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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

17-H53
2:A58



Iowa State Highway Commission

OFFICE OF THE DIRECTOR OF HIGHWAYS

FOR BETTER HIGHWAYS

AMES, IOWA 50010

JOSEPH R. COUPAL, JR.
Director of Highways

REFER TO:

October 1, 1968

Mr. John A. Kemp
Regional Highway Administrator
Bureau of Public Roads, Region 5
Kansas City, Missouri

Dear Mr. Kemp:

Under the terms of the Federal Aid Highway Act of 1968, (more specifically Section 14 of Public Law 90-495) section 103 (d) of title 23, United States Code is amended to authorize additional Interstate System mileage.

The State of Iowa, in its long range planning has designated a system of Freeways to complement the Interstate System. This was initially approved by the Commission on November 23, 1965. The added freeway mileage serves to fill critical gaps in the Interstate System and will allow it to function as the nation's major continuous interconnected highway network. For the purpose of this submittal the Iowa Freeway System is grouped as follows: Group I - Those route sections needed to interconnect the three Iowa Metropolitan areas not located on the present Interstate System plus one missing segment of urban connector. Two of these three Metropolitan Areas are more than 100,000 population, and it is our understanding that there are only nine cities of that size not directly served by the present Interstate System. Group II - The remainder of the Iowa Freeway System. These are further defined as follows:

GROUP I

Priority No. 1 From I-80 at Iowa City to and through Cedar Rapids, Iowa.

A. Rural Section: I-80 to U.S. 30; Length: 14.9 miles

Estimated Cost: \$ 15,583,000

B. Urban Section: U.S. 30 to Iowa 150 in Cedar Rapids; Length 9.5 miles; Estimated Cost \$ 62,607,000

Priority No. 2 From Iowa 150 in Cedar Rapids north and west to U.S. 218 near Waterloo, thence through Waterloo to U.S. 20 at the east edge of Cedar Falls.

A. Rural Section: From Iowa 150 in Cedar Rapids to U.S. 218 at Waterloo. Length: 49.9 miles; Estimated Cost \$ 45,737,000

COMMISSIONERS

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B. Urban Section: From U.S. 218 in Waterloo to U.S. 20 near Cedar Falls. Length: 17.2 miles; Estimated Cost: \$ 48,242,000

Priority No. 3 From Interstate 29 south of Sioux City, Iowa, westerly across the Missouri River to U.S. 20 and U.S. 77 in Nebraska at South Sioux City.

A. Iowa Section (urban). Length: 0.5 miles; Estimated Cost \$ 3,030,000

B. Nebraska Section (urban)*. Length 1.9 miles; Estimated Cost \$4,470,000

Priority No. 4 From U.S. 20 near Cedar Falls north to near U.S. 18 thence west to I-35 near Mason City.

A. Rural Section (only). Length: 84.1 miles; Estimated Cost \$ 79,529,000

Priority No. 5 From the Illinois State Line at Dubuque westerly to connect with the section from Cedar Rapids to Waterloo (Priority No. 2) Length: 65.5 miles; Estimated Cost \$ 57,312,000

*It is our understanding that the State of Nebraska is submitting a companion request for inclusion of this section.

GROUP II

Priority No. 1 From I-80 near Iowa City south to Mt. Pleasant. Length: 50.3 miles; Estimated Total Cost \$ 43,917,000

Priority No. 2 Beltline from I-35 southwest of Des Moines east and north to I-80 northeast of Des Moines. Length: 24.5 miles; Estimated Total Cost \$ 25,252,000

Priority No. 3 From Mt. Pleasant to Illinois State Line at Burlington Length: 27.3 miles; Estimated Total Cost \$ 29,063,000

Priority No. 4 From Cedar Rapids southwesterly to I-80. Length: 33.3 miles; Estimated Total Cost \$ 85,372,000

Priority No. 5 From Des Moines southeasterly to Oskaloosa (Red Rock Dam Area) Length: 52.8 miles; Estimated Total Cost \$ 55,221,000

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Priority No. 6

From Waterloo west to I-35 with connection into Cedar Falls. Length: 68.7 miles; Estimated Total Cost \$ 63,914,000

Priority No. 7

From I-35 west to I-29 at Sioux City. Length: 143.9 miles; Estimated Total Cost \$ 104,662,000

Priority No. 8

From Illinois State Line in Davenport north to Dubuque Length: 66.3 miles; Estimated Total Cost \$ 92,749,000

Priority No. 9

From Oskaloosa (Red Rock Dam Area) to Ottumwa to Mt. Pleasant. Length: 71.5 miles; Estimated Total Cost \$ 66,922,000.

Priority No. 10

From near Mt. Pleasant south to the Missouri State Line near Keokuk. Length: 37.9 miles; Estimated Total Cost \$ 38,788,000

Priority No. 11

Diagonal Connector from south of Independence to west of Independence. Length: 23.5 miles; Estimated Total Cost \$ 23,029,000

Other - Metropolitan Transportation Planning studies now underway in Iowa's metropolitan areas will be integrated with the Future Freeway System as they are completed.

It should be noted that the above grouping and priorities represents the order in which the route sections should be considered for addition to the Interstate System. This does not necessarily represent the order in which construction would be programmed. Programming is based on sufficiency of existing roadway(s) serving the corridor, as prescribed by State Law.

The history of Iowa's proposals for additions to the Interstate System extends over the past thirteen years. Following is a chronology of submittals made to the Bureau of Public Roads over that period of time:

May 13 and June 28, 1955, Request for Cedar Rapids, Waterloo, and Sioux City connections to Mr. W. E. Reed, Division Engineer.

March 14, 1961, Request for Cedar Rapids and Waterloo connection to Mr. Rex Whitten.

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March 27, 1961, Request for Cedar Rapids and Waterloo connection to Mr. W. E. Reed, Division Engineer.

May 9, 1963, Cedar Rapids request to Mr. Rex Whitten.

March 4, 1965, Cedar Rapids request to Mr. R. E. Simpson, Division Engineer.

June 13, 1967, Request for I-80 through Cedar Rapids, continuing to and through Waterloo and Cedar Falls, plus section from I-29 at Sioux City to U.S. 20 - U.S. 77 at South Sioux City, Nebraska, Request submitted to Mr. Lowell K. Bridwell.

Your INSTRUCTIONAL MEMORANDUM No. 10-3-68 dated August 28, 1968, requests that certain information be submitted in support of the application for additional Interstate System mileage. The attached tables show the estimated cost of the proposed additions, as well as the mileage and traffic information requested and the number of interchanges proposed.

There are critical time problems relating to the scheduling of construction on some segments listed above. Group I - Priority 1 is currently under design. Right-of-way acquisition is under way on parts of the Cedar Rapids Freeway; right-of-way acquisition will be underway from I-80 to U.S. 30 at Cedar Rapids and first construction obligated in Fiscal 1970.

Group I - Priority 2. Field surveys are completed with construction obligation to begin in Fiscal 1972 on the portion from Waterloo east to near Independence. Project planning is in progress from Cedar Rapids north to near Independence.

Group I - Priority 3. Project planning is underway. Preliminary programming is initiated in Fiscal 1973.

Group I - Priority 4. Route planning is complete as part of the Freeway System Report. No programming initiated.

Group I - Priority 5. Design is underway from near Independence east to Iowa 38 with construction obligations scheduled to begin from Iowa 187 east to Iowa 38 in Fiscal 1969, and from near Independence east to Iowa 187 in Fiscal 1972 (Right-of-way) and 1973 (construction).

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Group II - Priority 1. Right-of-way obligations are scheduled to begin from I-80 south to Iowa 92 in Fiscal 1970 and construction in the following years.

Group II - Priority 3. The section from the Mississippi River Bridge in Burlington west through West Burlington is under design. Right-of-way obligations are underway and construction obligations are scheduled beginning in Fiscal 1970.

Group II - Priority 5. The section from west of Knoxville east toward Oskaloosa in the vicinity of the Red Rock Dam is under design and is scheduled for initial right-of-way obligation in Fiscal 1971 with construction to follow.

Group II - Priority 7. Design is underway on the section from the Webster County line east to the section now being constructed west of I-35. Initial right-of-way obligation is scheduled for Fiscal 1971 with construction to follow. Project planning is underway from Fort Dodge east to the Hamilton County line.

Group II - Priority 6. Design is underway from I-35 east to U.S. 65. Project planning (including public hearing) is completed easterly to U.S. 218 at Waterloo. Initial right-of-way from I-35 to U.S. 65 is scheduled in the current Five Year Program. Obligation for right-of-way and construction is scheduled for Fiscal years 1970, 1971, and 1972 for the section south of Waterloo from Iowa 58 east to U.S. 218.

As part of this submittal we are enclosing the bound volume entitled IOWA FREEWAY SYSTEM, revised June 1968 and containing the route section maps and detailed supporting information in tabular form. In the detailed long range planning process which has culminated in the approved Iowa Freeway System, all of the criteria listed in the Enclosure C of the Instructional Memorandum were used. Documentation of the application of these criteria to the selection of the Iowa Freeway System will be made available upon request.

At the present time the Iowa State Highway Commission is developing a detailed report of the needs on all the public road and street systems of the state. This is the product of a continuous needs determination process which is now operational. As part of this study the needs on the Freeway System were related to existing major routes now serving the freeway corridors. Through a process of simulation by means of a

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computer program a determination was made of the year in which capacity is exceeded or physical deterioration would require a major improvement on each segment. Using this new planning tool, we find that most of the Freeway System will be needed in the next fifteen years, and the remainder within twenty years.

We respectfully request that the enclosed data along with the supporting information included as part of the previous submittals be given the most careful consideration and that the sections meeting the criteria and intent of Congress be made part of the Interstate System.

Signed,




A handwritten signature in dark ink, appearing to read "J R Coupal, Jr." with a stylized flourish at the end.

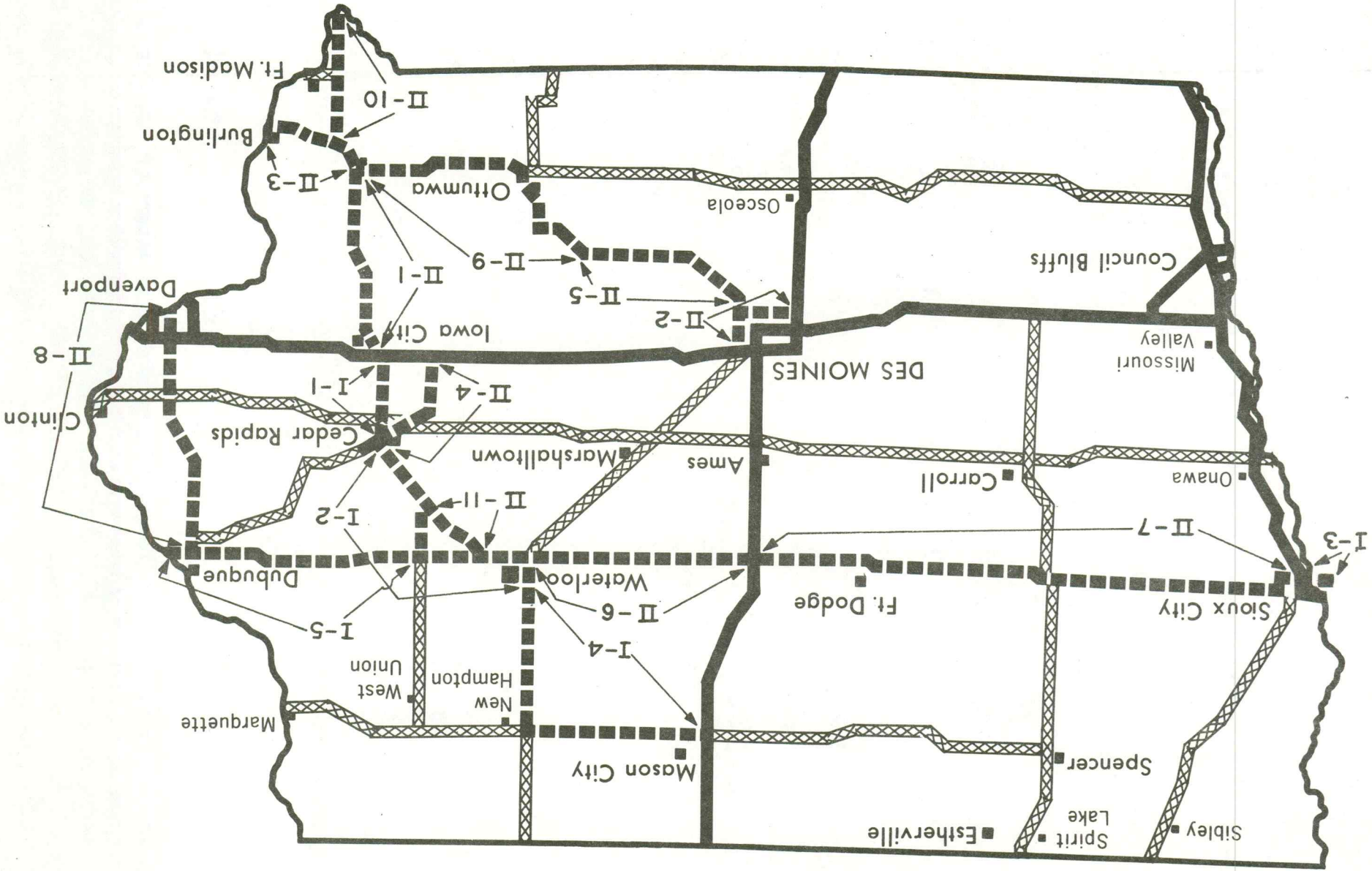
J. R. Coupal, Jr.
Director of Highways

JRC:GWA:bb

Enclosures

IOWA'S PROPOSED NETWORK OF FREEWAYS AND EXPRESSWAYS

-  PROPOSED EXPRESSWAYS
-  PROPOSED FREEWAYS
-  INTERSTATE SYSTEM



TRAFFIC AND COST DATA

GROUP I - Priority 1

From I-80 at Iowa City to Iowa 150 in Cedar Rapids

ITEM (Section Numbers from Freeway Report)	20-24	24-31	TOTAL
Class: Rural or Urban	R	U	
No. Thru traffic lanes	4	4	
1990 A.D.T.	15,630	31,190	21,670
1990 Vehicle Miles*	233,000	295,070	528,070
Lane Miles	59.6	38.0	97.6
Number of Interchanges	5	10	15
Cost	\$15,583	\$62,607	\$78,190

ESTIMATED COSTS (1,000 DOLLARS)

*Daily Vehicle Miles

GROUP I - Priority 2

From Iowa 150 in Cedar Rapids to U.S. 20 at Waterloo-Cedar Falls

ITEM (Section Numbers from Freeway Report)	31-39	39-40	Waterloo-Cedar Falls	TOTAL
Class: Rural or Urban	R	U	U	
No. Thru traffic lanes	4	4	4	
1990 A.D.T.	7,200	12,800	31,560	11,770
1990 Vehicle Miles*	358,950	103,680	350,370	813,000
Lane Miles	199.6	32.4	36.4	268.4
Number of Interchanges	11	2	8	21
Cost	\$45,737	\$ 9,042	\$39,200	\$93,979

ESTIMATED COSTS (1,000 DOLLARS)

*Daily Vehicle Miles

GROUP I - Priority 3

From I-29 at Sioux City to U.S. 20-U.S. 77 in South Sioux City, Nebraska

ITEM (Section Numbers from Freeway Report)	1-3	TOTAL
Class: Rural or Urban	U	U
No. Thru traffic lanes	4	4
1990 A.D.T.	3600	3600
1990 Vehicle Miles*	1764	1764
Lane Miles	2.0	2.0
Number of Interchanges	1	1
Cost	\$3,030	\$3,030

ESTIMATED COSTS (1,000 DOLLARS)

*Daily Vehicle Miles

GROUP I - PRIORITY 4

From U.S. 20 at Waterloo - Cedar Falls to I-35 near Mason City

ITEM (Section Numbers from Freeway Report)	43-51	51-60	TOTAL
Class: Rural or Urban	R	R	
No. Thru traffic lanes	4	4	
1990 A.D.T.	7,210	5,800	6,420
1990 Vehicle Miles*	268,480	272,100	540,580
Lane Miles	148.8	187.6	336.4
Number of Interchanges	7	10	17
Cost	\$34,240	\$45,289	\$79,529

ESTIMATED COSTS (1,000 DOLLARS)

*Daily Vehicle Miles

GROUP I - Priority 5

From Illinois State Line at Dubuque to Cedar Rapids - Waterloo Freeway

ITEM (Section Numbers from Freeway Report)	45-50	50-53	53-59	TOTAL
Class: Rural or Urban	R	R	R	
No. Thru traffic lanes	4	2	2&4	
1990 A.D.T.	4,510	4,400	5,980	5,100
1990 Vehicle Miles*	120,930	51,260	162,038	334,228
Lane Miles	107.2	23.2	74.0	204.4
Number of Interchanges	4	2	7	13
Cost	\$25,121	\$6,955	\$25,236	\$57,312*

ESTIMATED COSTS (1,000 DOLLARS)

*Daily Vehicle Miles

*Includes \$4,550,000 for Mississippi River Bridge

OLAV SMEDAL
INFORMATION DIRECTOR

J. R. COUPAL, JR.
DIRECTOR OF HIGHWAYS

WAYNE BEAL
NEWS EDITOR

All Media

February 7, 1968

AMES, IOWA---A 1,878 mile Freeway-Expressway system estimated to cost \$1,768,900,000 was approved today by the Iowa State Highway Commission.

The proposed system is scheduled to be built following completion of Iowa's 710 mile Interstate system and will serve traffic in all sections of the state.

The Interstate system is scheduled for completion in 1971, one year ahead of the national completion date. Approval of the Freeway-Expressway system today allows the Commission staff to plan the system which will serve the traffic needs of the state in the years following completion of the Interstate system.

Portions of the Freeway-Expressway system have been built and will be incorporated in the new system. Other sections are in the planning stages.

Freeways are four lane, limited access highways similar to the Interstate system. Expressways are also divided four lane highways on which there is more access with minor at-grade intersections.

In addition to the 710 miles on the Interstate, some 759 miles of Freeways will complement the Interstate system, and are estimated to cost \$881,820,000, figured at today's construction costs.

The Expressway system includes 1,119 miles, estimated to cost \$887,080,000.

(more)

PROPOSED FREEWAYS

U.S. 20 Corridor, Dubuque to Sioux City

Proposed route will serve the U.S. 20 corridor. Cities and towns on or near the corridor include: Dubuque, Dyersville, Manchester, Independence, (south of) Waterloo, Dike, Williams, Webster City, Fort Lodge, Sac City, Correctionville, Sioux City. Estimated cost, \$250.1 million.

U.S. 18 Corridor, I-35 (Mason City) to (near) New Hampton

Proposed route will serve the U.S. 18 corridor. Cities and towns on or near the corridor include: Mason City, Rudd, Floyd, Charles City and (near) New Hampton. Estimated cost is included in New Hampton to Waterloo section.

U.S. 218 Corridor, (near) New Hampton to Waterloo

Proposed route will serve the U.S. 63 and U.S. 218 corridors. Cities and towns on or near the corridor include: New Hampton, Waverly and Waterloo. Estimated cost of proposed Mason City to New Hampton to Waterloo Freeway, \$73 million.

Urbana to Cedar Rapids to I-80 Corridor

Proposed route would serve Waterloo to Cedar Rapids traffic north of Cedar Rapids and Cedar Rapids to Iowa City south of Cedar Rapids. Cities and towns on or near the corridor include: Urbana, Center Point, Hiawatha, Cedar Rapids, and North Liberty. Estimated cost, \$93.7 million.

Urbana to Independence Corridor

Proposed route would serve Cedar Rapids to Independence traffic. Would connect near Independence with Independence to West Union

Expressway. Cities and towns on or near the corridor include: Urbana, Rowley, Independence. Estimated cost, \$12.2 million.

Evansdale to Urbana Corridor

Proposed route would be constructed on new location and serve Waterloo to Cedar Rapids traffic. Cities and towns on or near the corridor include: Evansdale, Brandon and Urbana. Estimated cost, \$18.5 million.

Cedar Rapids to Amana Colonies to I-80 Corridor

From the intersection of I-80 and Iowa County Road L, the proposed route would serve I-80 to Cedar Rapids traffic through the Amana Colonies connecting with U.S. 151 Expressway east of Marion. Estimated cost, \$87 million.

Iowa City to Mount Pleasant Corridor

Proposed route would serve the U.S. 218 corridor. Cities and towns on or near the corridor include: Iowa City, Coralville, Riverside, Ainsworth, Mount Pleasant. Estimated cost, \$48.2 million.

New London to Keokuk Corridor

Proposed route would serve the U.S. 218 corridor. Cities and towns on or near the corridor include: New London, (west of) Fort Madison and Keokuk. Estimated cost, \$38.8 million.

U.S. 34 Corridor, Burlington to Ottumwa

Proposed route would carry traffic now served by U.S. 34. Cities and towns on or near the corridor include: Burlington, New London, Mount Pleasant, Fairfield and Ottumwa. Estimated cost, \$65.4 million.

(more)

Ottumwa to Des Moines (I-35) Corridor

Proposed route would serve traffic now using U.S. 63, Iowa 92 and Iowa 60. From southeast of Des Moines to southwest of Des Moines, the Freeway would form the south section of a Des Moines beltline. Cities and towns on or near the proposed corridor include, Ottumwa, Oskaloosa, Knoxville and (south of) Des Moines to I-35. Estimated cost, \$90.2 million.

North-South East Des Moines Corridor

A Freeway connecting I-80 and the Des Moines-to-Ottumwa Freeway would form the east side of a Des Moines beltline. Constructed on new location, the estimated cost is \$11.7 million.

U.S. 61 Corridor, Dubuque to Davenport

Proposed route would serve traffic presently using U.S. 61. Cities and towns on or near the corridor include: Dubuque, Maquoketa, Dewitt and Davenport. Estimated cost, \$92.3 million.

PROPOSED EXPRESSWAYS

U.S. 34 Corridor, Ottumwa to I-29

Proposed route would serve I-29 to Ottumwa to Bloomfield traffic. Corridor is presently served by U.S. 34 and U.S. 63. Cities and towns on or near the corridor include: Glenwood, Red Oak, Corning, Creston, Osceola, Chariton, Albia, Ottumwa and Bloomfield. Estimated cost, \$156.1 million.

U.S. 30 Corridor, Clinton to Onawa

Proposed route would follow corridor presently served by U.S. 30. Except for section from Denison to Onawa and west to the Missouri River, present U.S. 30 alignment is generally followed. Estimated

cost, \$236.7 million.

Sioux City to Sibley Corridor

Proposed route would serve traffic presently using U.S. 75 and Iowa 33. Cities and towns on or near the proposed Expressway include: Sioux City, LeMars, Orange City, Sheldon, Ashton and Sibley. Estimated cost, \$61.6 million.

I-80 to Spirit Lake Corridor

Proposed route would serve traffic presently using U.S. 71. Cities and towns on or near the proposed corridor include: Brayton, Audubon, (west of) Carroll, Lake View, (west of) Sac City, (east of) Storm Lake, Spencer and Spirit Lake. Estimated cost, \$120.1 million.

U.S. 18 Corridor, Spencer to I-35 (Clear Lake)

Proposed route would serve traffic presently using U.S. 18. Cities and towns on or near the proposed corridor include Spencer, Emmetsburg, Algona, Britt, Garner and Clear Lake. Estimated cost, \$63.1 million. (Mason City to New Hampton Freeway would serve as center link in limited access highway from Spencer to McGregor/Marquette.)

New Hampton to McGregor/Marquette Corridor

Proposed route would serve traffic currently using Iowa 24, U.S. 52 and U.S. 18. Cities and towns near the proposed corridor include: New Hampton, Lawler, Jackson Junction, Castalia, Postville, Marquette and McGregor. Estimated cost, \$68.3 million.

New Hampton to Minnesota Corridor

Proposed route would be constructed on new location and would

serve traffic presently using U.S. 63. Towns on or near the corridor include: Alta Vista, Elma, Saratoga and Hester. Estimated cost, \$28.3 million.

West Union to Independence Corridor

A new location would serve traffic now using Iowa 150. Cities and towns on or near the corridor include: Eldorado, West Union, Fayette, Oelwein and Independence. Estimated cost, \$33.4 million.

Des Moines to Waterloo Corridor

From Des Moines to Marshalltown, the proposed route would follow Iowa 64. From Marshalltown to Waterloo, the Expressway would be constructed on new location. Estimated cost, \$65.1 million.

Cedar Rapids to Dubuque Corridor

The proposed route would follow the corridor presently served by U.S. 151. The Expressway would connect with U.S. 61 Freeway south of Dubuque. Estimated cost, \$45.7 million.

Fort Madison Expressway

Connecting U.S. 218 Freeway with Fort Madison is a proposed Expressway estimated to cost \$6.6 million.

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IOWA'S PROPOSED NETWORK OF FREEWAYS AND EXPRESSWAYS

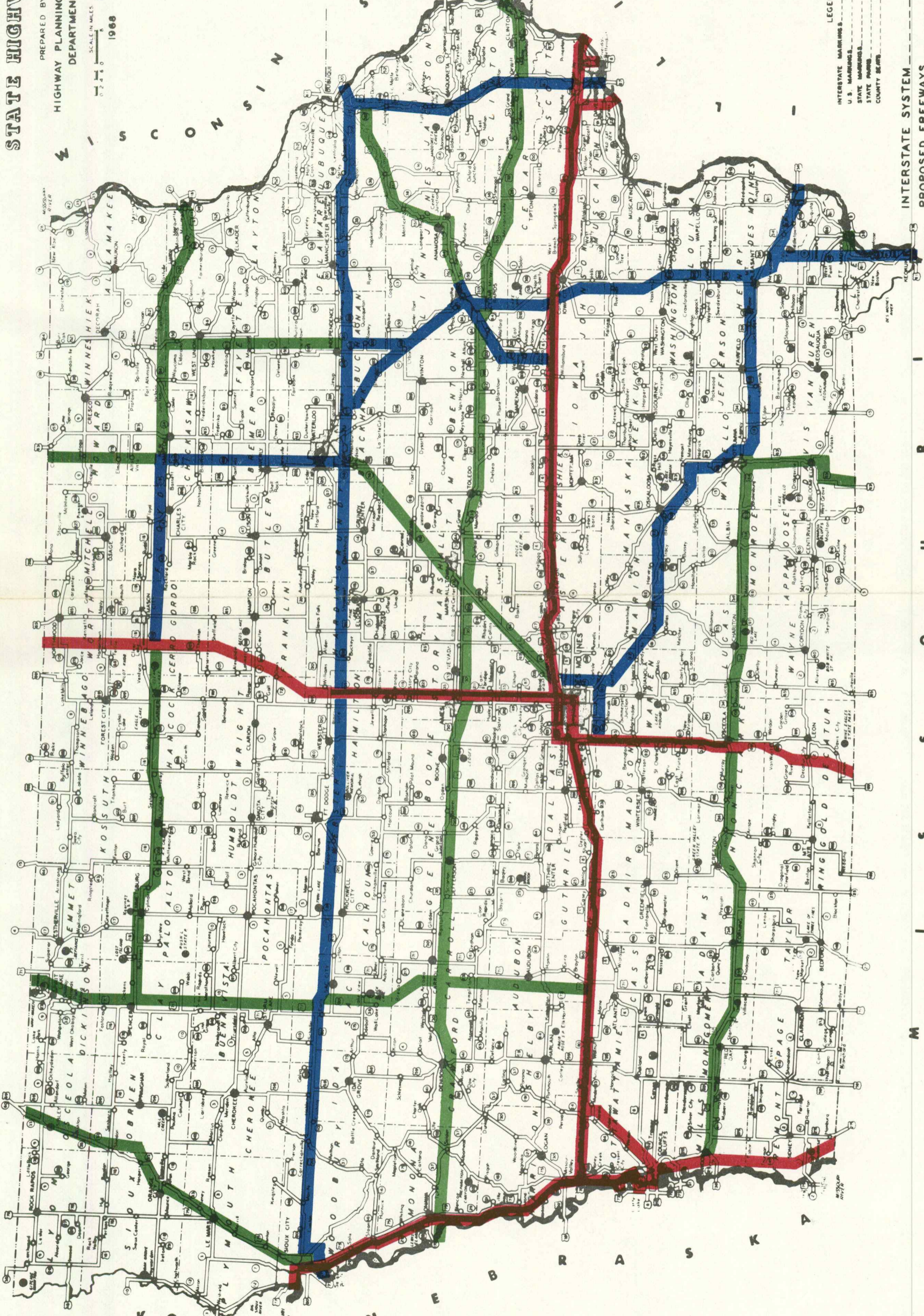
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STATE HIGHWAY MAP

PREPARED BY
HIGHWAY PLANNING SURVEYS
DEPARTMENT

SCALE IN MILES
0 2 4 6 8 10 12 14 16 18 20 22 24

1968



LEGEND

- INTERSTATE MARKINGS
- U.S. MARKINGS
- STATE MARKINGS
- STATE PAVERS
- COUNTY BOUND.

INTERSTATE SYSTEM ——— (red line)
PROPOSED FREEWAYS ——— (blue line)
PROPOSED EXPRESSWAYS ——— (green line)

FEBRUARY 1968

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