORITY PRIMARY" HIGHWAY, IN SUBSECTION 117-C OF THE 1982 SURFACE TRANSPORTATION ACT. SHOULD CONGRESS FUND THIS PRIORITY PRIMARY WITH A SPECIAL ALLOCATION, THE DEPARTMENT WOULD PROCEED PROMPTLY TO IMPLEMENT THE PROJECT.	
Dec. 1985	Above statement repeated.	
		1992
Dec. 1986	RISE Regional Development Project From De Witt to Jackson County Line, Add 2 lanes - 12.8 miles Beyond 1992 - \$11,593,000	(1) 1,314
Dec. 1986	Corridor Studies to be Conducted For Possible Future RISE Funding. US 61 - Necessary location studies, EIS and design for four lane De Witt to Maquoketa.	
Dec. 1987	Planning Section US 61 Clinton/Jackson/Dubuque Counties From 3 miles north of De Witt to Dubuque - EIS and location study. 42.6 miles	

1 = Right of Way 2 = Grade 3 = Pave

Dubuque



RISE Regional Development Projects

TYPE OF WORK
 1 RIGHT OF WAY
 2 GRADE AND DRAIN
 3 PAVE
 4 EROSION CONTROL
 5 PAVEMENT WIDENING ONLY
 6 PAVEMENT RESURFACING/REPAIR ONLY
 7 PAVEMENT RESURFACING/REPAIR WITH MINOR WIDENING

8 DITCHING FOR SNOW CONTROL AND DRAINAGE
 9 SHOULDER REPAIR/GRANULAR
 10 BRIDGE REPAIR-DECK
 11 BRIDGE OR CULVERT REPAIR-OTHER
 12 BRIDGE OR CULVERT REPLACEMENT
 13 SAFETY
 14 MISCELLANEOUS
 15 OUTSIDE SERVICES

WORK CLASS CODE
 P-PRESERVE (NO CHANGE IN ROADWAY DIMENSIONS)
 M-MODERNIZE (PRESERVATION PLUS SOME CHANGE OF ROADWAY DIMENSION OR SERVICE CHARACTERISTICS)
 R-REBUILD (ON PRESENT ALIGNMENT INCORPORATING EXISTING RIGHT-OF-WAY)
 C-CONSTRUCT (ON NEW ALIGNMENT AND NEW R.O.W.)

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RTE	SUFF	ADT	MILES	LOCATION	WORK CODE	TYPE OF WORK	ESTIMATED COST X \$1000					PROJECT COMPLETION COSTS
							1988	1989	1990	1991	1992	
(23) CLINTON												
61	18	4530	12.8	FROM IA. 956 TO JACKSON COUNTY LINE - ADD 2 LANES	R	1						1314
					R	2						4986
					R	3						6268
					R	4						332
(29) DES MOINES												
61	32	5780	7.3	FROM LEE COUNTY LINE TO BEGIN DIVIDED SECTION AT BURLINGTON - ADD 2 LANES	R	1		498				
					R	2			1229			
					R	12			1701			
					R	3				3351		
					R	4				321		
(58) LOUISA												
61	67	3380	15.7	FROM DES MOINES COUNTY LINE TO MUSCATINE COUNTY LINE	M	1			976			
					R	2						
					M	8				2419		
					M	9				2030		
					R	12				579		
					R	3				610		
					R	4					2919	
												148
(59) LUCAS												
34	60	1780	6.4	FROM 1.3 MILES WEST OF IA. 97 TO MONROE COUNTY LINE	R	1		369				
					R	2				990		
					R	8				597		
					R	3					895	
					R	4					60	
(63) MARION												
163	45	4420	11.3	MONROE TO END OF FUTURE PELLA BYPASS - 2 LANE ON 4 LANE ROW	C	1						1699
					C	2						5598
					C	3						7126
					C	4						289

*=ADDITIONAL CONSTRUCTION YEAR #=CANDIDATE FOR ADVANCEMENT NA=NOT APPLICABLE

Planning Study Section

1988-1992

This section identifies large or complicated projects on which initial planning activities are underway, or which planning activities will be initiated within the next year. Usually seven to 10 years are needed to develop a complicated or large highway construction project. This time is required to accomplish the necessary location and concept planning studies, environmental studies, archaeological research, development of preliminary and final design plans, right of way acquisition and construction of the project. Therefore, the Five-Year Construction Program often does not cover a large enough time span to show all these steps.

As projects listed in this section become sufficiently developed to be considered for the Five-Year Construction Program, each will be reviewed by the Commission. The review may conclude that some projects are not priority candidates for further action or construction, and others may be selected for further activity in the Five-Year Construction or RISE programs. Inclusion of a project or a corridor in the Planning Study Section does not guarantee it will be constructed.

The Planning Study Section also includes projects for which the study objective is a Prelocation Study. These projects normally consist of extended highway corridors and regional studies to determine overall improvement concepts. A prelocation study may identify sections of a highway corridor where a detailed Environmental Impact Study (EIS) and location study could be required. Prelocation studies will assist the Commission in selecting sections of highway to be improved to achieve corridor continuity and an organized highway improvement plan.

Planning studies which have been completed are also shown in this section. Environmental assessments and other studies for projects listed in the Five-Year Construction Program are not listed here.

Route	Location	Approx. Miles	Study Objective
Group 1			
18/218	Bremer/Chickasaw/Floyd/Cerro Gordo From SCL of Waverly to I-35.	80.0	Prelocation study.
30	Carroll From ECL of Carroll east 2 miles.	2.0	EIS and location study.
83	Cass From east Jct. U.S. 71 to Wiota.	2.0	EIS and location study.
61	Clinton/Jackson/Dubuque From 3 miles north of DeWitt to Dubuque.	42.6	EIS and location study.
71	Dickinson From Iowa 86 to Iowa 9.	6.0	EIS and location study.
30	Greene From 4 miles east of Iowa 4 west 7 miles.	7.0	Safety study.
218	Henry/Washington From U.S. 34 to Iowa 92.	20.8	EIS and location study.

16

INFORMATION RELATED TO

INTERSTATE EXTENSION

SECTION 139(b) DESIGNATION



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Memorandum

DRF *[initials]*
DVS COPY

Subject: U.S. 61 DeWitt to Dubuque
Eligibility for Interstate 4R Funds

Date: April 4, 1988

From: H. A. Willard
Division Administrator, FHWA
Ames, Iowa

Reply to: HB.1-IA
Attn. of:

To: Mr. C. I. MacGillivray, Director
Planning and Research Division, Iowa DOT
Ames, Iowa

On April 4, 1977, the Iowa Department of Transportation and the Federal Highway Administration agreed that Federal-aid Primary Route 61 between I-80 at Davenport and the Wisconsin state line at Dubuque be added to the Interstate System of highways in Iowa pursuant to the provision of 23 U.S.C. 139(b). This was subsequently revised so the northerly terminus would be changed to the junction of U.S. 61 and Grandview Avenue in Dubuque. Under the provisions of 23 U.S.C. 139(a) and (b), a state may use funds available to it under Sections 104(b)(1) and 104(b)(5)(B) of Title 23 for the resurfacing, restoring, rehabilitating, and reconstruction of any highway designated as a route on the Interstate System.

This is to confirm recent conversations between Ron Salmons, C. I. MacGillivray, and Jerry Solbeck concerning the proposed improvement of U.S. 61 as presented in the draft environmental assessment. Should the proposed route not be built to Interstate standards, the current Section 139(b) agreement could be in jeopardy. We are bringing this to your attention to prevent any future misunderstanding as to the status of this route if it is constructed as an arterial highway or an expressway.

Ronald R. Salmons
Assistant Division Administrator

RECEIVED

APR 6 1988

C. I. MACGILLIVRAY

Xc: JS

IOWA

Application For Addition To National System Of Interstate And Defense Highways

Interstate 74 Extension
From I-80 At Davenport To
Wisconsin State Line At Dubuque



May 1978



Department of Transportation

STATE CAPITOL

DES MOINES, IOWA 50319

May 31, 1978

REF. NO. 012

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

Dear Secretary Adams:

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

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

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

A-3

COMMISSIONERS

The Honorable Brock Adams
Page 2
May 31, 1978

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

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

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

Sincerely yours,



R. L. Kassel
Director

RLK:mkf

cc: Karl Bowers
Acting Federal Highway Administrator

The Honorable John Culver
United States Senator

The Honorable Dick Clark
United States Senator

The Honorable Michael Blouin
United States Representative

The Honorable James A. Leach
United States Representative



Department of Transportation

STATE CAPITOL

DES MOINES, IOWA 50319

May 6, 1977

REF. NO. 012

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

Dear Secretary Adams:

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

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

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

A-5

COMMISSIONERS

IA DUNN
Des Moines

DONALD K. GARDNER
Cedar Rapids

STEPHEN GARST
Coon Rapids

WILLIAM F. McGRATH
Melrose

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New Hampton

L. STANLEY SCHOELEMAN
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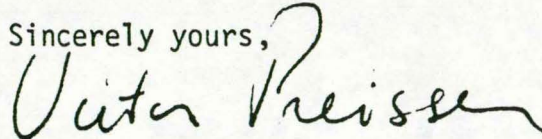
ALLAN THOMAS
Dubuque

The Honorable Brock Adams
Page 2
May 6, 1977

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

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

Sincerely yours,



Victor Preisser
Director

VP:mkf

Enclosure

cc: William Cox
Federal Highway Administrator

The Honorable John Culver
United States Senator

The Honorable Dick Clark
United State Senator

The Honorable Michael Blouin
United States Representative

IOWA

**APPLICATION FOR ADDITIONS
TO NATIONAL SYSTEM OF INTERSTATE
AND DEFENSE HIGHWAYS**

AS AUTHORIZED BY

**UNITED STATES CONGRESS
FEDERAL AID HIGHWAY ACT OF 1968**



SEPTEMBER 1968

IOWA STATE HIGHWAY COMMISSION



(a) Whenever the Secretary determines that a highway on the Federal-aid primary system meets all of the standards of a highway on the Interstate System and that such highway is a logical addition or connection to the Interstate System, he may, upon the affirmative recommendation of the State or States involved, designate such highway as a part of the Interstate System. The mileage of any highway designated as part of the Interstate System under this section shall not be charged against the limitation established by the first sentence of section 103(e) of this title. The designation of a highway as part of the Interstate System under this subsection shall create no Federal financial responsibility with respect to such highway; except that any State may use funds available to it under sections 104(b)(1) and 104(b)(5)(B) of this title for the resurfacing, restoring, rehabilitating, and reconstructing of any highway designated as a route on the Interstate System under this subsection before the date of enactment of this sentence.

(b) Whenever the Secretary determines that a highway on the Federal-aid primary system would be a logical addition or connection to the Interstate System and would qualify for designation as a route on that system in the same manner as set forth in paragraph 1 of subsection (e) of section 103 of this title, he may upon the affirmative recommendation of the State or States involved designate such highway as a future part of the Interstate System. Such designation shall be made only upon the written agreement of the State or States involved that such highway will be constructed to meet all the standards of a highway on the Interstate System within twelve years of the date of the agreement between the Secretary and the State or States involved. The mileage of any highway designated as a future part of the Interstate System under this subsection shall not be charged against the limitations established by the first sentence of section 103(e) of this title. The designation of a highway as part of the Interstate System under this subsection shall create no Federal financial responsibility with respect to such highway; except that any State may use funds available to it under sections 104(b)(1) and 104(b)(5)(B) of this title for the resurfacing, restoring, rehabilitating, and reconstructing of any highway designated as a route on the Interstate System under this subsection before the date of enactment of this sentence. In the event that the State or States involved have not substantially completed the construction of any highway designated under this subsection within the time provided for in the agreement between the Secretary and State or States involved, the Secretary shall remove the designation of such highway as a future part of the Interstate System. Removal of such designation as result of failure to comply with the agreement provided for in this subsection shall in no way prohibit the Secretary from designating such route as part of the Interstate System pursuant to subsection (a) of this section or under any other provision of law providing for addition to the Interstate System. No law, rule, regulation, map, document, or other record of the United States, or of any State or political subdivision thereof, shall refer to any highway under this section, nor shall any such highway be signed or marked, as a highway on the Interstate System until such time as such highway is constructed to the geometric and construction standards for the Interstate System and has been designated as a part of the Interstate System.

(c) The Secretary shall designate those portions of highway segments on the Federal-aid primary system in States which have no Interstate System that are logical components to a system serving the State's principal cities, national defense needs and military installations, and traffic generated by rail, water, and air transportation modes. The designated segments shall have been constructed to the geometric and construction standards adequate for current and probable future traffic demands and the needs of the locality of the segment. The mileage of any highway designated as part of the Interstate System under this subsection shall not be charged against the limitation established by the first sentence of section 103(e)(1) of this title. The designation of a highway under this subsection shall create no Federal financial responsibility with respect to such highway, except that the State involved may use Federal-aid highway funds available to it under sections 104(b)(1) and 104(b)(5)(B) of this title, for the resurfacing, rehabilitation, restoration, and reconstruction of a highway designated as a route on the Interstate System under this subsection.



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

RECEIVED

APR 13 1977

APR 4 1977
VICTOR PREISSER

OFFICE OF THE ADMINISTRATOR

IN REPLY REFER TO:

HHP-14

Mr. Victor Preisser
State Director, Iowa Department
of Transportation
State Capitol
Des Moines, Iowa 50319

THROUGH:

Mr. John B. Kemp *John B. Kemp*
Regional Federal Highway
Administrator
Kansas City, Missouri

Mr. Hubert A. Willard *H. A. Willard*
Division Administrator
Ames, Iowa

Dear Mr. Preisser:

This is in response to a memorandum of November 12, 1976, from Mr. R. L. Kassel, Director, Division of Planning and Research, Iowa Department of Transportation, to former Division Administrator Leon N. Larson requesting the addition of U.S. Route 61 from Davenport to Dubuque, Iowa, to the Interstate System under Section 139(b) of Title 23, United States Code.

We have approved your request, and enclosed is an executed copy of an agreement for the future addition of U.S. Route 61 between Davenport and Dubuque to the Interstate System under Section 139(b).

We call your attention to the limitations contained in the last sentence of Section 139(b) which states:

"No law, rule, regulation, map, document, or other record of the United States, or any State or political subdivisions thereof, shall refer to any highway under this section, nor shall any such highway be signed or marked, as a highway on the Interstate System until such time as such highway is constructed to the geometric and construction standards for the Interstate System and has been designated as part of the Interstate System."

We also advise that the designation of this highway as a future part of the Interstate System creates no financial responsibility for the highway, except that Federal-aid highway funds otherwise available for the construction of a route on the Federal-aid primary system may be used for the construction of this route.

Sincerely yours,

L. P. Lamm
Acting Federal Highway Administrator

Enclosure

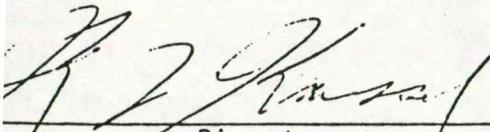
This agreement, entered into this 4th day of April, 1977;
between the Iowa Department of Transportation represented by the Director of
Division of Planning and Research (hereinafter referred to as the Director)
and the Federal Highway Administrator (hereinafter referred to as the Adminis-
trator).

WITNESSETH

WHEREAS, the Director recommends that FAP Route 61 between I-80 at
Ansonia and the Wisconsin State line at Dubuque be added to the Interstate
System of highways in Iowa pursuant to the provisions of 23 U.S.C. 139; and

WHEREAS, the Administrator determines that said FAP Route 61 is a
desirable addition to the Interstate System of highways and would qualify for
designation as part of said System when completed to geometric and construc-
tion standards for the Interstate System within 12 years of the date of this
agreement;

NOW THEREFORE, the parties hereto do hereby agree that FAP Route 61
shall be designated a future part of the Interstate System of highways and
shall be constructed by the state of Iowa in accordance with all the require-
ments of 23 U.S.C. 139(b) and other applicable provisions of Title 23, United
States Code.



Director
Division of Planning and Research
Iowa Department of Transportation



Acting Federal Highway Administrator

INFORMATION RELATED TO

PRIORITY PRIMARY DESIGNATION

PRIORITY PRIMARY ROUTES

Sec. 126. (a) Chapter 1 of title 23 of the United States Code ³⁴ is amended by adding at the end thereof the following new section:

"§ 147. Priority primary routes

"(a) High traffic sections of highways on the Federal-aid primary system which connect to the Interstate System shall be selected by each State highway department, in consultation with appropriate local officials, subject to approval by the Secretary, for priority of improvement to supplement the service provided by the Interstate System by furnishing needed adequate traffic collector and distributor facilities. For the purpose of this section such highways shall hereafter in this section be referred to as 'priority primary routes'.

"(b) The Federal share of any project on a priority primary route shall be that provided in section 120(a) of this title. All provisions of this title applicable to the Federal-aid primary system shall be applicable to priority primary routes selected under this section except that one-half of such funds shall be apportioned among the States in accordance with section 104(b)(1) of this title, and one-half shall be apportioned among the States in accordance with section 104(b)(3) of this title. Funds authorized to carry out this section shall be deemed to be apportioned on January 1 next preceding the commencement of the fiscal year for which authorized.

"(c) The initial selection of the priority primary routes and the estimated cost of completing such routes shall be reported to Congress on or before July 1, 1974.

"(d) There is authorized to be appropriated out of the Highway Trust Fund to carry out this section not to exceed \$100,000,000 for the fiscal year ending June 30, 1974, \$200,000,000 for the fiscal year ending June 30, 1975, and \$300,000,000 for the fiscal year ending June 30, 1976."

(b) The table of contents of chapter 1 of title 23 of the United States Code is amended by adding at the end thereof the following:

"147. Priority primary routes."

99TH CONGRESS
2d Session

COMMITTEE PRINT

(99-4)

DESIGNATED PRIORITY PRIMARY
ROUTES



JUNE 1986

Printed for the use of the Committee on Public Works and Transportation

U.S. GOVERNMENT PRINTING OFFICE

61-166 O

WASHINGTON : 1986

For sale by the Superintendent of Documents, Congressional Sales Office
U.S. Government Printing Office, Washington, DC 20402

DESIGNATED PRIORITY PRIMARY ROUTES

<u>STATE</u>	<u>ROUTE</u>
New Jersey	Route 55 from Port Elizabeth to the interchange of Route 42 and the New Jersey Turnpike.
California	Long Beach Freeway between I-405 and Ocean Boulevard in Los Angeles County.
	S.R. 101 from the intersection of I-280 in San Francisco to the Oregon border.
	Manteca Bypass.
	S.R. 20 Bypass.
	Highway 86 between I-8 and I-10.
	State Route 99/70 from I-5 to the split of Routes 99 and 70.
	State Route 101 from Monterrey Street in Gilroy, California, to Russell Road in Salinas, California.
<i>new</i>	State Route 113 from .3 miles south of County Road 27 to Interstate 5.
<i>new</i>	State Route 49 from Interstate 80 north of Auburn to 3 miles south of the Nevada County line.
<i>new</i>	State Route 73 from Interstate 5 near San Juan Capistrano to Interstate 405 near Irvine.
<i>new</i>	State Route 4 from Interstate 80 to State Route 160.
<i>new</i>	Long Beach Freeway between I-10 and I-210.
Pennsylvania	Route 220 from the Tyrone Bypass in Blair County to I-76 in Bedford County.
	Route 30 in Bedford County from Everett to the intersection of Route 220.
	Southern Expressway in Allegheny County.
	Route 219.
<i>new</i>	Route 60 (Beaver Valley Expressway) from the intersection of Route 51 to U.S. Route 422.
<i>new</i>	Route 422

(1)

Alabama	Highway 72 from Huntsville East and North to the Tennessee State Line.
Minnesota	Highway 60 from St. James in Watonwan County to Worthington in Nobles County. Highway 15 from New Ulm in Brown County to Winthrop in Sibley County.
Michigan	U.S. 131 in Mecosta County. U.S. 131 in Osceola County. <i>new</i> U.S. Route 10/31 and 31 in the County of Mason, Michigan.
Missouri	South Midtown Roadway (U.S. Highway 71) 10.2 miles road running from Interstate 70 east of downtown Kansas City, Missouri, to Bannister Road to join U.S. Highway 71. <i>new</i> Highway U.S. 63.
Arizona	Kolb-Valencia Road, Tucson.
Arkansas	U.S. 71, I-40 to Missouri.
Florida	U.S. 19 S.R. 9A Venice Connector Overseas Highway
Georgia	Route 2
Illinois	U.S. 51, Rockford to Decatur I-180 to Quincy
Iowa	Route 61
Louisiana	Alexandria to Monroe
New Hampshire	Route 101
New Mexico	U.S. 70 Amarillo to Las Cruces
New York	Elm-Oak Arterial U.S. 219
N. Carolina	Benson to Wilmington
S. Carolina	U.S. 276, I-85 to Mauldin

Texas	Lubbock to I-10 Amarillo to Las Cruces U.S. 69 Ninth Avenue in Port Arthur
Wisconsin	Stadium Freeway
Tennessee	The State of Franklin Road in the vicinity of Johnson City Foothills Parkway
Kentucky	Route 841 (Jefferson Freeway)
Maryland <i>new</i>	Route 40 (Appalachian Corridor E from Cumberland to Hancock, Maryland)
West Virginia <i>new</i>	U.S. Route 22 Bypass in Weirton

File Pa. Pr
Prque



Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010

515/239-1111

January 17, 1984

The Honorable Charles Hatcher
United States Representative
1726 Longworth House Office Building
Washington, D.C. 20515

Attention: Miss Krysta Harden

Dear Congressman Hatcher:


Thank you for your letter about bills introduced by you and Senator Nunn to fund Priority Primary highway projects. I have already contacted Senators Jepsen and Grassley, and Congressmen Tauke and Leach (Iowa's Priority Primary route, U.S. 61, is in their districts) asking them to support your proposal.

I am happy to provide you with the information you requested on remaining mileage and estimated costs to complete U.S. 61. About 43 miles remain to be completed, 2.5 miles of which are inside the city limits of Dubuque. We estimate the total cost to complete U.S. 61 is \$118 million in 1983 dollars. This breaks down to \$58 million for the urban portion in Dubuque and \$60 million for the remainder.

We could obligate \$35 million of the estimated \$118 million total during the two program years specified in H.R. 4264. Most of that \$35 million would be for work in Dubuque. Priority Primary authorizations would have to be extended past FY 1986 to complete this route.

If you need additional information on proposed Priority Primary work in Iowa, please let me know.

Sincerely,


Warren B. Dunham
Director

WBD:pg

- cc: Senator Roger Jepsen
- Senator Charles Grassley
- Representative James Leach
- Representative Tom Tauke
- Ron Linton

B-5

Priority Primary Routes
Proposed Mileages for Preliminary Allocation
Revised July 1976

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

INFORMATION RELATED TO

DEMONSTRATION PROJECT

DESIGNATION

IOWA DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
H. A. Willard, Division Administrator
C. I. MacGillivray, Director
Planning & Research Division
1987 Highway Act Demonstration Projects

Date July 8, 1987

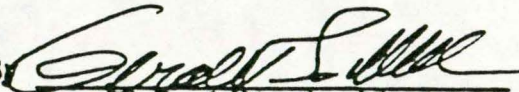
Ref No 150

Mr. Rex Leathers' June 2, 1987 memo on Section 149 of the 1987 Highway Act, Demonstration and Priority Projects, requested information on Iowa's demonstration projects. Iowa is provided with two demonstration projects in Section 149. One project, Section 149(a)(52), is on Iowa 2 from Shenandoah to Clarinda. Right-of-way activity is scheduled to begin in 1988 for this project with construction completed by 1992.

The second project, Section 149(a)(85), is located on U.S. 61 from De Witt, Iowa, through Dubuque. Some right-of-way has been acquired for this project, and construction should begin in 1988 and continue through 1992.

The projected funding sources, other than demonstration funding and associated discretionary funds, indicate our best estimate of funding sources at this time. Depending on the overall availability of funding sources at the time of obligation, Iowa reserves the right to use other available funding sources as needed. These sources could be state only, BRF, Priority Primary, etc.

C. I. MacGillivray, Director
Planning & Research Division

By 
Gerald T. Solbeck, Director
Office of Program Management

CIM/GTS/jas
Attachments

cc: Warren B. Dunham
C. I. MacGillivray
R. L. Humphrey
S. E. Andre
H. S. Budd

DEMONSTRATION PROJECT
 U.S. Highway #61 - De Witt to 14th Street in Dubuque
 Section 149, Subsection (a)(85) of Federal Highway Act of 1987

The proposed project will be to construct U.S. 61 to a four-lane arterial highway from near De Witt to a point near 14th Street in Dubuque, a distance of approximately 50 miles. The completion of this section will make U.S. 61 a four-lane facility between I-80 and Dubuque. The construction will be basically on the existing alignment from De Witt to Dubuque with existing U.S. 61 being utilized a majority of the length. The highway will be relocated from Grandview Avenue to 14th Street in the corporate limits of Dubuque.

The majority of the right-of-way for the relocated section in Dubuque has been acquired. Corridor public hearings for the section from De Witt to Dubuque are planned to commence in early 1988. The project will be constructed in segments, with the last segment planned for completion in 1992.

Estimated cost for the total project from De Witt to 14th Street in Dubuque is \$105 million. The projected source and type of funds breakdown is as follows:

	<u>Demo. Funds</u>	<u>Disc. Funds</u>	<u>FAP</u>	<u>State</u>	<u>Total</u>
	\$20,000,000	\$12,000,000		\$ 8,000,000	\$ 40,000,000
			\$48,750,000	\$16,250,000	\$ 65,000,000
Total	\$20,000,000	\$12,000,000	\$48,750,000	\$24,250,000	\$105,000,000

SURFACE TRANSPORTATION AND UNIFORM RELOCATION
ASSISTANCE ACT OF 1987

MARCH 17, 1987.—Ordered to be printed

Mr. HOWARD, from the committee of conference,
submitted the following

CONFERENCE REPORT

[To accompany H.R. 2]

The committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H.R. 2) to authorize funds for construction of highways, for highway safety programs, and for mass transportation programs, to expand and improve the relocation assistance program, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendment of the Senate and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the Senate amendment insert the following:

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the "Surface Transportation and Uniform Relocation Assistance Act of 1987".

(b) TABLE OF CONTENTS.—

- Sec. 1. Short title; table of contents.
- Sec. 2. Secretary defined.

TITLE I—FEDERAL-AID HIGHWAY ACT OF 1987

- Sec. 101. Short title.
- Sec. 102. Approval of interstate cost estimate and extension of interstate program.
- Sec. 103. Approval of cost estimate and authorization of appropriations for interstate substitute projects.
- Sec. 104. Authorization of appropriations for interstate system construction.
- Sec. 105. Obligation ceiling.
- Sec. 106. Authorization of appropriations. / OBE
- Sec. 107. Federal-aid primary formula.
- Sec. 108. Elimination of roadside obstacles.
- Sec. 109. Emergency call boxes.

freight to and from areas for the transshipment of waterborne commerce.

(82) POST FALLS, IDAHO.—The Secretary is authorized to carry out a project to reconstruct Seltice Way (former U.S. Route 10) to a multilane facility through the City of Post Falls, Idaho, beginning at Pleasant View Road and ending at Huetter Road.

(83) BOISE, IDAHO.—The Secretary is authorized to carry out a project to construct a multi-lane highway of 6.5 miles, in Boise, Idaho, from the Curtis Road interchange to Broadway Avenue, including interchanges, intersections, bridges, elevated structures, and the Orchard Street connection to Chinden Boulevard.

(84) LAFAYETTE-WEST LAFAYETTE, INDIANA.—The Secretary is authorized to carry out—

(A) acquisition of right-of-way, grading, and construction of ramps and a double span bridge to carry State Road 26 over the Wabash River connecting the cities of Lafayette and West Lafayette, Indiana;

(B) acquisition of right-of-way, grading, construction of a 2.6 mile single track rail corridor, construction of a second rail span at the Wabash Avenue Overpass and transfer of Amtrak passenger services to a relocated depot facility at Second and Main Streets; and

(C) acquisition of right-of-way, grading, construction of ramps and two rail corridor overpasses and associated replacement street work to reconstruct the vehicular approach to the east end of Harrison Bridge which carries U.S. Route 231 over the Wabash River connecting the Cities of Lafayette and West Lafayette.

(85) DUBUQUE-DEWITT, IOWA.—The Secretary is authorized to carry out a project which replaces the route from the intersection of U.S. Route 61 and Grandview Avenue in Dubuque, Iowa, extending northerly to a point near East 14th Street, and to improve the service level of the remaining connection from Interstate Route I-80 to Dubuque extending from U.S. Route 30 at Dewitt to Grandview Avenue in Dubuque.

(86) OLATHE, KANSAS.—The Secretary is authorized to carry out a project to construct an interchange at 119th Street and Interstate Route I-35 in the City of Olathe, Kansas.

(87) WEST CALCASIEU PARISH, LOUISIANA.—The Secretary is authorized to carry out a project to provide for an access road which parallels Interstate Route I-10 at Sulphur, Louisiana, in West Calcasieu Parish, in order to provide access to and from the Interstate System and access from Louisiana Highway 108 to Louisiana Highway 3077.

(88) SOUTHEAST BATON ROUGE, LOUISIANA.—The Secretary is authorized to carry out a project in southeast Baton Rouge, Louisiana, to widen off- and on-ramps of an interstate route interchange; to widen and improve approaches on both sides of the Interstate System of a two-lane highway, including access ramps and turnouts; to construct a schoolbus loading area adjacent thereto; and to coordinate a partial relocation of a 2-lane highway not on such system.

(89) EAST LAFAYETTE, LOUISIANA.—The Secretary is author-



CONGRESS OF THE UNITED STATES

March 27, 1984

TASK FORCE ON THE
RURAL ELDERLY
RANKING MINORITY MEMBER

The Honorable James J. Howard
Chairman
Committee on Public Works and Transportation
2165 Rayburn HOB
Washington, D.C. 20515

Dear Mr. Chairman:

It is my understanding that the Public Works and Transportation Committee will begin work soon on a bill to extend the authorization of the Interstate Cost Estimate (ICE) and authorize other important highway projects. I would like to request your consideration of a project of great importance to the people of Iowa.

My hometown of Dubuque is an urbanized area of over 65,000 people. The area is suffering from economic stagnation largely brought about by the lack of access to modern surface transportation systems. Dubuque is served exclusively by two-lane highways. While these highways once served the area well, it is painfully apparent that the future economic vitality of this area rests on obtaining access to the interstate highway system. Dubuque is located over seventy miles from I-80, its nearest interstate highway.

Congress previously recognized Dubuque's critical transportation shortcomings when it designated U.S. 61 as a Priority Primary highway. Congress also authorized nearly \$35 million in bridge replacement funds for the construction of a new four-lane U.S. 61 bridge which connects Iowa and Wisconsin. Work was completed on the bridge in 1982.

Under the authority of the Priority Primary program, the Iowa Department of Transportation began planning and constructing a four-lane corridor from Davenport to Dubuque. About twenty miles of that plan have been completed near Davenport. The Priority Primary program appeared to ensure that federal funds would be available to complete this valuable transportation link. However, this commitment was altered when the Priority Primary program was eliminated in the Surface Transportation Assistance Act of 1982 (P.L. 97-424).

Under present circumstances, it appears that U.S. Highway 61 will not be brought to four-lane standards. Consequently, the Dubuque metropolitan area will continue to face economic deterioration due to inadequate access to surface transportation systems. The considerable input of federal dollars will not have achieved our public goals.

COMMUNICATIONS SHOULD BE DIRECTED TO THE OFFICE INDICATED.

436 CANNON HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-2811

888 CENTRAL AVENUE
DUBUQUE, IOWA 52001
(319) 557-7740

1756 FIRST AVENUE, N.E.
CEDAR RAPIDS, IOWA 52402
(319) 366-8709

116 SOUTH SECOND ST.
CLINTON, IOWA 5273
(319) 242-6180

C-4

PW
FYF

The Honorable James J. Howard
March 27, 1984
Page Two

However, by authorizing this project as a demonstration, we may ensure that previous expenditures of federal funds under discontinued programs will be effectively utilized. I urge you to give this matter careful consideration.

Enclosed for your review is a copy of a provision which would authorize the expenditure of funds for this project on a demonstration basis. Also enclosed is a fact sheet, prepared by the Iowa DOT, which further outlines the dramatic need for this unique designation.

Please contact me if I may provide you with any additional information. Your assistance in this matter is greatly appreciated.

Best wishes.

Sincerely,

Tom Tauke
Member of Congress

TT/ap
Enclosures

cc: The Honorable Gene Snyder
The Honorable Glenn M. Anderson
The Honorable Bud Shuster

INFORMATION RELATED TO

CORRIDOR STUDIES

PUBLIC MEETINGS

CONTACTS WITH ELECTED OFFICIALS

NEWS ARTICLES

OTHER PERTINENT DATA

Congressional Language
Calling For Route Study

Aug. 13

HIGHWAY ACT OF 1973

P.L. 93-87

(3) A route from Amarillo, Texas, or its vicinity to Las Cruces, New Mexico, or its vicinity, so aligned as to serve the following intermediate locations, or vicinities thereof: Hereford, Texas; Clovis, New Mexico; Portales, New Mexico; Roswell, New Mexico; Ruidoso, New Mexico; Tularosa, New Mexico; and Alamogordo, New Mexico together with a branch route from Alamogordo, New Mexico, or its vicinity, to El Paso, Texas, or its vicinity, to connect with Interstate Route No. 10 and the port of entry with Mexico.

(4) A route from the Port of Catoosa, Catoosa, Oklahoma, or its vicinity, to Interstate Route No. 35 to Ponca City, Oklahoma, or its vicinity.

(5) Extension of Interstate Highway 70 from Cove Fort, Utah, or its vicinity, in a westerly direction, so aligned to serve the intermediate locations of Ely and Carson City, Nevada, or their vicinities.

(6) A route from Kansas City, Missouri, or its vicinity, to Baton Rouge, Louisiana, or its vicinity, so aligned to serve one or both of the following intermediate locations or vicinities thereof: Fayetteville, Fort Smith, and Texarkana, Arkansas; or Little Rock, Arkansas, or any other route through the State of Arkansas determined feasible by such State and the Secretary.

(7) A route from Interstate Highway 380 from Waterloo, Iowa, via Dubuque, Iowa, to Interstate Highway 90 at Rockford, Illinois; and an extension of Interstate Highway 74 from the Davenport, Iowa-Moline, Illinois, area through Dubuque, Iowa, to Interstate 90 at LaCrosse, Wisconsin.

(8) Extension of Interstate Highway 27 from Lubbock, Texas, or its vicinity in a southerly direction to intersect with Interstate 20 and, proceeding further, to intersect with Interstate 10.

(9) A route from Salina, Kansas, or its vicinity, in a northerly direction to intersect with Interstate 80 in the vicinity of York, Nebraska, and, proceeding further, to Interstate 29 in the vicinity of Watertown, South Dakota.

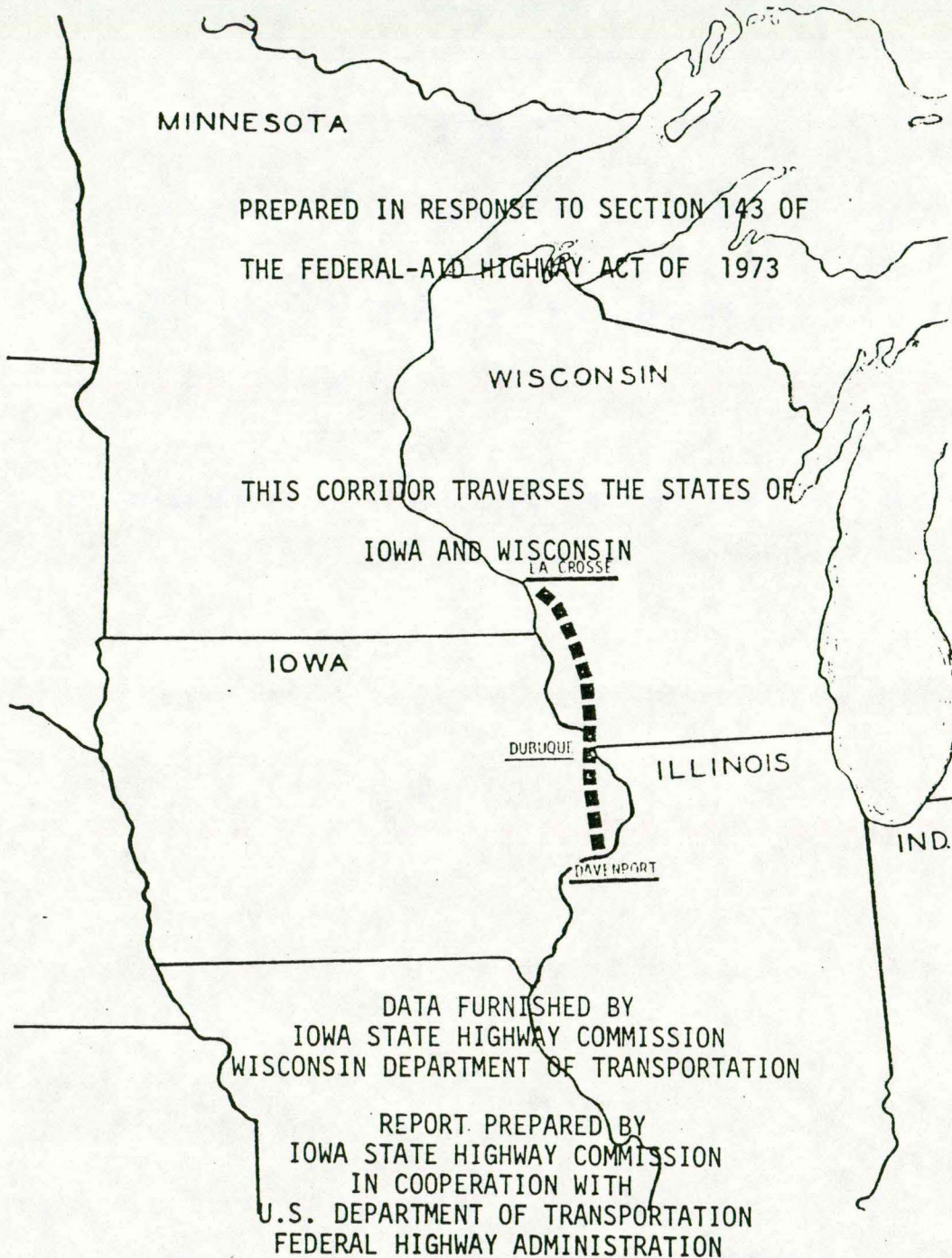
(10) A route from Wichita, Kansas, or its vicinity to Tucumcari, New Mexico, or its vicinity, so aligned to serve the following intermediate locations or vicinities thereof: Pratt, Kansas; Meade, Kansas; Liberal, Kansas; Guymon, Oklahoma; Stafford, Texas; Dalhart, Texas; and Logan, New Mexico; or any other route through the State of Kansas determined feasible by such State and the Secretary.

INTER-AMERICAN HIGHWAY

Sec. 144. Section 4 of the Federal-Aid Highway Act of 1962 (Public Law 87-866; 76 Stat. 1145)⁴⁶ is amended by striking out "\$32,000,000" and inserting in lieu thereof "\$42,000,000".

⁴⁶ 1962 U.S. Code Cong. & Adm. News
p. 1349

DAVENPORT, IOWA TO LA CROSSE, WISCONSIN HIGHWAY CORRIDOR STUDY



SEPTEMBER, 1974

Davenport, Iowa to LaCrosse, Wisconsin
Highway Corridor Study

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

This corridor traverses the states of
Iowa and Wisconsin

Data furnished by
Iowa State Highway Commission
Wisconsin Department of Transportation

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

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

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

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

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

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

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

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

ROUTE SUMMARY DATA

Approval Expires March, 1975
 OMB No. 04-S-74006
 SHEET 1 OF 2 SHEETS

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

^{1/}W/O FAC - Without Full Access Control
 *Items 3 and 4 intentionally omitted from this form for line number consistency with Table 3.

D-5

Iowa State Highway Commission
Contacts: Olav Smedal - Ed. John
Public Information Department
Released To: All Media

Hub Anderson
~~Information~~
Central Blvd

Iowa Highway Commission Report
"Freeway-Expressway"

FOR RELEASE:
TUESDAY NOON, NOVEMBER 23, 1965
PLEASE OBSERVE RELEASE DATE

AMES, IOWA - To meet the needs created by constantly increasing traffic, Iowa should construct 760 miles of freeways during the 15-year period following completion of the Interstate System, the Iowa State Highway Commission said today in adopting a report which included priorities for various segments of the system.

The report adopted by the Commission includes cost estimates, estimated traffic for the various freeway segments, road user benefits and information how the system would serve Iowa.

It is the most comprehensive long-range study ever made in Iowa solely on the state's needs for a high capacity highway system outside the Interstate.

Cost of the proposed 760 miles of freeways is estimated at \$595,600,000, but figures indicate that savings to the road users in operating costs would far exceed this figure during the life of the system. In 1986, the year when the proposed system would be completed, motorists would save \$45,000,000 per year in operating

WA
R.A.

would serve 67 percent of the 1,440,523. The Interstate System combined with the proposed Freeway System would serve 1,096,205, or 76 percent.

The two systems, in some cases, would serve the same community, Des Moines, for example. A community is considered directly served if it is within five miles of either system.

The proposed Freeway System was broken into 12 sections in assigning priorities which were developed by utilizing road user savings, traffic volumes, vehicle miles of travel and construction costs.

Given the top priority was the section beginning at U.S. 30 in the south part of Cedar Rapids and extending north to Iowa 150 connection near the north end of the Cedar Rapids (Cedar Valley) Freeway. This 7.4-mile section would have the highest traffic volume of any section studied for the report.

Road users annually spend \$15,073,000 driving the primary roads in the traffic corridor of this section. The freeway section, the report said, would cost the road user only \$11,008,000 annually to drive, thereby providing the motorist a savings of \$4,065,000 a year. Cost of construction was estimated at \$40,795,000.

Given No. 2 priority was the section which would provide a connection from Interstate 80 to U.S. 30 in Cedar Rapids, and would start at I-80 west of the Iowa City-Coralville area and connect to the proposed Cedar Rapids (Cedar Valley) Freeway. Section length studied was 17.6 miles and the estimated construc-

tion cost is \$10,719,000. Estimated 1986 average summer week-day traffic is 16,800 vehicles. The road user annually spends \$11,222,000 driving the primary roads in the traffic corridor of this section. The freeway section would cost the road user \$9,811,000 annually to drive, thereby providing the motorist a savings of \$1,411,000.

Priority 3 was given to the 64.3 miles beginning near the north termini of the Cedar Rapids (Cedar Valley) Freeway and going north to south of Independence, then west, south of Waterloo.

Priority 4 was given to the I-35-Iowa Falls-Waterloo section.

Other priorities:

5---Davenport - a section providing service to downtown Davenport.

6---Waterloo-- Charles City, Mason City and west to I-35.

7---Des Moines beltline.

8---Independence-Dubuque.

9---Sioux City-Fort Dodge-I-35.

10---Davenport-Dubuque.

11---Des Moines-Ottumwa-Burlington.

12---Fort Madison-Burlington-I-80.

Thumbnail descriptions of each segment, road user costs and savings and estimated construction costs are listed here in order of priority assigned.

I

CEDAR RAPIDS (CEDAR VALLEY) FREEWAY--This section is part of the Cedar Rapids (Cedar Valley) Freeway. The section begins at

D-8

X

DAVENPORT-DUBUQUE--This section begins at Interstate 80 and U.S. 61 north of Davenport and goes north to connect with the east-west freeway south of Dubuque. The route would provide traffic service between Dubuque and Davenport, and also serve U.S. 30 at DeWitt, and Maquoketa. Length of the proposed section is 60.9 miles. The estimated construction cost is \$44,966,000 and the 1986 estimated average summer week-day traffic is 6,200 vehicles. The road user annually spends \$13,103,000 driving the primary roads in the traffic corridor of this section. The freeway section would cost the road user \$12,537,000 annually to drive, thereby providing the motorist a savings of \$566,000 a year.

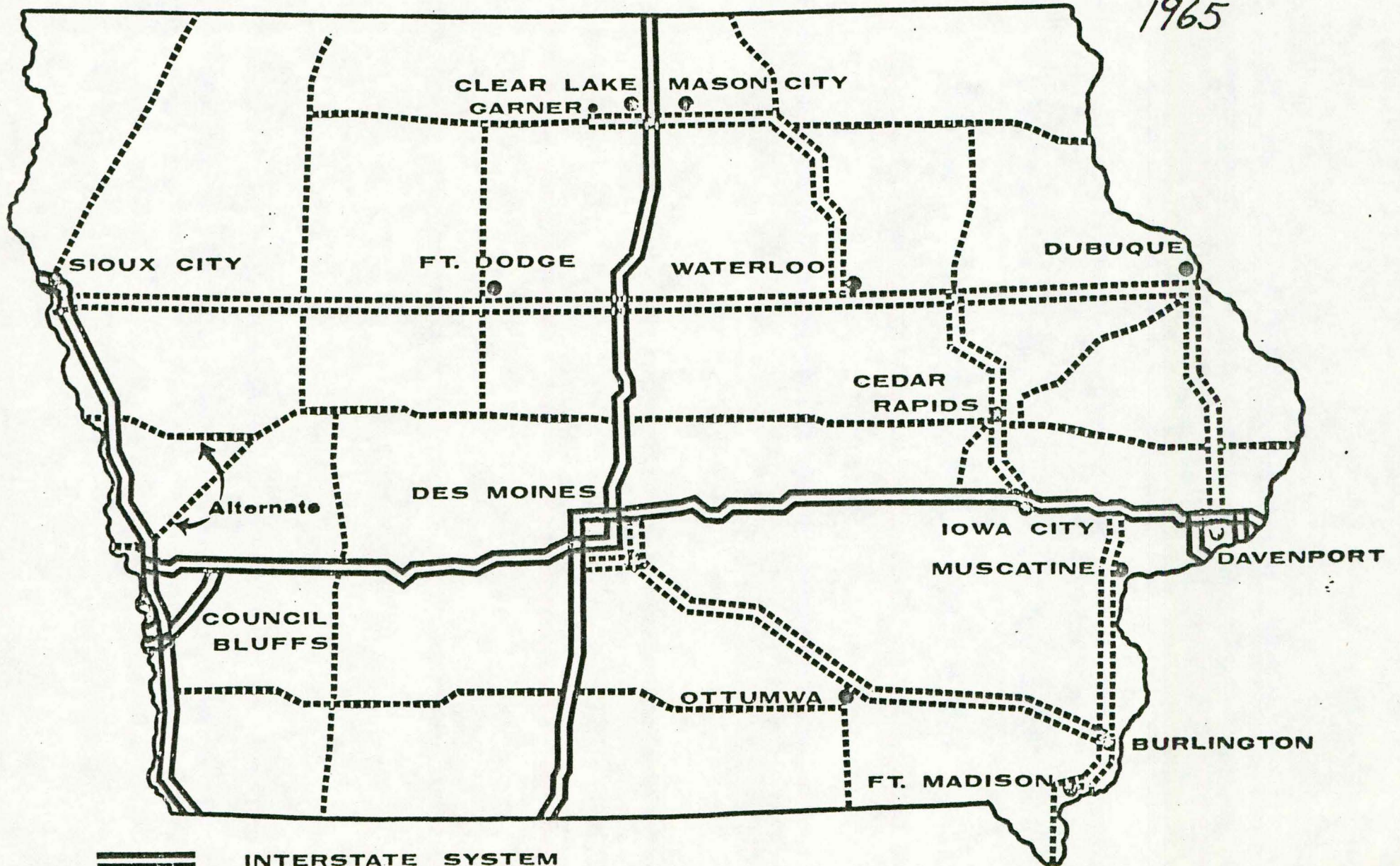
XI

DES MOINES-OTTUMWA-BURLINGTON--This section begins south-east of Des Moines on the beltline, extends southeasterly to Burlington, serving Knoxville, Oskaloosa, Ottumwa, Fairfield, Mount Pleasant and Burlington. It would connect with a north-south freeway route west of Burlington. The length of the section is 143 miles.

The estimated construction cost is \$104,815,000. The 1986 estimated average summer week-day traffic is 5,600 vehicles. This section would provide traffic service for southeast Iowa to the north. The road user annually spends \$32,763,000 driving the primary roads in the traffic corridor of this section. The freeway section would cost the road user \$26,572,000 annually

PROPOSED FREEWAY ROUTES AND SUPPLEMENTARY EXPRESSWAY SYSTEM

1965



D-10

17

- ==== INTERSTATE SYSTEM
- PROPOSED FREEWAY SYSTEM

11-11-60

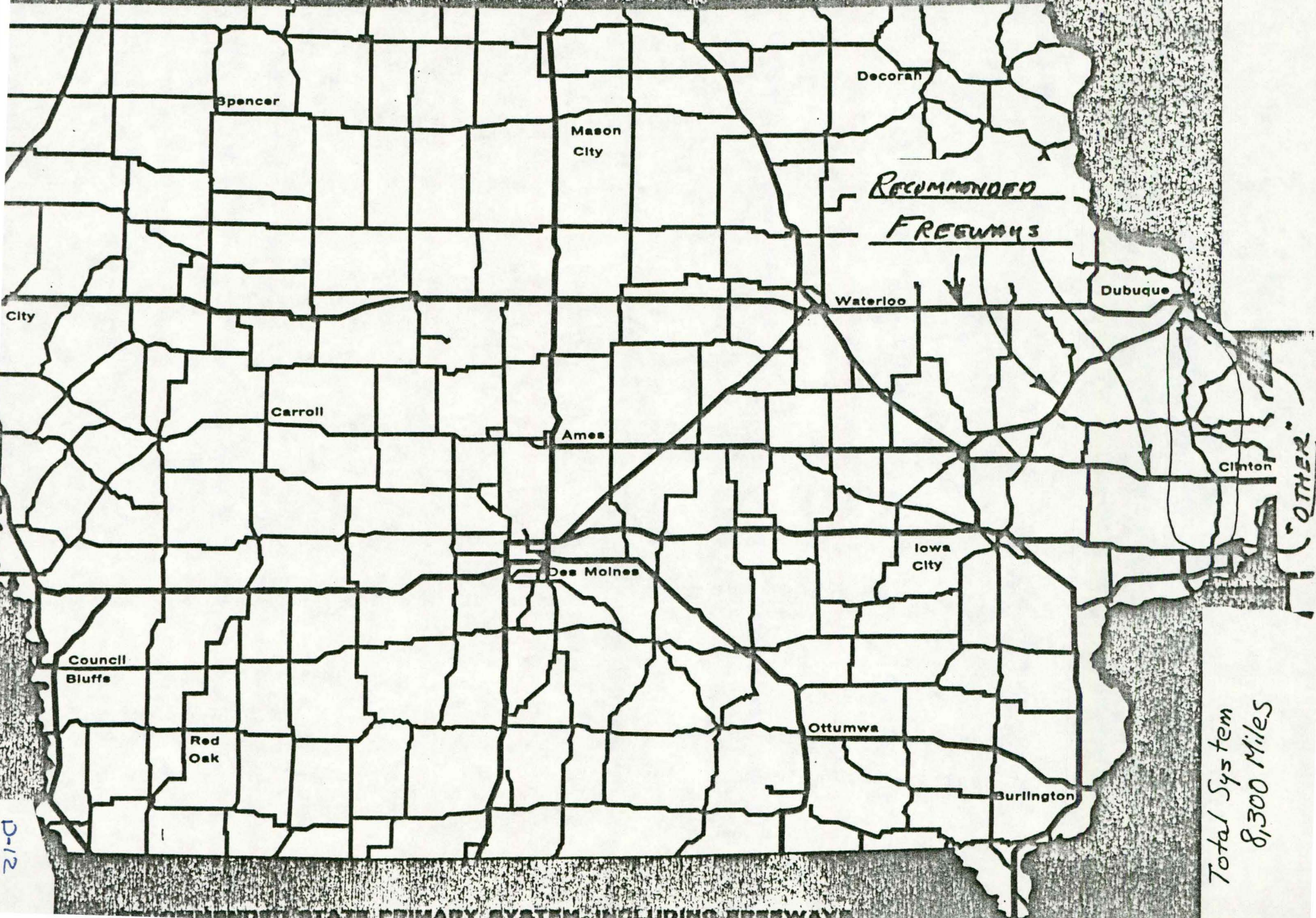
**IOWA
HIGHWAY
NEEDS
1960-1980**

A PLAN TO PACE HIGHWAY DEVELOPMENT WITH ECONOMIC GROWTH

P-11

①

STUDY



RECOMMENDED
FREEWAYS

OTHER

Total System
8,300 Miles

D-12

U.S. 61
Improvement in Clinton and Jackson Counties, Iowa
Project Numbers F-61-6 and F-61-7

ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to 42 USC 4332(2)(c)

By The
U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
and
IOWA DEPARTMENT OF TRANSPORTATION
Planning and Research Division
Office of Project Planning

3-14-88

Date of Approval
For Public Availability

J. Roger Justad

For the Division Administrator
Federal Highway Administration

The following persons may be contacted for
additional information concerning this document:

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Office of Project Planning
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010
Telephone: 515/239-1391

- e. Clinton/Jackson, U.S. 61--From De Witt to Maquoketa. Corridor Public Hearing.

Tom Welch discussed the improvements presented at the June 7, 1988 corridor public hearing. A new 4-lane 50' rural median cross section was proposed. Two alternative Welton Bypass alignments were studied as well as two relocation alignments between IA 136 and Maquoketa. Both expressway and arterial access control alternatives were presented. An interchange is proposed at old U.S. 61 to eliminate the stop condition south of Maquoketa. An additional interchange at IA 136 would be required if the expressway concept was selected.

The arterial alternatives are estimated to cost between \$25.5M. and \$26.6M. The expressway alternatives, \$28.7M. to 29.9M., for the entire U.S. 61 corridor (De Witt to Dubuque) expressway would cost \$4M. more, require 17.0 more miles of frontage road and acquire 150 more acres of land.

The City of Welton recommended the east bypass of Welton. Clinton County, Jackson County, and the City of Maquoketa support the 4-lane arterial concept and strongly oppose the expressway concept. Dubuque County and the City of Dubuque recommend the construction of a 4-lane non-stop expressway.

File

11

September 12, 1988

The staff recommended the east Welton Bypass alternative, the east relocation alternative south of Maquoketa, and the relocation alignment north of County Road Y-60 in sections 4 and 32. The staff recommended that the corridor be developed with expressway access control with public road access only.

U. S. 61 EXPRESSWAY VS. ARTERIAL

<u>COUNTY</u>	<u>ADDITIONAL MILES OF FRONTAGE ROADS</u>	<u>ADDITIONAL ACRES OF LAND</u>
Clinton	8.1 - 9.4	69 - 80
Jackson	4.6	39
Dubuque	<u>3.5</u>	<u>30</u>
Total	16.2 - 17.5	138 - 149

TOTAL ADDITIONAL COST: \$4,000,000±

D-15

U.S. 61
 Project Review Meeting

U.S. 61 EXPRESSWAY VS. ARTERIAL
(DEWITT TO DUBUQUE)

ADVANTAGES

1. SAFER.
2. HIGHER POTENTIAL FOR 65 MPH SPEED.
 - LOWER TRANSPORTATION COSTS FOR BUSINESSES.

DISADVANTAGES

1. 16 - 18 MILES MORE FRONTAGE ROAD TO CONSTRUCT AND MAINTAIN.
2. 140 - 150 MORE ACRES OF LAND ACQUIRED.
3. GREATER TRAVEL DISTANCE FOR FARMERS AND RESIDENTS.
4. \$4,000,000 MORE EXPENSIVE.

Sept. 1988

SUMMARY OF POSITION STATEMENTS

CLINTON COUNTY - "IN FAVOR OF ARTERIAL CONCEPT AND STRONGLY OPPOSES EXPRESSWAY ALTERNATIVE."

JACKSON COUNTY - "STRONGLY SUPPORTS UPGRADING TO FOUR-LANE STANDARDS; BUILD AS ARTERIAL NOT EXPRESSWAY; CONSTRUCT EAST ALIGNMENT SOUTH OF MAQUOKETA."

DUBUQUE COUNTY - "IN SUPPORT OF AN EXPRESSWAY DESIGN FOR FOUR-LANE U.S. 61."

CITY OF MELTON - RECOMMENDS EAST BYPASS ALTERNATIVE.

CITY OF MAQUOKETA - SUPPORTS THE ARTERIAL CONCEPT AND RECOMMENDS THE EAST ALIGNMENT SOUTH OF MAQUOKETA.

CITY OF DUBUQUE - "STRONGLY ENDORSES THE CONSTRUCTION OF A FOUR-LANE NON-STOP EXPRESSWAY."

EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION - "ENDORSES A FOUR-LANE NON-STOP EXPRESSWAY DESIGN."

SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION - IMPROVEMENTS TO U.S. 151 IN WISCONSIN HAVE BEEN DESIGNED TO EXPRESSWAY STANDARDS. "ENCOURAGE IOWA DOT TO ADOPT THE FOUR-LANE NON-STOP EXPRESSWAY DESIGN."

Sept. 1988

PROPERTY OWNERS ALONG U.S. 61 - PREFER TWO-LANE RECONSTRUCTION; CAN ACCEPT FOUR-LANE ARTERIAL DESIGN, VERY MUCH OPPOSED TO EXPRESSWAY DESIGN, HOWEVER, SOME DUBUQUE COUNTY PROPERTY OWNERS EXPRESSED SUPPORT FOR AN EXPRESSWAY.

MAQUOKETA CHAMBER OF COMMERCE - "ENCOURAGE CONSTRUCTION OF EAST ALTERNATE (SOUTH OF MAQUOKETA); SUPPORT ARTERIAL CONSTRUCTION AS OPPOSED TO EXPRESSWAY CONSTRUCTION."

DUBUQUE CHAMBER OF COMMERCE - "URGE A FOUR-LANE EXPRESSWAY ALTERNATIVE."

REP. MIKE CONNALLY (CITY OF DUBUQUE) - "FEEL VERY STRONGLY THAT ANYTHING LESS THAN EXPRESSWAY STANDARDS IS A MISTAKE FOR THE COMMUNITIES ALONG THE RIGHT-OF-WAY."

REP. DAVE TABOR JACKSON COUNTY AND SE DUBUQUE COUNTY - "I THINK THAT (THE ARTERIAL CONCEPT) IS THE OPTION THAT OFFERS THE ADVANTAGES AND THE LEAST AMOUNT OF DISADVANTAGES. SOMETHING THAT ALL OF US IN THE IOWA CAN LIVE WITH."

IOWA LOW VOLUME FOUR-LANE FREEWAY/EXPRESSWAY/ARTERIAL
HIGHWAY ACCIDENT RATES

<u>HIGHWAY</u>	<u>1985 ADT</u> (1)	<u>3-YEAR ACCIDENT RATE</u> (2)
1. U.S. 30 EXPRESSWAY CEDAR RAPIDS TO IOWA 13	7,730	14
2. U.S. 30 ARTERIAL CLINTON CO.	3,980	21
3. U.S. 20 FREEWAY IOWA 150 TO IOWA 38	2,360 - 2,600	38
4. U.S. 30 ARTERIAL AMES TO IOWA 17	8,490	45
5. IOWA RURAL INTERSTATE SYSTEM	5,800 - 20,000	64
6. IOWA 141 EXPRESSWAY POLK CO.	7,200 - 10,000	66
U.S. 61 RURAL 2-LANE CLINTON CO.	3,600 - 4,700	147
STATE RURAL PRIMARY HIGHWAYS	--	129

(1) ADT = AVERAGE DAILY TRAFFIC VOLUME.

(2) RATE = NUMBER OF ACCIDENTS PER 100 MILLION
VEHICLE MILES OF TRAVEL.

Sept. 1988

ACCIDENT "COMPARISON"
(U.S. 61 S OF WELTON TO MAGUOKETA)

<u>DESIGN CONCEPT</u>	<u>AVERAGE ANNUAL NUMBER OF ACCIDENTS</u>
EXISTING 2-LANE	47.0
"WORST" ARTERIAL	14.3
"BEST" ARTERIAL	6.7
"BEST" EXPRESSWAY	4.5

Sept. 1988

SUMMARY OF
CORRIDOR PUBLIC HEARING

On June 7, 1988, a corridor public hearing was held at the Grossman Center in Delmar. The hearing was held to discuss the proposed improvement of U.S. 61 to four lanes. The project begins at the end of the existing four-lanes north of De Witt and extends northerly to the south corporation line of Maquoketa. The length of the project is approximately 15.4 miles.

The public hearing was attended by 188 people and lasted approximately one hour and thirty-six minutes.

Steve Hanson, a member of the Board of Directors of the Dubuque Area Chamber of Commerce, stated that the Chamber favors an expressway for safety reasons and a possible 65 mph speed limit in the future. Page 47.

Rich Bean, President of the Four-Lane 61 Association, provided a little history of trying to get U.S. 61 four-laned. He urged the DOT to approve construction of the section from De Witt to Maquoketa and begin work on the section from Maquoketa to Dubuque. Page 47.

Steve DeVries, Jackson County Engineer, spoke for the Board of Supervisors, stating the county strongly supports upgrading U.S. 61 to four lanes. They also favor the arterial concept and the East Alternate at Welton. Page 48.

Sheldon Rittman, Chairman of the Clinton County Board of Supervisors, stated the Board favors the arterial concept and strongly opposes the expressway. They felt an arterial is just as safe as an expressway; would cost less; would have less frontage roads to maintain; and would adversely affect fewer property owners. Page 50.

Mike Connolly, State Representative from Dubuque, favors an expressway or higher-type facility for U.S. 61. He explained why the RISE program was passed in 1985 and the 4¢ gas tax was passed this year. Page 51.

Allen Manternach, Chairman of the Dubuque County Board of Supervisors, states the Board favors the expressway alternative. Page 52.

Lorris Kluesner, a city councilman from Dubuque and member of the Dubuque Metropolitan Area Transportation Study group stated that DMATS endorses the expressway alternate and that the design and construction of the project proceed expeditiously. Page 52.

Donna Smith, a member of the Dubuque County Board of Supervisors, explained the need for making U.S. 61 a four-lane highway. She supports an expressway facility. She also would like the DOT to hold a meeting in Dubuque County to give citizens in that county an opportunity to comment on the project before the final design is approved. Page 53.

Sam Sandberg, supports the arterial concept and believes it would provide the best economic help for northeast Iowa. Page 55.

Bev Schroeder, a representative for Senator Tom Harkin, indicated the Senator was instrumental in securing funding for this project and has a keen interest in the progress of the project. Page 55.

Dan Jacobsen, a farmer who lives along U.S. 61, is opposed to the project because of the adverse affect it would have on farmers. He would however favor the arterial alternate over the expressway if an improvement is approved. Page 55.

Melody Witt, who lives along U.S. 61, is opposed to the expressway alternate since it would take her home. Page 56.

Patrick Callahan, Maquoketa City Manager, spoke for the City Council. He said the City Council favors the four-lane arterial alternate and the east alternate south of Maquoketa. Page 56.

Steve Tubbs, a farmer who lives along U.S. 61, was critical of the speakers from Dubuque. He is opposed to an expressway but would support a four-lane arterial. He said this would be the third time land from his farm was acquired for highway right-of-way. Page 57.

Carolyn Bruns, a farmer who lives along U.S. 61 in Dubuque County, is opposed to an expressway. Page 58.

Dan J. Witt, is opposed to an expressway. Page 58.

Jim Brady, Mayor of Dubuque, provided a history of the economic development of northeast Iowa and discussed the need for four-lane highways in the area today. He read a resolution passed by the Dubuque City Council that strongly endorsed a four-lane expressway. He stated his disappointment that U.S. 20 in Dubuque County was constructed to expressway standards rather than freeway as it is from Delaware to Waterloo. Page 59.

John Kramer, the Executive Director of the Greater Dubuque Development Corporation, favors an expressway. He explained that new industry always looks at the highway facilities available. Page 62.

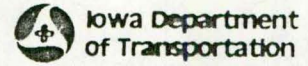
John Turnquist, favors an arterial highway rather than an expressway. Page 63.

Dave Tabor, a state representative, feels the people should stop and reflect on what has been accomplished on the improvement for U.S. 61. They should not bicker over minor differences but work together to see that the project comes to a completion as soon as possible.

U.S. 61 - CLINTON, JACKSON,
AND DUBUQUE COUNTIES



PUBLIC
MEETING
September 26,
1984



Prepared by:
Office of Project Planning
Planning and Research Division
Telephone: 515-239-1225

D-23

Staff Comments
Information Meeting
Maquoketa, Iowa

On September 26, 1984, a public information meeting was held in Maquoketa, Iowa, on possible improvements along US 61 from north of DeWitt to near Dubuque. The meeting was attended by approximately 300 people and lasted approximately one hour and thirty five minutes.

Jim Meyer, District Administrator for Congressman Tom Tauke, spoke in support of a "major highway linking northeast Iowans to the interstate system." pgs. 22, 23

Patrick Callahan, Maquoketa City Manager, supports the concept of expanding US 61 from DeWitt to Dubuque to a four-lane highway. pgs. 23, 24

Jim Brady, Dubuque Mayor, supports a four-lane improvement as a transportation link to the interstate system. pgs. 24, 25

Charles Baule, Dubuque County Engineer, supports a four-lane improvement. pg. 25

Donna Smith, Chair of the Dubuque County Board of Supervisors, supports a "four-lane link with Dubuque on Highway 61." pg. 25

Al Tornblom, Representative of Ertl Company of Dyersville, read Fred Ertl's letter of support for US 61 improvements as US 61 is an important transportation link for his freight and customers. pgs. 25, 26

Rich Bean, Dubuque Area Chamber of Commerce, supports a freeway-type facility to encourage economic and tourist growth in Dubuque. pgs. 26, 27

Beth Jacobsen, Vice-Chairman of the Four-Lane 61 Association, spoke in support of a four-lane improvement to US 61 for "economic recovery and vitality." pgs. 27, 28

Gary Baumhover, President of Rowley Interstate Transportation in Dubuque, supports a four-lane facility from Dubuque with access to I-80. pg. 28

Lauris Kluesner, Dubuque City Councilman, supports a four-lane improvement on US 61 for Dubuque's benefit. pg. 29

Eugene Stillmunkes, farmer south of Zwingle, opposed the impact on four-lane would have on the farmers and suggested the highway be located "where it wouldn't hurt so many people." pg. 29

Fred Bruns, farmer south of Zwingle, opposes the four-lane improvement. Asked if highway could be "stacked." pg. 30

Francis Murray, Chairman of Dubuque Metropolitan Transportation Technical Committee, supports a four-lane improvement to US 61 to improve economic development. pgs. 30, 31

Francis Goedken, asked about the distinction between interstate, freeway, and expressway. Asked about how much state and federal funding comes back to Dubuque County. pgs. 31, 32, 33

Rob Apel, representing the Dubuque Racing Association, supports a four-lane connection to Dubuque. pg. 33

Ken Ruggerberg, farmer near DeWitt, expressed concern over access to land severed by an interstate facility. pgs. 33, 34

Brian Schmidt, farmer north of Welton, expressed concern over small town businesses losing business if a freeway-type facility provided easier access to larger cities. Also was concerned about Farm Preservation Act and retribution to farmers. pgs. 34, 35

Dan Dittmore, Staff to Economic Development Steering Committee of Dubuque, supports a four-lane facility for economic development of Dubuque. pgs. 35, 36

Richard Harder, farmer in Clinton County, asked about amount of right-of-way taken for another lane, and about compensation of land taken. pgs. 37, 38

Mike Conley, State Representative from Dubuque, supports a four-lane facility. pgs. 38, 39

Dubuque County
Board of Supervisors

COURTHOUSE

DUBUQUE, IOWA 52001

TELEPHONE:
589-4441

RECEIVED
SEP 9 1988
9/9 CC: SEA - bj
DONNA L. SMITH
ALAN R. MANTERNACH
ELDON T. HERRIG

September 6, 1988

Mr. Darrell Rensink
Director
Iowa Department of Transportation
800 Lincoln Way
Dubuque, IA 52001

RECEIVED

SEP. 9 1988

G. I. MACGILLIVRAY

Dear Mr. Rensink:

The Dubuque County Board of Supervisors is writing to comment on the Department of Transportation five-year road program.

Dubuque County requests that the five-year program include programming the construction of the expressway 61 South from Dubuque to DeWitt, including construction costs, definition of construction funding, and identification of the dollars to be used for that project, including the \$32,000,000 in discretionary special project funding.

Additionally, Dubuque County requests that the Commission identify the current U.S. 52 North from Dubuque be included in the Commercial/Industrial Network of Iowa, and that Highway 136 South from Dyersville to Cascade and Highway 151 also be included in the Network.

We also continue to request that Highway 61 from Davenport to Dubuque and Dubuque north on Highway 52 to St. Paul be identified as the "Avenue of the Saints" link from St. Louis to St. Paul.

Sincerely,

DUBUQUE COUNTY BOARD OF SUPERVISORS

Alan Manternach
Alan Manternach, Chairperson

jh

cc: Commissioners Fair, Turner, Van Horn, Clemens, Meier,
Scott and Shull
Senators Welsh and Carr
Representatives Jochum, Connolly, Knapp and Tabor

D-26

SEA



Iowa Department of Transportation

600 Lincoln Way, Ames, Iowa 50010

515/239-1660

September 12, 1988

D Rensink
US
guy

Mr. Alan Manternach, Chairperson
Dubuque County Board of Supervisors
Courthouse
Dubuque, IA 52001

Dear Mr. Manternach:

Thank you for writing Darrel Rensink, DOT Director, with suggestions for highway planning and programming.

Your suggestions for the Five-Year Program will be considered by the Commission later this fall as it reviews the annual update to the Five-Year Program. As you know, we are continuing planning and engineering work on the US 61 route between Dubuque and DeWitte. Determination of funding, program timing, and design issues has yet to be resolved. This will come following completion of our staff assessments and public hearing process.

You also suggested the Department consider designating U.S. 61 as the "Avenue of the Saints." The Department does not name highway routes and the Avenue of the Saints proposal is a local initiative led by representatives of several communities along another corridor location that doesn't include the U.S. 61 project. You may wish to visit with them regarding their activities. If you have an interest in following up on that, I can provide you with names for contact.

Thank you for your interest in improving Iowa's transportation.

Sincerely,

C. I. MacGillivray, Director
Planning & Research Division

CIM:mkf

cc: Darrel Rensink, Director
Jerry Solbeck, Program Management Director

bcc: SEA, RLH, D. Ward, H. Budd, M. Burr, L. Benfield

JACKSON COUNTY SECONDARY ROAD DEPARTMENT
201 West Platt Street
Maquoketa, Iowa 52060
Phone: 319-652-4782

DVS _____
Dan _____

April 14, 1988

Mr. Tom Welch, P.E.
Deputy Director
Office of Project Planning
Iowa Dept. of Transportation
800 Lincolnway
Ames, Iowa 50010

Received

APR 19 1988

Office of
Project Planning

Ref : U.S. Hwy 61 Four lane project

Dear Mr. Welch:

This is to advise you that Jackson County supports the request made by the City of Maquoketa to have an at-grade intersection alternate studied for the junction of Hwy 61 and Hwy 64 (Platt street) in Maquoketa.

As we understand it, Highway 61 was funded as a demonstration project to show how a four lane highway can stimulate economic development in situations where traffic volumes don't yet require a divided roadway. Therefore, we believe that your Cost/Benefit analysis of design alternates must quantify positive and negative impacts on commerce and consider these items equally with construction and highway user costs.

We anticipate that an at-grade intersection at Hwy 61 and Platt street would cost less to build and be more effective in stimulating economic development in Maquoketa than a freeway style interchange. We recognize that the at-grade design might produce more accidents and could delay some through travelers. Nonetheless, it should be studied and a strong effort made to evaluate all economic development effects. The interchange would be more efficient for traffic but would tend to discourage travelers from stopping at and doing business in Jackson County, (a negative impact on commerce). The at grade intersection would make it easier for travelers to stop off in Maquoketa for business or refreshment, (a positive impact). We believe that such impacts need to be included in evaluating which alternate represents the best use of the public's resources.

21-22
- - - - - needs for and needs
9-2

we also recommend that you investigate including a bike path from German street in Maquoketa north to Highway 428 in the project. Highway 428 leads to the Maquoketa Caves State park and is an excellent route for bicycle recreation. Riders have to follow Highway 61 to reach it. After the four lane facility is built, a bike path would enhance safety by keeping vehicles and riders separated.

Thank you for your consideration.

Sincerely,

Board of Supervisors:

Patrick W O'Rourke

Leon Schmidt

Barbara A. Wray

Steve DeVries

County Engineer

Dubuque County
Board of Supervisors

(H.S.)
US 61
Clinton - Jackson
Dubuque
Newt to Dubuque

TELEPHONE:
19-589-4441

COURTHOUSE
DUBUQUE, IOWA 52001

LLOYD C. HAYES
ALAN R. MANTERNACH
DONNA L. SMITH

January 5, 1987

Mr. C.I. MacGillivray, Director
Planning and Research Division
Iowa Department of Transportation
800 Lincoln Way
Ames, Ia. 50010

Dear Mr. MacGillivray:

The Dubuque County Board of Supervisors extends its very deep gratitude to you and the other members of the IDOT staff for its work toward the decision to proceed with the Highway 61 project, finally linking Dubuque to the Interstate System.

We know that you appreciate the importance of this link to the further economic development of our area, and we are looking forward to the day when our isolation from that system is ended.

If there is anything we can do to assist in this effort, please do not hesitate to call on us.

Sincerely,

DUBUQUE COUNTY BOARD OF SUPERVISORS

Donna L. Smith
Donna L. Smith, Chairperson

jh

RECEIVED

JAN 7 1987

C. I. MACGILLIVRAY

7-2-15 X.C. G.W.K.

Dubuque County
Board of Supervisors

COURTHOUSE
DUBUQUE, IOWA 52001

TELEPHONE:
9-589-4441

WILFRED BAHL
LLOYD C. HAYES
DONNA L. SMITH

July 1, 1985

RECEIVED

JUL 3 1985

Mr. Warren Dunham
Director
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

WARREN B. DUNHAM

Dear Mr. Dunham:

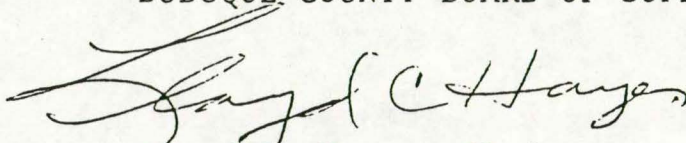
We attach a letter we have recently received about road funding from Congressman Tauke. In it he says that he is cosponsoring federal legislation to reauthorize the priority primary highway fund.

We are asking that you provide whatever support possible to assist Congressman Tauke in his effort, particularly in light of the need that Dubuque County has to connect to the interstate highway system. The continuation of the priority primary fund would assist us with that interstate connection.

We also call your attention to Congressman Tauke's comments about the allocation of federal funds in Iowa and the need to make a commitment on behalf of the Northeast portion of the state.

Sincerely,

DUBUQUE COUNTY BOARD OF SUPERVISORS



Lloyd C. Hayes, Chairman

jlw

Enclosure



CONGRESS OF THE UNITED STATES

August 5, 1985

ENERGY AND COMMERCE
COMMERCE, TRANSPORTATION, AND
TOURISM
HEALTH AND THE ENVIRONMENT
TELECOMMUNICATIONS, CONSUMER
PROTECTION, AND FINANCE

EDUCATION AND LABOR
POSTSECONDARY EDUCATION
HUMAN RESOURCES, RANKING
MINORITY MEMBER

SELECT COMMITTEE ON AGING
RETIREMENT INCOME AND EMPLOYMENT,
RANKING MINORITY MEMBER
TASK FORCE FOR THE RURAL ELDERLY

RECEIVED

AUG 7 1985

Mr. Warren Dunham, Director
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

WARREN B. DUNHAM

Dear Warren:

My District Administrator, Alan Peterson, had the opportunity to meet with members of the U.S. Highway 61 Association on Thursday, August 1. As you may know, this organization is comprised of area residents united in the belief that the completion of the U.S. 61 corridor as a four-lane highway is critical to the continued economic growth and vitality of Eastern Iowa.

During this meeting, members of the association raised questions regarding the IDOT's proposed corridor study of U.S. 61. Although the group's members fully recognize that the development of a major highway project of this magnitude requires incremental progress, they are concerned that the Iowa Department of Transportation (IDOT) has been reluctant in making public any progress made on the corridor study.

I've been asked by the association members to request from you a report on the status of the U.S. 61 corridor study and to solicit your comments about the prospects for completing this important step in further developing this highway project. Further, I would appreciate receiving from you a listing of the steps which must be taken to move this project "onto the shelf" and ready for construction should funds become available.

Based upon previous conversations and correspondence with you and with members of your staff, I conclude that the IDOT is reluctant to move toward construction of this highway without the assurance of federal funding. However, it occurs to me that the IDOT has not taken the necessary steps to ensure continued federal support for this project. Without a renewed interest by the Iowa DOT in the U.S. 61 project, current federal budget constraints may make it nearly impossible to guarantee continued federal support for the U.S. 61 project.

I strongly urge you to do everything in your power to ensure strengthened state involvement in this project. Otherwise, I fear that the entire project may be placed in jeopardy.

COMMUNICATIONS SHOULD BE DIRECTED TO THE OFFICE INDICATED.

2244 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2911

698 CENTRAL AVENUE
DUBUQUE, IA 52001
(319) 557-7740

1756 FIRST AVENUE, NE.
CEDAR RAPIDS, IA 52402
(319) 366-8709

116 SOUTH SECOND STREET
CLINTON, IA 52732
(319) 242-6180

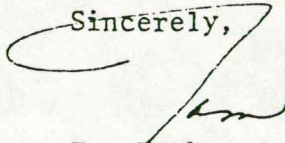
D-32

Mr. Warren Dunham
August 5, 1985
Page 2

Your assistance in this matter and your continued work on behalf of the total transportation needs of Iowans are deeply appreciated.

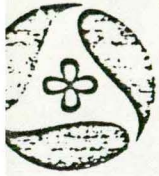
Best wishes.

Sincerely,

A handwritten signature in black ink, appearing to be 'Tom Tauke', written over the word 'Sincerely,'.

Tom Tauke
Member of Congress

TT:jw



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010 (515) 239-1111

111
(f: Congress
Dan)

August 28, 1985

The Honorable Tom Tauke
United States Representative
2244 Rayburn House Office Building
Washington, D.C. 20515

Dear Tom:

Thank you for your recent letter concerning completion of U.S. 61 as a four-lane highway between Davenport and Dubuque.

You asked for a report on the status of the proposed U.S. 61 corridor study and mentioned that some members of the U.S. 61 Association feel we are reluctant to make public our progress on the study.

I regret the communication problem and am enclosing a copy of the completed study. I am also enclosing a transcript of a public meeting we held in Maquoketa on September 26, 1984, when we discussed our analysis of the corridor.

You also asked what steps must be taken to move the U.S. 61 corridor project "onto the shelf" so it is ready for construction if funds become available. There is a standard process by which a project advances from concept to construction. The first step in the process is for the Commission to give staff approval to begin a project by including it in the Five-Year Road Improvement Program. For a project the size and scope of U.S. 61, this initiates a process that includes, at a minimum, the following steps:

- DOT completes location engineering study.
- DOT prepares a draft Environmental Impact Statement (EIS) to examine alternatives.
- DOT holds a Corridor Public Hearing to receive comments on the location alternatives studied.
- Transportation Commission selects an alternative.
- Federal Highway Administration (FHWA) reviews and approves the alternative.

D-34

Commissioners

- DOT prepares a final EIS which evaluates the selected alternative in detail.
- DOT begins final design work.
- DOT holds a second or further public hearing (the Design Public Hearing) to receive comments and explain the project design.
- Transportation Commission and FHWA approve a final detailed project design.
- DOT acquires right of way, if necessary. (If funding is available, some right of way may have been purchased prior to this time to protect the corridor and to give affected property owners time to relocate.)
- DOT lets contracts and construction begins.

Throughout this process, a project is reviewed and commented upon by federal agencies, local government, and affected individuals and groups.

The entire process requires several years' time. Preliminary planning takes up to two years. (We completed a small part of the planning for a U.S. 61 project, the preliminary feasibility study, which took about six months.) Project design is a one- to two-year process, and the often overlapping steps of right of way purchase and construction would require two to three years for a project of this magnitude.

The five-year highway program identifies projects to be developed and constructed. The Commission reviews, updates, and approves the plan annually. The Commission had the benefit of the U.S. 61 corridor analysis results and the public's comments from the Maquoketa meeting when they reviewed the highway program. Although the 1985 five-year program does not list this project for construction, it does contain the following special language:

This corridor from DeWitt to Dubuque is listed for "study" in the 1984 thru 1989 program. Traffic volumes, sufficiency ratings and condition of the highway don't justify including a project in this year's construction program as there are other projects with a higher priority for four-lane improvements. However, Dubuque is the largest city in Iowa, and one of the larger cities in the U.S. not connected to the

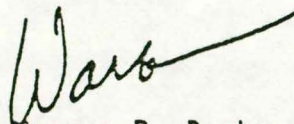
Congressman Tom Tauke
August 28, 1985
Page 3

Interstate system with a four-lane highway. Congress has designated this as a "Priority Primary" highway, in subsection 117-C of the 1982 Surface Transportation Act. Should Congress fund this Priority Primary with a special allocation, we would proceed promptly to implement the project.

This language recognizes the area's interest in a U.S. 61 project, and states the Commission's conclusion that there are projects with higher priority which must come first under existing funding constraints. However, it also clearly states that work will proceed should special federal funds become available, and that the Department continues to support federal funding for the U.S. 61 corridor through the Priority Primary Program.

In the meantime, we cannot divert our efforts from already funded projects. With limited resources available for project development, our staff efforts must be directed to projects in the Commission's approved program.

Sincerely,


Warren B. Dunham
Director

WBD:mjt

Enclosures

cc: State Transportation Commissioners
C. Ian MacGillivray
G. W. Anderson

bcc: SAR
MJT
DRF

Interests over U.S. 61 clash at DOT meeting

By Rich Kirchen
the Telegraph Herald

6-8-88

DELMAR, Iowa — Dubuque officials wish for an expressway design on the proposed four-lane U.S. 61 between Dubuque and DeWitt clashed Tuesday night with the preference of other officials and individuals along the route.

Officials from county and city governments in Jackson and Clinton counties as well as farmers along the highway said at a public hearing that they strongly prefer an arterial design, which would allow private driveways and farm field access to the road.

About 200 people attended the Iowa Department of Transportation hearing at the Grossman Center in Delmar. DOT staffers took public comments in preparation for the DOT commission's review

of the project some time in late summer.

The DOT commission will consider whether to proceed with the first phase of the project, which would cost between \$25.5 million and \$29.9 million, depending on which alternatives the commission chooses. Those choices will include the expressway vs. arterial design and the location of bypasses at Maquoketa and Welton.

The first phase, slated for construction in 1993 and 1994, would continue U.S. 61's four-lane segment from its current terminus north of DeWitt to the southern Maquoketa city limits. The project will eventually give Dubuque a four-lane connection to Interstate 80 at the Quad Cities.

An expressway would allow access only at intersections with public roads via interchanges. An expressway could be eligible for consideration as a 65 mph zone,

said Tom Welch, DOT deputy project planning director.

The expressway design would cost about \$3 million more to build than the arterial design, Welch said. The expressway would require more right-of-way acquisition and the construction of frontage roads, he said.

A parade of Dubuque city, county, transportation, commerce and economic development officials told DOT officials of their endorsements of the expressway concept.

Members of the Dubuque delegation argued that the expressway would prove safer and a more beneficial economic corridor to Dubuque because of the reduced costs of swifter transportation on such a route. Industries consider a four-lane link to an interstate crucial in choosing new sites, officials said.

Rep. Mike Connolly, D-Dubuque, said the thrust of both the state and federal funding of the project is economic development.

"If we are to compete for jobs and growth we need to build this road at least to expressway standards," Connolly said.

But the majority of people attending the hearing in this northern Clinton County community cheered in support of officials and other residents of Jackson and Clinton counties who supported the arterial.

Officials from Jackson and Clinton counties said the state could not justify the higher costs of the expressway for what they called slight safety improvements.

Moreover, they said their counties do not want to bear the cost of maintaining the frontage roads which an expressway

would require. Half of the frontage roads would be in Clinton County with the remainder divided between Jackson and Dubuque counties.

Farmer Dan Jacobsen, who lives eight miles south of Maquoketa, said the restricted freeway access would convert a minute field-to-field trip into a 45-minute trip.

Rep. Dave Tabor, D-Baldwin, sounded a conciliatory note, saying all three counties had fought for a four-lane project which they would have considered impossible five years ago. He said rather than bickering over "minor differences," they should again join forces to push for finishing the project as quickly as possible.

Tabor said the arterial offers the least disadvantages and is "something we can all live with."

20 JUN 0 5 1987

DeWitt Observer

MAY 30 1987

New 4-lane between DeWitt and Dubuque

A new 4-lane U.S. 61 between DeWitt and Dubuque may be built along the existing highway and could be completed by 1996, an Iowa Department of Transportation official said in Maquoketa recently.

Expanding Highway 61 would provide a 4-lane link between Dubuque and Interstate 80 at Davenport and is being advocated by business interests in Dubuque and Maquoketa.

Tom Welch, DOT deputy director in the office of project planning, said the consensus in that office is to make the highway a 4-lane by adding two lanes adjacent to the existing highway, much as U.S. 30 between DeWitt and Clinton was converted to a 4-lane.

That would be a change from the work done to convert U.S. 61 to a 4-lane between DeWitt and Davenport. In that project, which was begun in the mid-1970s, the entire highway was relocated west of the existing route.

The primary advantage of following the existing route is cost. Instead of constructing all four lanes, the DOT would only have to spend the money to construct two lanes.

Adding two lanes along the existing route would cost an estimated \$40 million to \$50 million, Welch said. Estimated cost of relocating the entire highway is \$75 million to \$80 million.

Welch also noted that the Iowa Legislature has encouraged the DOT to make use of existing right-of-way.

There are some problems with following the existing highway, Welch acknowledged. Those problems include the town of Welton in Clinton County and the Hurstville Lime Kilns and a marsh and wetlands area north of Maquoketa in Jackson County.

Even if a decision is made to follow the existing route, the highway will probably have to go around Welton on the east or the west.

"To follow the existing route would be devastating to Welton," said Robert Henley of Cedar Rapids, who is the DOT's district engineer.

Welch, who said this week that he will meet with the Welton City Council this coming Monday to discuss the matter, said the original plan was to go east of Welton but some people have expressed concern that the east route would displace more prime farmland than the west route.

On the other hand, Welch said, going to the west would mean that additional bridges would have to be built. That route might also split old Welton from the Seven Day Hill area, which Welch said would not be good from a sociological standpoint.

In Jackson County, the Hurstville Lime Kilns cannot be tampered with being they have been designated a historical area and are protected under federal law. However, there might yet be room to add two lanes on the east side of the existing highway, Welch said, which would make the kilns more visible to travelers.

The wetlands and marsh area are not protected by any laws, however, and could be displaced by the new highway, Welch said. The DOT could leave the wetlands between the north and south lanes, but Welch said he didn't think that was a viable alternative.

Because of the routing problems in Clinton and Jackson counties, studies on the proposal will probably begin with the southern portion

of the route near DeWitt, Welch said.

The timetable for the project will include an environmental study to be completed later this year with a public hearing on the proposed corridor to be held in early 1988, Welch said.

The hiring of a private consulting firm to design the project would follow in late 1989 or 1990. Purchase of right-of-way would begin in 1990 and continue over four years.

Up to 40 or 45 homes might have to be acquired along the 40 miles of the project.

Actual construction would begin in 1990 and might be completed as early as 1994, Welch said.

"This is an optimistic development schedule," he said, but he added, "This project has the highest priority in our office."

The decision on whether to locate the new lanes on the east side or west side of the existing route has not been made yet, Welch said. That decision will probably be based on which is the least expensive to purchase.

No freeway for Dubuque ^{DNR} 6-29-81

A few years ago, when highway planners were riding high, Iowa's DOT drew up a network of freeways to supplement the Interstate system. There would be one from Dubuque to Sioux City; another from Des Moines to the southeast corner; others would fill voids all around the state.

Gasoline shortages, smaller cars, a decline in traffic growth and — above all — rising costs and slow growth of revenue left that system on the drawing board. But there remained the question of Dubuque, one of the largest cities in the United States not on a freeway-type road.

East-west Freeway 520, after a few bits of construction, seems to be a dead issue, and the freeway nearest to Dubuque, Interstate 80 at Davenport, is 65 miles away.

Gov. Terry Branstad supports Dubuque civic leaders in their plea for a connecting freeway along U.S. 61 to Davenport. But now Chairman Robert Rigler of the Transportation Commission says this is not something Dubuque should count on.

The commissioners were looking at roads in eastern Iowa the other day and observed little traffic on 61, which Rigler called "one of the better two-lane highways I've been on in a long time." He added that "there are a lot of

lousy highways" that will get higher priority.

Driving once along a road and observing a lack of traffic is not the same as making precise counts, as DOT planners do. But if a reliable count showed more traffic on 61 than on some stretch of Interstate, or than on some of those "lousy" highways, does that say, Build a freeway?

Not necessarily. The DOT has ways to rate the adequacy of roads, combining physical characteristics and traffic volume. A lot of luck is involved, too. A city the size of Newton surely doesn't "deserve" a freeway as much as Dubuque does, but Newton happened to lie in the path of I-80.

While figures might show Dubuque's highways to be adequate, perceptions are important, too. Potential new industries might shun Dubuque because of its lack of a freeway, without considering whether they really need one. And if Dubuque is entitled to a freeway to attract industry, why not Burlington? It's only half as big, but is it any less deserving?

We hope things work out so Dubuque and all other cities get the highways they need. But we hope it will be done on the basis of real need, not demand, and that dangerous highways are not left dangerous as a result.

COMMISSION MINUTES

Department of Transportation
COMMISSION ORDER

Division/Bureau/Office Planning and Research Order No. PR-88-72

Submitted by Gerald T. Solbeck Phone No. 239-1500 Meeting Date August 4, 1987

TITLE: Transportation Improvement Program Budgets

DISCUSSION/BACKGROUND:

Proposed Five-Year Transportation Improvement Program budgets for the Highway Division, Aeronautics Fund, Railroad Crossing Fund Program and Parks and Institutional Roads will be presented.

PROPOSAL/ACTION RECOMMENDATION:

For information only.

COMMISSION ACTION:

Moved by _____ Seconded by _____

E-1

Vote

	Aye	Nay	Pass
Clemens	_____	_____	_____
Fair	_____	_____	_____
Meier	_____	_____	_____
Scott	_____	_____	_____
Shull	_____	_____	_____
Turner	_____	_____	_____
Van Horn	_____	_____	_____

8-4-87

Commissioner Meier said he thought it would be helpful to list the formula funds along with each possible funding source. Mr. Solbeck said this will be done on future presentations.

Commissioner Shull said he would like information from 1983 to 1987 to see what happened. Mr. Solbeck said it would be difficult to compile as the information is not readily available.

Mr. Solbeck said in 1989 we anticipate two large discretionary projects--the Burlington Bridge and the Peosta Channel Bridge in Dubuque. In addition, in each of the program budget years we have made the assumption that we will be able to get nearly \$22 million in additional funding that we are not aware of today; therefore, we are estimating the 1989 budget at \$232 million, 1990 at \$205 million and 1991 at \$213 million. He said the regional RISE program will have significant projects ready for letting in 1991.

Mr. Solbeck said the reason for preparing this program budget is to provide a guide to use for preparing a program; therefore, he is preparing a program of projects which will balance against the budget.

Commissioner Meier asked if it was possible to isolate the numbers and track them in the five-year plan. Mr. Solbeck said we will be programming the projects against the available dollars but there are so many variables that it is difficult to track. The program budget is more of a guide to be used to determine a level of funding for projects to be programmed.

Commissioner Meier said when all the contracts are added, you should come up with a number which equals your budget. Mr. Dunham said the way he determines the funding is to track the amount given for the operation and maintenance budget and to track the ending cash balance in the primary road fund. Our aim is to be at zero funds in our cash balance by October or November of each year. By seeing how close we get to zero reflects how close we came on bids, what the weather was like in getting projects done, etc. This is the best method of tracking our funding to assure we have used all available funds.

Chairman Turner said there is a difference between what is projected and what actually happens. Mr. Dunham said yes, but if you want a more predictable way of doing business, we can quit going after the discretionary money.

Mr. Solbeck said we want to have a program with projects ready to use any additional money we can get. Chairman Turner said he was concerned about trying to meet the needs of the projects scheduled.

Mr. Solbeck said the City of Dubuque suggested that we take some of the demonstration money assigned to the U.S. 61 corridor and begin using it in Dubuque. He said staff assumed this is what the Commission wished to do. Chairman Turner said that is correct. Commissioner Fair asked if Dubuque has been notified. Mr. Solbeck said no.

8-4-87

Commissioner Clemens said Dubuque officials should be advised that projects involved with the railroad agreements will not be let until the agreements are signed. Mr. Solbeck said if the railroads are cleared in March or April, we could let some projects; but only after the railroad agreements are signed.]

Mr. Solbeck said another issue is the RISE fund which is continuing to build. We should pursue legislation to extend the time period on our RISE borrowing capabilities. Mr. MacGillivray added we will have 1989 and 1990 to use RISE funds before money comes out for approved projects which will be 1991. The consensus of the Commission was to pursue the use of RISE funds through legislation.

This item for information only.

Department of Transportation
COMMISSION ORDER

28

Division/Bureau/Office Planning and Research Order No. PR-87-620

Submitted by Gerald T. Solbeck Phone No. 239-1500 Meeting Date June 23, 1987

TITLE: Highway Program Review - 1988 Accomplishment Program

DISCUSSION/BACKGROUND:

The proposed 1988 Highway Accomplishment Program will be presented.

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve the 1988 Highway Accomplishment Program.

COMMISSION ACTION:

Moved by _____ Seconded by _____

AIM

E-4

	Vote		
	Aye	Nay	Pass
Clemens	_____	_____	_____
Fair	_____	_____	_____
Meier	_____	_____	_____
Scott	_____	_____	_____
Shull	_____	_____	_____
Turner	_____	_____	_____
Van Horn	_____	_____	_____

Gerald Solbeck, Director, Office of Program Management, said two weeks ago he handed out a list of projects that were programmed and let in 1987. After the meeting six projects were found that were not included due to an error, and he handed out a listing of the projects. He noted the total funds committed have not changed. He then handed out the updated proposed 1988 accomplishment program. Some minor changes suggested by staff were included in this proposed program.

Chairman Turner asked what happened to the first item listed for Adair County. Mr. Solbeck apologized for not advising the Commission that changes in the Interstate 4-R program were not noted on the list of changes to the 1988 program that he distributed two weeks ago. He said the interstate program was completely reevaluated and was changed to be in line with what will be needed this year.

Chairman Turner said item 15 listed as "Outside Services" is for consultant services associated with a particular project. Mr. Solbeck said that is correct, most of those contracts the Commission has already seen and approved.

Mr. Solbeck used an overhead to show how the 1988 program compared with past programs. Grading, paving and rehabilitation are about the same; bridge repairs have dropped slightly over the last few years.

Chairman Turner asked if the 80 miles of grading included any projects where paving is to be done in the same year. Mr. Solbeck said some of the grading mileage does include paving in the same year. He added the grading and paving mileage will increase as the RISE projects are implemented.

Chairman Turner said at the last meeting Mr. MacGillivray said all the embargoed bridges are scheduled, whereas one list indicates not all of the embargoed bridges are programmed. Mr. Solbeck said all of the bridges on the numbered primary system are programmed. Others may be in state parks or on unnumbered primary routes.

Mr. Dunham added the grading and rehabilitation categories tend to balance each other out. The more rehabilitation being done, the less grading is done.

Chairman Turner asked if federal-aid bridge replacement funds can be used on the interstate system or are they earmarked for bridges and can only be used on the primary system. Mr. Solbeck said we should be using 4-R money to repair any bridges on the interstate system. On the primary system we have dedicated federal bridge replacement funding. In addition, we can use primary road federal-aid funds on primary road bridges.

Chairman Turner asked if there is a formula for how much funding we expend on bridges. Mr. Solbeck said we presently use federal bridge replacement funding available to the state for bridge replacements. If we build a bridge on a new location, we use federal-aid primary funding.

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Chairman Turner asked if any other bridge money is used. Mr. Solbeck said we have some state-only funded bridge repair work. At this time we are not replacing any bridges with federal-aid road funds.

Mr. MacGillivray said a few years ago when we had an aggressive bridge program, there was more work than we could accomplish. As we started to get on top of the program, a decision was made to keep the bridge program in balance with the bridge funds and not use money for road work on bridges. The new federal bill reduces the fund for bridges so now we are balancing our bridge program.

Chairman Turner asked if replacing 40 bridges a year is adequate. Mr. MacGillivray said we are gaining on our problem bridges; however, it will be some time before some narrow bridges get widened to 40 feet. The bridge replacement/repair process will take longer and will be key to modernization of the road, not doing as many bridges by themselves.

Mr. Solbeck said in 1984 we proposed to replace 60 bridges per year with available funding. We now are able to replace 43 bridges per year or \$16 million for construction plus \$6 million for repairs totaling \$22 million a year for bridge projects. We have approximately 13,000 bridges in the state that are rated deficient. Of those, less than 900 are on the state system. That has decreased about 100 in the last four years. He noted that a deficient rating means the bridge has a sufficiency rating lower than 50, not that it has serious structural problems.

Chairman Turner asked if the river bridges are in a different category; for example, the Julien Dubuque bridge. Mr. Solbeck said yes, the deck repair on the Julien Dubuque bridge probably will not be funded out of bridge replacement funds.

Chairman Turner asked if discretionary funding can be obtained for the Julien Dubuque bridge. Gus Anderson said the cost must exceed \$10 million for us to qualify.

Mr. Solbeck reviewed the changes to the 1988 draft accomplishment program.

Chairman Turner asked what the problem is in Webster County on U.S. 169. Mr. Solbeck said we intend to take all of the activities for this area out of the program until we have signed agreements with the county.

Mr. Solbeck reviewed a chart of the distribution of work items in each district for the primary and interstate systems.

Commissioner Fair asked if District 5 is high because of the Burlington Bridge. Mr. Solbeck said that is correct. District 2 is up because of interstate substitution, and District 6 includes the work in Dubuque on U.S. 20. Commissioner Fair noted that some of the districts appear to be high but this is because they have large projects.

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Mr. MacGillivray said at this point we are not suggesting the program reflect major additional work on projects in Dubuque or Fort Dodge. In the case of Fort Dodge we are discussing the lack of agreements and have suggested that if we can resolve the issue soon, we can possibly reinstate some right of way activity. There may be a delegation in to discuss this project.

Mr. Humphrey said both Fort Dodge and Webster County have sent in agreements which do not agree with each other. They need to get together and resolve their differences.

Mr. MacGillivray said if we get agreements, we can look at putting right of way back in the program which means other items may come out.

Mr. Dunham said our options for adding additional projects are:

Our bids might be lower than experienced in the past, thereby freeing up additional money.

In the final accounting there is only so much money to be spent, therefore, some projects may have to be delayed or dropped.

We could carry some money in the program now for this project anticipating the agreements can be resolved soon.

Dubuque

Mr. MacGillivray said Dubuque representatives have asked for the opportunity to talk to the Commission. We have advised them that because of the lack of railroad agreements, we cannot carry out major work in fiscal year 1988. Our projections are we may have railroad agreements in place in Dubuque, perhaps in January. If we have the agreements, there are several projects we could anticipate adding to the program in Dubuque. However, most of the work cannot be started until the railroad work is done. We could look at programming three or four bridges, but we do not want to proceed with them unless we have the right location and design. We might suggest going ahead with those projects if we get agreements. In that case we would be considering a May letting; however, there may not be funds available for these projects.

Mr. MacGillivray said in the Dubuque area we have special funding from Congress for the entire length of U.S. 61 from De Witt north to 14th Street in Dubuque.

Commissioner Fair referred to the letter from the Dubuque County Board of Supervisors which included a proposed time schedule for U.S. 61 from De Witt to Dubuque. He said it seems we have gotten into trouble over the years by a community innocently concluding the time schedule of a project and our not following up and saying it is wrong. So many times we hear from groups saying the Department promised them a project. He said he thought the Department needed to stop those assumptions immediately.

Mr. MacGillivray said there are two things at work:

Staff is asked by the community what the schedule of a normal project would be and we give them our speculations.

We have federal funds that might move this project along faster.

Mr. MacGillivray said what has been suggested to tell all parties is any time schedule established at this time is premature.

Mr. MacGillivray said one funding possibility for Commission consideration is that of developing a contingent program using borrowed funds from the RISE program to continue with the regular program next year. We have not started that process, and it is an opportunity for the Commission to identify what additional projects they may wish to accomplish with these funds. We have unresolved agreement issues; and if resolved, we may be able to use these funds to accomplish program items.

Commissioner Clemens said he would vote to approve the 1988 accomplishment program, but he would reserve judgment on the Dubuque project based on the railroad agreements and what the city has been told in the past.

Mr. Dunham said so many factors arise when doing a project. There are environmental concerns, funding problems, design considerations, etc. Money that came for U.S. 61 can be used in Dubuque or not. Any point where we see an opportunity to get extra money we will suggest adding projects to use the funding at that time. We also have weather problems so it ends up being an involved and complicated process. The program process is complex and cannot be handled as a financial account.

Mr. Solbeck said programming is a process which changes continually, and any look at this dynamic process is only a snapshot at that time. Funding and expenditure issues change constantly.

Chairman Turner complimented staff on their work.

Commissioner Shull MOVED, Commissioner Fair seconded to approve the 1988 Highway Accomplishment Program. All voted AYE.

Mr. Solbeck said the Highway Division has been working hard to keep the interstate highway system in good repair with decreasing 4R funding and increasing needs. We have the interstate one-half percent completion program fund which is to be used on the interstate unless it can be shown it is not needed there. Over the next several years, our interstate needs indicate we

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will be using our 4R funds and most of the one-half percent interstate funds to maintain the condition of the system. As a sidelight, if we use all of this funding on the interstate, we are eligible to receive interstate discretionary funding.

Chairman Turner asked if the half percent interstate money has been used on primary projects. Mr. Solbeck said yes, we have in past years but not in 1987 or 1988. Mr. Dunham said we need to find out if we have been selected to receive interstate discretionary funding in 1987. We have submitted a proposal for interstate 4R discretionary funding in 1987 and we will see how that works out.

Department of Transportation
COMMISSION ORDER

Division/Bureau/Office Planning and Research Order No. PR-86-296

Submitted by G. W. Anderson Phone No. 239-1265 Meeting Date December 3, 1985

TITLE: 1986-1991 Transportation Improvement Program - Final Review

DISCUSSION / BACKGROUND:

Various elements of the program have been discussed during the past several months. A final review is needed preceding printing, final approval and distribution later this month.

The program sections to be reviewed are;

- Airports
- Public Transit
- Railroads
- Waterways
- Highways
- RISE
- Park & Institutional

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the Commission approve printing of this program.

COMMISSION ACTION:

Moved by *C. J. Moss* Seconded by *E-10*

	Vote		
	Aye	Nay	Pass
Clemens	—	—	—
Fair	—	—	—
Rigler	—	—	—
Scott	—	—	—
Shull	—	—	—
Turner	—	—	—
Van Horn	—	—	—

(selected pages)

12-3-85

Gus Anderson, Director, Office of Program Management, distributed copies of the list of study projects that will be included in the five year program.

Chairman Rigler asked if the study projects are listed in the five-year program. Mr. Anderson replied they would be and the only change in the list of projects is the addition of the Marion Bypass, which is being put in the study category based on a decision to restudy the entire corridor. He said all the projects shown on the list are in some state of analysis. Chairman Rigler said nothing is shown on U.S. 61 from Dubuque south. Mr. Anderson said that study was completed last year and we are proposing to include the same notation for that item in Jackson, Jones and Dubuque counties as was used in last year's program. Many of the studies will be brought to the Commission during the next year.

Mr. Anderson said plans are to have a completed version of the program for the Commission's final approval at the next meeting on December 17 and, if approved, we would publish the program for transmittal to the news media and others.

Mr. Anderson said the airport portion of the program was mailed to the Commission and included additional material which reflects local planning we know about. A number of airports are not represented in the list of airports with projects in development because we don't have specific planning or projects indicated for those cities at this time. He said possible project activity is listed through 1991. The 1986 accomplishment portion is the same as discussed previously, based on safety and preservation, with no state funding of expansion work.

Mr. Anderson said the Commission had asked for statistics about transit operating revenues and he had mailed information about farebox revenue, dollars per passenger, etc.

Mr. Anderson said no changes were made in the Rail and Water portion of the program from the material that was discussed recently.

With regard to the Highway Program, Mr. Anderson discussed the following items:

- Relocated 61 in Dubuque County, phase 2 page 27 -- It was decided to finance this over a 4-year span of time. Mr. Anderson corrected the figures: \$5,111 in 1988 should be \$14,768; \$12,483 in 1989 should be \$14,919; \$13,203 in 1990 should be crossed out.
- U.S. 218 from Cedar Falls to Waverly -- Mr. Anderson said there was a question asked about the increase in cost of U.S. 218 from Cedar Falls to Waverly compared to the current program. He said cost estimates were \$21.6 million or about \$1.6 million per mile. The basis of those estimates was the estimate on U.S. 63 north of Waterloo because it was thought work would be similar. After the location hearing the estimates went up to \$29.9 million or \$2.4

12-3-85

Mr. Anderson said completion of the highway plan would lead to route studies, which he hoped would provide the basis for discussion of many programming issues.

Mr. Anderson proposed a review of the entire interstate substitution program. He said he felt there is a need to proceed with an analysis and perhaps some resolution with local public officials in terms of how to use the rest of those funds.

Chairman Rigler said he felt one of the best kept secrets as far as highway transportation is concerned is that this year we did adopt a new, long-range plan. He suggested we consider including in the program a map and an explanation about the Highway System Plan. He said he didn't recall any news articles being written in the Des Moines Register about the plan and he didn't think people know we have adopted a plan that supercedes the old expressway/freeway plan. Mr. Dunham agreed and said the reason we haven't done a good job of publicizing the plan is because it isn't finished. However, the Commission did adopt the rural portion of the Highway System Plan.

Commissioner Fair said he wanted to echo Commissioner Turner's compliment to the staff on the program. He said this is his seventh year of working on the program and he continues to be amazed at the work Mr. Anderson and the staff do on the program. He said the package is as equitable and fair for the entire state as it could be. He said he didn't think any region is missed nor is any overly favored. He said that might be the best kept secret in Iowa.

Ian MacGillivray, Director, Planning and Research Division, asked the Commission to contact staff if they have any further comments or additions to the program. Mr. Anderson said we plan to print the program in the next two weeks and ask Commission approval to distribute it at the next meeting.

Commissioner Fair said the introductory remarks to the rail program state the C&NW has announced their intention to find a compatible railroad with which to merge. He said he didn't recall hearing about that. Les Holland, Director, Rail and Water Division, said their annual report stated that they are trying to become streamlined by acquisition or merger with another major company.

Later in the day there was a discussion regarding the Hoff Road interstate substitution project in Waterloo. Mr. Anderson said both the city and staff would like to proceed with the Hoff Road/Fourth Street project in Waterloo.

Chairman Rigler said since the last meeting he had met with the mayor, former mayor and planning director of Waterloo. He said he had also discussed the project with Mr. Given. He said he is confident that the project would be a wise expenditure of money and these contracts are ready to go. Other projects are not ready. He said Hoff Road is an essential link going to Hudson and he felt we should go along with the city's request. He said they tell him they are proceeding as fast as possible on U.S. 218 through the city and on Hackett Road.

Department of Transportation
COMMISSION ORDER

3

Division/Bureau/Office Administration Order No. A-85-232

Submitted by Jo Ann Sorensen Phone No. 239-1242 Meeting Date November 6, 1984

TITLE: Approving Minutes of October 22 and 23, 1984, Commission Meetings

DISCUSSION / BACKGROUND:

PROPOSAL/ACTION RECOMMENDATION:

It is recommended the commission approve the minutes of the meetings held on October 22 and 23, 1984.

COMMISSION ACTION:

Moved by _____ Seconded by _____

	Vote		
	Aye	Nay	Pass
Fair	_____	_____	_____
Rensink	_____	_____	_____
Rigler	_____	_____	_____
Scott	_____	_____	_____
Turner	_____	_____	_____
Van Horn	_____	_____	_____
Voy	_____	_____	_____

 Division Director Finance (if \$ involved) Legal (if liabilities) State Director (if required)

11-6-84

Chairman Rigler asked for a correction to the minutes on Item PR-85-213, page 3, paragraph 6, line 7, add the words "one of the largest". The sentence would read: "He said he felt their best argument to Congress is Dubuque is the largest city in Iowa and one of the largest in the United States with no four-lane highway."

With that addition, the minutes were approved.

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Chairman Rigler asked if the C&NW does get the line would it hurt our case to insist the C&NW keep the Mississippi River line in service. Mr. Steiner said that would not hurt our case and the judge indicated he was very concerned about abandonments. Abandonments under the ICC are a severable issue to be decided later. There would also be more adverse impact on employees because of more loss of jobs under the C&NW proposal than under the Soo.

Commissioner Fair asked if the ICC made any expression regarding the public interest aspects when they made their decision for the Soo. Mr. Steiner said absolutely, the Soo is the only plan of reorganization that has been approved by the ICC and a railroad reorganization cannot be completed without a plan of reorganization being certified by ICC. The C&NW is lacking that approval. Chairman Rigler asked if ICC did give approval to C&NW would they not have to address the public interest. Mr. Steiner said he thought they have to. He said he did not believe they can merely look at the incremental bid without somehow going back into the record or establishing new records as to public interest considerations. Mr. Steiner said we should bear in mind there are three new ICC commissioners and one whose term expires next month. He said one commissioner seems to be leaning toward the Soo, another to C&NW.

Heartland

Mr. Steiner reported that the Milwaukee anticipated that Heartland would obtain funding for the purchase of the east-west Rock Island line and has filed a condemnation action on the line from Iowa City to Davenport. He said this action is within the jurisdiction of the Transportation Regulation Authority. He said there isn't much case law, particularly on one railroad trying to condemn another railroad for railroad purposes. He said the prehearing conference will probably be held sometime next month. If the Milwaukee is really serious the matter will probably go to a full blown hearing next February.

Commissioner Fair asked if everything else on the line is ongoing, there are no injunction proceedings to stop Heartland. Mr. Steiner said it is his understanding that all injunctions have been lifted. He said a more complete report will be given later in the day.

3. Congressman Tom Tauke

Congressman Tom Tauke said he appreciated the opportunity to speak to the commission on a couple of highway matters that are significant to the congressional district, especially since the five-year plan is being developed. He mentioned the excellent relationship between the Department and his congressional staff. He also expressed appreciation for many of the critical needs that have been met in northeast Iowa, including I-380 and future four laning of U.S. 20 and improvements in downtown Dubuque. Congressman Tauke said he shared the Department's concern about the railroad along the Mississippi River.

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Congressman Tauke said his primary purpose today is to discuss U.S. 61. He gave some past history of the project and its importance to northeast Iowa. He said he knew there are many demands from all parts of the state, but he was making the case for what he considers a very important transportation corridor that is critical to the economic development of that region. He said he feels this is a good investment for state and federal government and he is willing to make that case at the federal level. However, in order to make that case at the federal level he felt they need some kind of signal from the DOT.

He said the commission has indicated they do not feel, given the demands of the Iowa Code and sufficiency ratings, that you can make U.S. 61 a top priority. He said he felt it is important in order to give them a chance to make a case at the federal level that the commission proceed with the corridor study and with some kind of design money in order to keep the project afloat. In order to get a federal commitment he hoped the Department will keep this project moving forward, not with massive commitments of money, but doing those things that will make it possible to get a commitment at the federal level. To be successful in obtaining some federal funds this project would have to be "on the shelf."

Chairman Rigler said Congressman Tauke has expressed the commission's concerns about having so many busy highways that carry more traffic, but they could appreciate the concerns when Dubuque is one of the largest cities not connected to a freeway. Congressman Tauke said that is true, but the point he is making is that it is virtually impossible for him to carry the case for a special appropriation for this project unless there is a willingness on the part of the DOT to move forward and get this project on the shelf.

Commissioner Voy asked Congressman Tauke if he felt U.S. 61 needs to be in the five-year program. Congressman Tauke replied it is essential that we move forward with the corridor study. He said he understands the commission's reluctance to make a commitment to right of way.

Chairman Rigler said at a workshop yesterday the commission discussed this project and we do have a dilemma in trying to be fair with other communities. He said we are certainly aware of the concerns and we will try to resolve them. He said one of the concerns about putting a project in the five-year program is it leads people to think it has top priority. He said we are certainly spending a lot of time and thought to see what we can come up with.

Congressman Tauke said it is not just the commitment or attitude of the Department, but also it is significant to have a project ready to go if the money becomes available. He thanked the commission for letting him appear. Chairman Rigler said the commission welcomes members of the congressional delegation at any time.

Department of Transportation
COMMISSION ORDER

Division/Bureau/Office Planning and Research Order No. PR-85-230

Submitted by G. W. Anderson Phone No. 239-1265 Meeting Date November 5, 1984

TITLE: Transportation Improvement Program Review - Highway Program Workshop Continued

DISCUSSION / BACKGROUND:

The workshop begun on October 22 to discuss highway program recommendations through 1990 will be continued.

The review will focus mainly on Districts 5, 6 and 1. This will be followed by a summary of the overall program and a review of federal bridge funds. District engineers, district transportation planners and central office staff will be present.

PROPOSAL/ACTION RECOMMENDATION:

For discussion.

COMMISSION ACTION:

Moved by _____ Seconded by _____

C. Max _____ E-17
Division Director Finance (if \$ involved) Legal (if liabilities) State Director (if required)

	Vote		
	Aye	Nay	Pass
Fair	_____	_____	_____
Rensink	_____	_____	_____
Rigler	_____	_____	_____
Scott	_____	_____	_____
Turner	_____	_____	_____
Van Horn	_____	_____	_____
Voy	_____	_____	_____

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look at this highway. Mr. Given agreed that the U.S. 218 corridor has the potential for generating additional traffic. It was agreed U.S. 218 corridor should be included for study.

Keokuk County, Item 62, Iowa 149 -- This project is programmed for grading in 1985 and paving in 1986 but it will not be possible to attain that schedule. The project will be deferred for 1986-87 construction sequence. Mr. Anderson said the same would apply to a companion project in Iowa County. Warren Dunham, Director, asked the reason for this delay. Mr. Anderson said the delay is in the development process. Commissioner Turner asked about the section from Parnell to Williamsburg. Mr. Anderson said that is being advanced to 1985 since the right of way has been acquired.

Commissioner Van Horn noted that items 59 and 64 are overpasses and asked if those projects are funded from the same money as bridges. Mr. Anderson said bridge replacement funds can be used if the sufficiency rating is low enough. Sometimes overpasses are funded from railroad crossing protection money or highway funds. Mr. Percival said item 64 should call for removal rather than replacement of a bridge.

Lee County, Item 72, Keokuk Bridge -- Mr. Anderson said we hope to arrive at an acceptable wording for an agreement with Missouri and the project should proceed on this schedule. Chairman Rigler asked if that bridge is privately owned. Mr. Anderson replied no, Iowa owns it jointly with Missouri.

Lee County, Item 70, Iowa 16 -- Commissioner Turner asked if there is any possibility this road could be turned over to the county. Mr. Anderson said it is a fairly long stretch of road and it is a continuous route. Chairman Rigler asked if traffic is likely to increase if it is repaired. Mr. Anderson said some increase can be expected. The segment east of Houghton carries more than the part to the west. Commissioner Turner said he just wanted to call attention to the fact we are doing this work on a low traffic road.

Lee County, Item 77, U.S. 136, Mississippi River Bridge -- The last of the funding is available for this project and it should be finished sometime in 1985.

Mr. Dunham asked if we had talked about U.S. 61 from Ft. Madison to Burlington. Mr. Anderson said Item 71 is in the program. Commissioner Turner asked what is staff position on four lanes and the traffic count. Mr. Dunham said traffic has to be at 5,000 ADT before we talk about four lanes but in fact there has to be at least 7,000 ADT before we put any money in the project.

Chairman Rigler asked when we hold a hearing what does staff tell people the traffic count is for four lanes. Mr. MacGillivray replied typically 5,000 ADT. Chairman Rigler said we should give a little thought towards a uniform figure. He said at the last meeting we talked about different

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sufficiency ratings for freeways and that was news to him. He asked what is the difference. Mr. MacGillivray said in figuring sufficiency ratings you are charging the adequacy of any particular section against what it should be for a certain highway. On an interstate we charge against four-lane standards and rural roads are charged against lower standards. On the U.S. 61 corridor our old freeway/expressway plan set out functional classification guidelines. So when we charge the adequacy of an existing road we are charging it against design standards of the expressway/freeway. That means the adequacy falls further short so the sufficiency rating is lower. In actual practice in checking U.S. 61 from Maquoketa to DeWitt when we compare it with a lower classification, sufficiency rating would change by about four.

Chairman Rigler asked when we will be prepared to discuss the freeway/expressway system. He said it seemed if we come to a consensus we are not going to build much of that system we ought to officially say so. Mr. MacGillivray said he thought as we adopt the highway system plan that is exactly what we would be doing. Mr. Dunham said his thinking is if we are not using the freeway/expressway system we should unload it. He said Mr. MacGillivray's thinking is that would be unwise unless there is something to put in its place. Mr. MacGillivray said an example is Iowa 149. He said we wanted to change that functional classification but it was rated as a freeway and the sufficiency rating was based on that. We started at the county level and couldn't get agreement. The road is being built two lanes.

Commissioner Fair said having heard all this he still doesn't see a need for us to differentiate on sufficiency rating between freeway/expressway and the highway system that exists.

Mr. Dunham said we should review that numerical background. He said he wasn't aware the type of road had any effect on sufficiency rating.

Mr. Dunham asked if U.S. 218 in Lee County is on the study list. Mr. Anderson replied yes it is on the list. Commissioner Fair asked if we are getting ourselves into a situation where we will have to fill the gap on U.S. 218 from Fort Madison south to Keokuk. Mr. Anderson said he has proposed under item 35, restoration to program status of U.S. 61 from Lee County line to Burlington, the idea of later closing the gap south to Montrose.

Louisa County, Item 83, Iowa 70, major bridge at Columbus Junction is being deferred for several years because of the possibility the railroad may be removed and also because of traffic handling problems.

Louisa County, Item 86, Iowa 92, is a new shouldering item.

Lucas County, Item 93, U.S. 34, proposing to defer a bridge replacement at Lucas. Commissioner Turner said he didn't understand why that would not be tied together. Mr. Anderson said the way it was scheduled U.S. 34 would have been closed for two years in succession. The proposal is to

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Buchanan County, Items 15, 16 and 17 -- Mr. Anderson proposed to advance three bridges to correlate with the Delwein project.

Buchanan County, Item 19, transfer of jurisdiction -- Chairman Rigler said he thought we had a better deal than that. Mr. Henely said the agreement is in the hands of the city. Mr. Given said the first number was based on a concept, this figure is based on the detailed study on the arch bridge. Chairman Rigler asked if they will take over the highway. Mr. Given replied yes and the city will participate by putting in an extra walkway on the bridge.

Clinton County, Item 38, U.S. 67 -- Mr. Anderson said the Clinton Bypass is a new item with right of way proposed in 1990. It was a consensus the city's offer to take U.S. 30 into their system after completion of the bypass is a good offer.

Delaware County, Item 48, U.S. 20 -- Commissioner Turner asked if that project is ready to go. Mr. Anderson said he didn't change this item pending the commission decision two weeks ago. Commissioner Turner asked if right of way has been purchased. Mr. Anderson replied we own four lane right of way but will need some additional right of way. He said some construction can be done in 1985 with most of the grading in 1986, paving in 1987. He said columns in the program will be adjusted. The same is true on Item 53.

Dubuque County, Items 61, U.S. 61 in Dubuque -- Mr. Anderson said in the past this has been shown as three phases of work. It is now being developed as a two-phase project with the section from Seventh Street to the bridge having right of way advanced to 1985 and remainder in 1986, grading in 1986 and construction in 1987. Commissioner Fair questioned \$38 million for grading. George Calvert, Deputy Director/Development, Highway Division, said that figure includes grading and structures. Chairman Rigler said U.S. 61 from the new bridge to town was estimated at \$80 million. He said people in Dubuque say we are neglecting them but this is quite a chunk of money.

Commissioner Turner said at one time we made some sort of agreement to spend up to \$15 million of interstate funds in Dubuque. Mr. Anderson said that was the 1/2 percent of interstate funds -- that is \$18 million per year and we figure about \$15 million of that plus the match for Dubuque. Mr. Dunham asked what we do when we spend \$24 million in one year. Mr. Anderson said we will have accumulated some in advance of the construction year. Commissioner Turner said he was just reminding us that we made that statement. Chairman Rigler suggested we make sure the timetable is realistic. He said in the past when we set dates and then set them back people accuse us of dealing in bad faith. Mr. Dunham said that \$15 million for 1985 is not available because Congress did not pass the interstate cost estimate. Chairman Rigler said of the \$80 million being spent on U.S. 61 what percentage is federal funds. Mr. MacGillivray replied 95 percent, which is a carry over from the priority primary program.

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Commissioner Voy recalled at one time we had a project in the program with the notation "pending receipt of discretionary funds." He asked if we could do something like that on U.S. 61. Mr. Anderson said we have done that in cases where we have been seeking discretionary funding either with a bridge or under the priority primary program and economic growth centers.

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Chairman Rigler asked how soon we have to decide on U.S. 61. He said Congressman Tauke called him urging something be put in the program on U.S. 61. His argument is that to have any chance of getting federal funds something has to be in the program. Mr. Dunham said we could continue to carry it as a study project or some kind of follow-on interstate study. Chairman Rigler said he would have no objection to that. He said someone made the comment that if we put it in the program on a regular basis and it isn't justified on the basis of priority some legislators might raise a question but if we put it in on a study basis Congress could decide a city that size needs a connection.

Commissioner Fair said if it is included in the program industry and others, in spite of the caveat, think the project will be constructed. He said he was in favor of doing anything to help get funding but he thought it has to be very clear we are not assigning dollars to that project.

Commissioner Fair asked if we could see U.S. 218 moving faster than U.S. 61 if all that development goes along like the delegation from Mount Pleasant suggested. Mr. MacGillivray said that is likely.

Chairman Rigler asked about adding a paragraph some place in the program about Dubuque being the largest city in Iowa and one of the largest in the nation with no four-lane connection; but give our feeling that there are other more critical highway needs. If Congress decided those cities should be connected and allocated funding, we would move on the project. Commissioner Turner said he would agree with that. Commissioner Fair said when he first came on the commission there was a category called critical unmet needs. Mr. MacGillivray said one of the problems with that list was a lot of people picked up the book and saw their project but didn't see the caveat. Mr. Anderson said the idea of that list was to indicate to the legislature what we would do if we had funding, but those projects took on a programming implication. Chairman Rigler said he would draft up some language and we can kick it around.

Commissioner Van Horn said the thing we have to be aware of is that the City of Dubuque doesn't get the wrong idea.

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Commissioner Scott said with regard to Iowa 28 she thought one-way pairs sounded like a great idea and suggested we do anything we can to get that moved ahead. Mr. MacGillivray said that project will have such serious impact with regard to environmental and historic preservation that it will take two to three years to bring a location study to the commission.

Chairman Rigler said that highway wasn't a state highway until we got it through functional classification. He said it was a city problem until that transfer took place so we haven't been so neglectful. Mr. MacGillivray said it came into the state system in 1981.

Commissioner Fair asked why Highway 6 designation isn't on I-235. Chairman Rigler suggested we discuss that with the City of Des Moines.

Mr. Dunham said this discussion suggests the need for a series of discussions on what we do with U.S. 20, U.S. 61, and other urban areas and how do these projects contribute to the system. We also need to get into the memorandums of understanding. Commissioner Fair said we also need to discuss how we determine to spend money on beltlines and other highways with 10,000 ADT. He said he felt we need to use the same criteria for large towns as in small towns with regard to transferring roads. If we do the work they take back the road and the argument is as good in Des Moines as it is in Missouri Valley.

It was decided to move the Iowa 926 project in Altoona up at least one year in the program.

This item for information only.

Department of Transportation
COMMISSION ORDER

Division/Bureau/Office Planning and Research Order No. PR-85-213

Submitted by Tom Welch Phone No. 239-1321 Meeting Date October 23, 1984

Subject: U.S. 61, DeWitt to Dubuque Study Report (Delegation)

DISCUSSION / BACKGROUND:

September 26, 1984, a public information meeting was held in Maquoketa to discuss U.S. 61 from north of DeWitt to near Dubuque.

This public information meeting was held as a part of a long-range study of U.S. 61. Several alternatives ranging from "do nothing" to a freeway on location were reviewed. Officials from local government agencies and most of the individuals who spoke supported improving U.S. 61 to a four-lane highway. Landowners within the study corridor requested that acquisition and diagonal conversion of farmland be held to a minimum if improvements to U.S. 61 are made.

PROPOSAL/ACTION RECOMMENDATION:

For discussion.

COMMISSION ACTION:

Approved by _____ Seconded by _____

C. May

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Division of _____ Finance _____ Legal _____ State Director _____

	Vote		
	Aye	Nay	Pass
Fair	_____	_____	_____
Rensink	_____	_____	_____
Rigler	_____	_____	_____
Scott	_____	_____	_____
Turner	_____	_____	_____
Van Horn	_____	_____	_____
Voy	_____	_____	_____

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Tom Welch, Office of Project Planning, said a 40-mile segment of U.S. 61 was included as part of a long-range study to assist in developing future five-year programs. Mr. Welch showed the location of the project on a map, a chart showing data on U.S. 61 and a map showing sufficiency rating. He said the sufficiency ratings are a little misleading because U.S. 61 is functionally classified as a freeway. If an arterial primary highway classification were used the numbers would be much higher.

Chairman Rigler said not all highways originally on the freeway/expressway map are still classified as such. Mr. Welch replied not at this time. Chairman Rigler asked if all of U.S. 20 is still classified as a freeway. Mr. Welch replied yes and sufficiency ratings are still based on that concept. Chairman Rigler said we should think about updating that.

Mr. Welch used a chart to discuss traffic volumes. Projections for the design year 2010 would be approximately 5,000 to 6,000 ADT. A chart on accident statistics shows this segment of highway to be about average. Mr. Welch said continued deterioration of rail service in the area is also a consideration in determining the need for highways. There has been a 30 percent reduction in rail service in the state since 1970 resulting in a 65 percent increase in truck traffic.

Mr. Welch said another factor in developing corridors is economic development. He said the Iowa Development Commission says service by a four-lane highway is one of the most important factors in determining the location of business. He used a map to show two-lane highways with traffic volumes in excess of 4,000 ADT, then added an overlay to show cities asking for a four-lane connection with the interstate. He said the preliminary highway system plan study showed U.S. 61 with a high ranking in the corridor comparison analysis.

Chairman Rigler said the map shows there are many other highways that are vitally important to other areas and communities.

Mr. Welch used charts and aerial photos to show various alternatives for U.S. 61. Mr. Welch said the hearing was attended by over 300 people and almost everyone that spoke was in favor of a four-lane facility. A number of letters have been received in support of four lanes and the Dubuque city and county governments also favor four lanes. He said landowners within the corridor oppose building a new highway on relocation.

Commissioner Fair asked the purpose of the hearing. Mr. Welch replied that in addition to the project planning corridor study, staff felt the public should be given the opportunity to comment. He said this was only to provide information to the commission to evaluate future five-year programs.

Chairman Rigler asked if one of the reasons this corridor, by present standards of doing the worst first, does not meet criteria for inclusion in the five-year program is because there are many other stretches of two-lane highways that carry more traffic. He said we do recognize Dubuque is the largest city in Iowa not connected to an interstate or four-lane facility and

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Congress has taken some action to designate highways as priority primary, but they have not included it in the interstate system and have not funded the priority primary system.

Mr. Welch said there is considerable support for a bypass of Welton since it is so near the end of the present U.S. 61 freeway. Chairman Rigler asked how large the town is. Mr. Welch replied it is less than 500. Chairman Rigler said he could see it is a bottleneck but certainly there are bottlenecks all over the state.

Chairman Rigler said this hearing was different than most because of the special nature of the project. Normally we hold corridor and design hearings. Commissioner Van Horn asked if this is the first of this type hearing. Mr. Welch said we have had such meetings before. Warren Dunham, Director, said we hold public information meetings all the time. Commissioner Van Horn agreed, but said this meeting we called people in and asked them what they wanted. Mr. Welch said public information meetings have been held on U.S. 20 projects and U.S. 61 in Dubuque but that we generally have not conducted public meetings on projects which were not included in the current five-year program.

Commissioner Turner asked what is presently being done in the five-year program. Mr. Welch said one of the things we are doing is to increase the amount of preservation work. He said the program shows maintenance and preservation work on U.S. 61

Mr. Welch said a delegation wished to present their concerns to the commission. He introduced Ken Bowman, DeWitt.

Mr. Bowman read and distributed a letter of concern regarding use of valuable farmland for a four-lane highway.

Loras J. Kluesner, Dubuque City Council, said the city unanimously adopted a motion endorsing a need for a high level four-lane facility. He expressed concern about loss of rail service which results in more truck traffic on U.S. 61. He said within the last two weeks the Milwaukee Railroad has taken its intermodal facility out of Dubuque, which forces those wishing to use piggyback shipment to go to Galesburg, Illinois, or to Waterloo via ICG.

Mr. Kluesner said they are asking the commission to fund the U.S. 61 project in the five-year program to at least provide enough planning so that a project can be ready should a priority primary classification be renewed and funded.

Chairman Rigler said a map shown earlier showed two lane highways carrying more traffic than U.S. 61. He asked if Mr. Kluesner were sitting in his place what would he tell chambers of commerce, mayors and other people if we put U.S. 61 ahead of their project, for example, people from Nevada where traffic counts are close to 7,000 ADT. Mr. Kluesner said he would remind them that U.S. 61 is the only highway designated as a priority primary highway with the 95-5 designation by the federal government and of the \$12 million allocation for that highway. Chairman Rigler said that \$12 million was for use inside

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the city of Dubuque. Mr. Kluesner said the U.S. 61 funding is for all of U.S. 61. Chairman Rigler said he was led to believe the funds were for the part that is programmed in the City of Dubuque. He said if Congress would fund this project because it is one of the largest cities not connected to an interstate that would get our attention. But our dilemma is there are a lot of other highways that carry more truck traffic than this particular stretch. He said we have always had the policy of doing the worst first and it has worked pretty well. He said he hoped the delegation appreciated the commission's dilemma. Mr. Kluesner said they could, but they feel they have a definite need and will continue to lobby.

Jim Brady, Mayor of Dubuque, presented a formal resolution from the Dubuque Metropolitan Area Transportation Study, which represents three states, and the entire county.

Chairman Rigler asked if Illinois mentioned anything about hooking up a highway into Illinois to the east. Mayor Brady said efforts are continuing for a link from Freeport to Dubuque.

Mayor Brady said as far back as 1971-1972 when he was on the city council resolutions have been passed supporting the need for U.S. 61 improvements. The fact that it has been declared a priority primary and continues to receive that designation from Congress speaks to the need. He urged the commission to consider putting this highway in the five-year program, especially if we end up saving funds by choosing an expressway over a freeway concept on U.S. 20.

Rick Bean, Chairman, Transportation Committee, Dubuque Chamber of Commerce, and chairman of the Four-Lane U.S. 61 Association, asked if the delegation would be given another opportunity to make a presentation before the five-year program is developed. Chairman Rigler requested he speak about the project now. Mr. Bean said he agreed with everything said by Mr. Kluesner and Mayor Brady and reemphasized the point if federal funds become available the project could be included in the program. He said it is very difficult for the federal government to come up with funds if there is no push from Iowa. Mr. Dunham said the alternative to that is if U.S. 61 is shown as a funded project there is no incentive for the federal government to come up with the money.

Chairman Rigler said the commission would certainly give the project serious consideration if the feds come through with the necessary money. He said the commission appreciates Dubuque's isolation from four-lane highways. Mr. Bean pointed out that Maquoketa is the only county seat in the state that has no rail transportation. Chairman Rigler said they are not the only county seat that does not have a four-lane highway. He said he felt their best argument to Congress is Dubuque is one of the largest cities in Iowa and in the U.S. with no four-lane highway. He said the commission will do the best they can but for us to fund this as a four-lane freeway and ignore the Nevadas and Spencers is a problem and a dilemma for the commission. Chairman Rigler thanked the delegation for coming.

This item for information only.

Department of Transportation
COMMISSION ORDER

Division/Bureau/Office Planning and Research Order No. PR-84-288

Submitted by G. W. Anderson Phone No. 239-1265 Meeting Date November 8, 1983

TITLE: 1985-1989 Highway Program Workshop - Continued

DISCUSSION / BACKGROUND:

A summary will be presented based on the county-by-county review of the initial five year program draft.

Further information on program composition will be discussed.

PROPOSAL/ACTION RECOMMENDATION:

For information.

COMMISSION ACTION:

Moved by _____ Seconded by _____

C. Mac
Division Director

Finance
(if \$ involved)

Legal
(if liabilities)

State Director
(if required)

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	Vote		
	Aye	Nay	Pass
Dunn	_____	_____	_____
Fair	_____	_____	_____
Rensink	_____	_____	_____
Rigler	_____	_____	_____
Turner	_____	_____	_____
Van Horn	_____	_____	_____
Voy	_____	_____	_____

(selected pages)

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Mr. Dunham asked what we do in other metropolitan areas like Davenport. Mr. MacGillivray said there is a strong ongoing program in each of those metropolitan areas.

Commissioner Fair said the problem he had is that the group presented themselves as representing Des Moines. Commissioner Dunn said they are a group that grew out of CIRALG; a new transportation planning committee. When they presented the priority list they had not gone back to the jurisdictions for their approval, including the county and suburbs like Windsor Heights and West Des Moines. Commissioner Fair said he wished the Commission had known that. He said he thought the danger is the Commission can be whipsawed.

Commissioner Van Horn said he couldn't see why we would lose money by leaving the items in the program.

Mr. Anderson said he thought we should leave the line item in the program to demonstrate the purpose of the Commission with regard to the south beltline.

Chairman Rigler said he had received a letter from the Pella Chamber of Commerce asking to meet with the Commission to discuss the bypass. He asked the status of that project in the program. Mr. Anderson said the Pella Bypass was taken out of the program in 1978-79 for financial reasons. He said at this time there is no recommendation to put it back in the program.

Clay/Dickinson -- Mr. Anderson said he would recommend adding right of way acquisition on U.S. 71 in 1989. The Commission agreed to this addition.

Commissioner Rensink said he constantly receives requests for lighting at the intersection of highways 59 and 18. He asked if someone would check that out.

Des Moines, Iowa 99 -- Chairman Rigler asked if it would take six years before right of way can be acquired on this project. Mr. Anderson said it depends on how complex the project is. The consensus of the Commission was to move this project along as fast as possible. Mr. MacGillivray said we could possibly advance the right of way from 1989 to 1987. Mr. Anderson said we will show no sum for construction, but move the right of way to 1987.

Commissioner Dunn said she had received correspondence from Ernie Hays regarding industrial development and potential traffic projections in the Mount Pleasant area. Mr. MacGillivray said he had a copy of Mr. Hays' letter and he was surprised at all that's going on there. He said a response is being put together. Commissioner Dunn said she hoped we would keep in contact with Mr. Hays and watch developments in the area.

Clinton, U.S. 61 -- Mr. Anderson asked if the study projects should be marked and included in the program or if we should make a separate listing. Mr. Dunham suggested those projects be separated from the program. Chairman

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Rigler said there are a lot of stretches of U.S. 61 with higher traffic counts that aren't programmed. Mr. Anderson agreed that the section south of Burlington and others have higher volumes and aren't in the program.

Mr. Dunham said people in Dubuque asked the same question. He asked if there are some projects built because of economic development rather than traffic. He said he felt we needed to discuss that point and that the highway system plan may address that question.

Mr. Anderson said he would show U.S. 61 in Clinton County as a study project. Commissioner Voy asked if that is the only study project. Mr. Anderson replied no, there are several in Des Moines. Mr. MacGillivray said he thought we will bring all of those projects out.

Commissioner Fair said one of the problems he has with U.S. 61 north of DeWitt is we keep talking about four lanes and by doing so we preclude ourselves from talking about an improved two-lane road. He asked if that consideration would be part of the study. Mr. Anderson said we would expect that to emerge from the study.

Chairman Rigler asked if anything is shown for the Clinton bypass. Mr. MacGillivray said the Clinton bypass is not a part of our primary road system. Chairman Rigler said they keep coming before us and inviting us over. He asked why we don't tell them the bypass is not part of the primary system. Mr. MacGillivray said we have and they have asked us to help them identify a potential corridor. We have done that and they are in the process of land use control in that corridor. Chairman Rigler asked if we could put it in the primary system. Mr. Anderson replied they would like that. Chairman Rigler asked if we have put anything new in the primary system. Mr. MacGillivray replied the Muscatine bypass was the last project of that nature. He said he would expect this, along with a few other cities, to be a byproduct of the highway system plan.

Mr. Anderson explained that Clinton is different than Muscatine in that there was no meaningful programming that could take place in the corridor so the only answer was to move out and build the bypass. In Clinton, however, the sufficiency rating is not as low and there are things that can be done in parts of the corridor to postpone the ultimate need for a bypass.

Commissioner Fair said some of the ADT figures differ. He said he was asked by people in Davenport about the stretch of U.S. 61 out to Blue Grass. He said traffic has been increasing fairly rapidly on that highway and he wondered what development the next five years might bring. He said the project was shown on Table II as are those that had been programmed previously. Mr. Anderson said this is much like the project north of Spencer for adding two lanes to the existing alignment. He said it was a well supported project but in adjusting the program in 1979-80 it was taken out. He said it certainly has the traffic counts and sufficiency rating to justify re-programming. Commissioner Fair said he raised the question because it was raised with him. He said this is another example where he didn't know how we can look at some projects at 4,000 ADT and ignore this highway with higher

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traffic counts. Mr. Anderson said he would have no problem adding it to the program, subject to a review of financing.

Chairman Rigler suggested looking through projects to see if others with high traffic counts should have a higher priority. Mr. Anderson said he recently screened two-lane sections carrying more than 4,000 ADT, but he had not broken out those with 4,000 ADT and up by volume groupings and sufficiency ratings. Mr. Dunham said he would like to see that on a map.

Mr. Anderson said other program items will be discussed after the Waterloo trip. We also will consider interstate 4R projects, disposition of gravel roads and railroad crossings.

This item for information only.

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