PRIMARY ROAD EXTENSION SERVICE in MAJOR URBAN AREAS

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A POLICY REVIEW

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I. PURPOSE AND BACKGROUND

Iowa's transportation goal is to provide adequate, safe, and efficient transportation facilities and services for its citizens. To help achieve this goal, the Iowa Department of Transportation (DOT) has adopted a transportation policy for development and efficient use of highway transportation through improvement programs. These programs will attempt to equalize functional adequacy of roads and streets throughout Iowa. This report reviews the status of primary road extensions in Iowa's 15 major urban areas and recommends revisions in policy related to extension service.

Iowa's roads and streets fall under the following classifications.

The freeway-expressway system;
The arterial system;
The arterial connector system;
The trunk system;
The trunk collector system;
The area service system;
The municipal arterial system;
The municipal collector system;
The municipal service system;
The municipal residential alley system;
The state park, state institution and other state land road system;
The county conservation parkway system.

The primary road system provides high-level intercity, interregional and interstate highway transportation service. The Code in Chapter 306.3 defines primary roads or primary road system as:

> *"...those roads and streets, both inside and outside the boundaries of municipalities, classified under section 306.1 as freeway-expressway, arterial and arterial connector."*

Chapter 306.5 provides for system continuity in municipalities as follows.

> *"The primary, trunk and trunk collector systems shall be continuous interconnected systems and provision shall be made for the continuity of such systems by the designation of extension within municipalities, state parks, state institutions, other state lands and county parks and conservation areas. The mileage of such extensions of these systems shall be included in the total mileage of a particular primary, trunk or trunk collector system and shall also be listed separately as an extension of such road system."*

The legislature thus has established the primary system as a system of principal roads between cities to provide system continuity through municipalities. The present primary system includes extensions totaling 1,331 miles in 727 of the 955 municipalities.

Nearly 50 years ago, when the State assumed full control over the primary road system, a legislative goal for priority determination was stated. The requirement was to carry out improvements in such a manner as to equalize the condition of the primary road system and its extensions as nearly as possible. Section 313.8 provides:

"The Department shall proceed to the improvement of the primary road system as rapidly as funds become available therefore until the entire mileage of the primary road system is built to established grade, bridged, and surfaced with pavement or other surface suited to the traffic on such road. Improvements shall be made and carried out in such manner as to equalize the condition of the primary roads, as nearly as possible, in all sections of the state."

Regarding the State as a whole, the legislature avoided regional allocation of funds. Section 307A.2(13), enacted in 1959, reinforced this concept. The continuing 5-year improvement program was then started, and the sufficiency rating system, updated annually, was required to establish statewide priorities.

Each year, the DOT evaluates its progress toward equalizing the quality of the primary road system. Figure 1 shows the current status. The six DOT administrative districts are compared with each other. Under the 100-point system (0-49 means critical; 50-64 means tolerable; 65-79 means fair; 80-89 means good; and 90-100 is the excellent range), the 1976 Sufficiency Rating placed 27.1% of Iowa's rural primary mileage in the critical range. Since the first 5-year improvement program in 1960, (shown in Figure 1 by dotted lines), the DOT has equalized rural primary service in five of its six districts. Districts 2, 4, and 5 are represented in Figure 1 with upward arrows, and the others are represented by downward arrows. The percentage figures at the top of the chart show the proportion of rural primary miles falling into the critical range in each District. For example, District 1 has 24.3% of its rural primary roads in this range. The rural primary mileage in District 6, a 12-county area in the east central section of the State, has deteriorated, in spite of a continuing large commitment of funds. We expect that our heavy programming emphasis in this area will pay off, and reverse the situation in the next several years, which should encourage continuing support by the legislature.

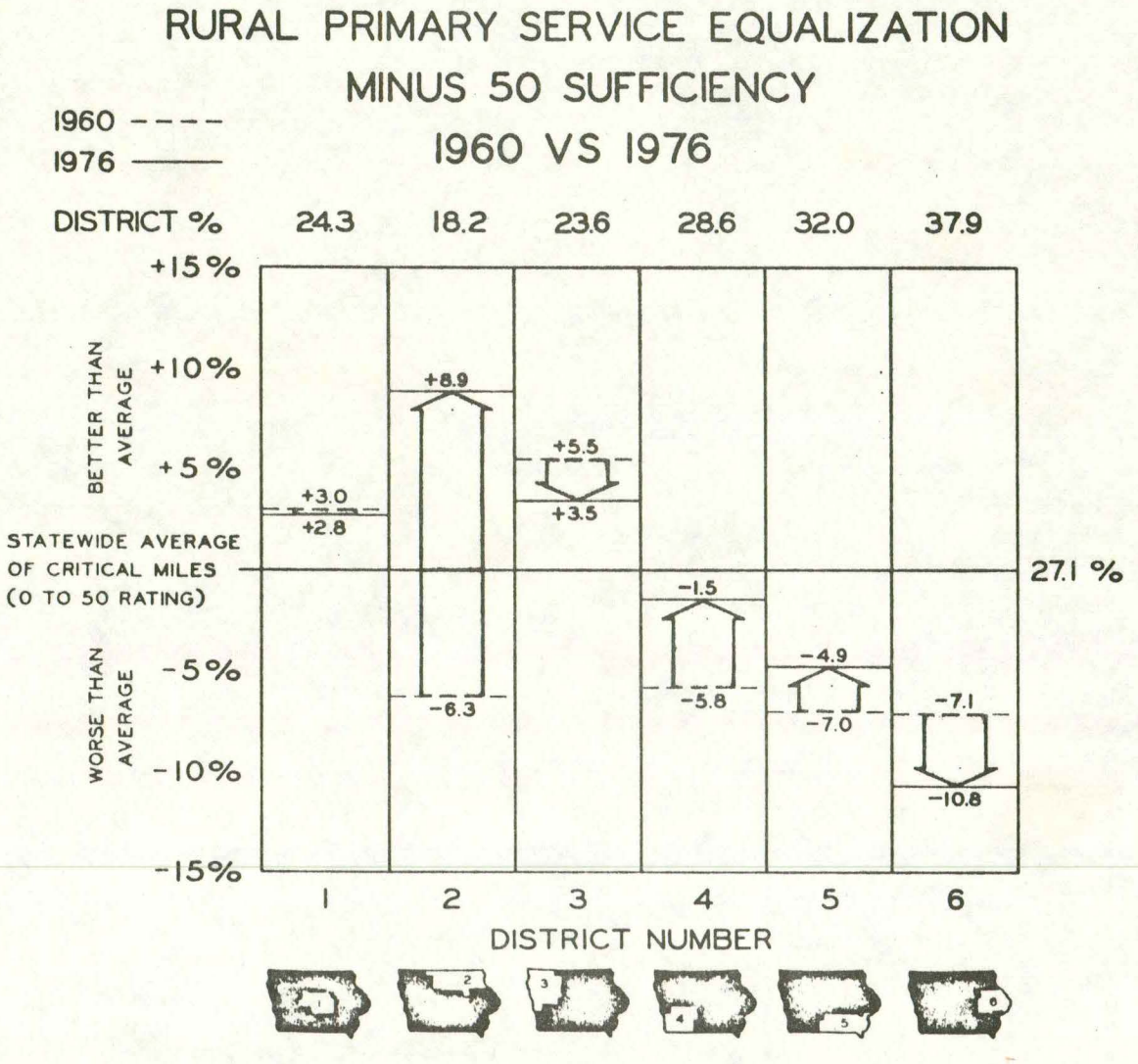
We have limited this report to the 15 metropolitan or urban areas of more than 25,000 population. Approximately 1,408,000 people, or more than 53% of the total municipal population, reside in these areas, which contain 416 miles, or 37% of the present primary extension mileage. In 1974, the extensions in these cities served 1.97 billion annual vehicle miles of travel, which is 68% of the primary municipal total, or 9.4% of all primary system travel. (See Table 1.) Another reason for this choice is the metropolitan transportation planning process. The planning process, evolving from the 1962 Federal Aid Highway Act, applies to the seven metropolitan areas with central cities of more than 50,000 population. The Department has provided participation for the eight Iowa cities between 25,000 and 50,000 in the planning process to determine what the state responsibility in these areas should be. Another resource applicable to all municipal extensions is the State functional classification process developed by the Department and the cities and counties.

Table 1

SUMMARY OF POPULATION, PRIMARY ROUTE MILES
AND VEHICLE MILES OF TRAVEL

Location	1970 Population (In Thousands)		Jan. 1, 1976 Primary Route Miles		1974 Vehicle Miles of Travel (In Thousands)	
	Number	% of Total	Number	% of Total	Number	% of Total
Metropolitan and Urban Places with Population 25,000	1,115	39.5	416	4.0	1,965,625	19.2
All Other Municipalities	972	34.4	915	8.8	912,925	8.9
Rural	738	26.1	9,070	87.2	7,377,238	71.9
State Total	2,825	100%	10,401	100%	10,255,788	100%

Figure 1



Equalizing service on extensions in the 712 municipalities of less than 25,000 population is reviewed along with the municipal sufficiency rating system. Most extensions in the smaller municipalities relate closely in service to the rural primary sections adjacent to these municipalities. Usually projects are constructed into or through a municipality concurrently with an adjacent rural project to assure continuity and economy and to minimize local disruption. Therefore, the rural sufficiency rating has determined the municipal improvement in many instances and will continue to do so.

The rest of this report addresses the following questions within these fifteen metropolitan and urban places having populations greater than 25,000:

1. What should present-day primary road extension service be and what should the future extension system be?

2. How can the service levels of the rural and municipal components be compared and how can comparative evaluations be made among the 15 major urban areas?

3. What priority setting device should guide programming and what are the improvement priorities for the various components of identified need?

II. POLICY REVIEW

This section reviews the various policies that pertain to primary road extension service in the major urban areas. The areas of review include: The established procedures to assure uniform extension service; and general requirements for improvements and maintenance of urban extensions.

The following definitions apply to these policies:

Five Year Construction Program -- Document produced and updated annually in compliance with Section 307A.2(13) of the Code.

Sufficiency Rating -- Report published annually in compliance with Section 307A.2(13) of the Code. It shows the relative condition of the primary roads.

Municipality -- Any community incorporated under the laws of the State of Iowa.

Municipal Extension -- Extension of a primary road into or through a municipality.

Intercity -- The part of the primary road system which is outside a municipality.

Major Urban Areas -- Any municipality -- or combination of adjacent municipalities with one municipality -- having more than 25,000 population.

Metropolitan Area -- A Major Urban Area with a central city of more than 50,000 population.

Needs Study -- A study of Iowa Public Road and Street Needs updated periodically by the Iowa Department of Transportation in cooperation with counties and cities.

Functional Classification - The process of classification of public roads and streets according to function served and as provided within Chapter 306 of the Code.

Urban Area Transportation Plan -- A plan prepared cooperatively by local governments, the State of Iowa and the Federal Highway Administration. Required by or patterned after the requirement of the Federal Aid Highway Act of 1962.

Regional Planning Agency -- The central planning group established by a major urban area to administer and assist in developing the Transportation Plan.

The following DOT policies govern the primary system extensions.

DOT POLICY 2706

Subject: Primary Road Extension Service in major urban areas (Originally Iowa Highway Commission Policy 2706).

I. Purpose

To assure that the service provided by extensions in the 15 major urban areas is uniform.

II. Authority

This policy is established under authority of Section 306.5 of the Code of Iowa, 1975.

III. Responsibilities

The Planning and Research Division through the Director of Transportation shall be responsible for recommending to the Commission the extensions of the primary system to be designated within the 15 major urban areas.

IV. Procedures

A. The assurance of uniform extension service is recognized as a long term objective often related to the provision of route sections not now in existence. It is, therefore, necessary to designate a current system based on present operational facilities as well as a future system that will meet the criteria of uniformity. Where the current system and the future system vary, a proposed transitional sequence will be established.

B. The Division of Planning and Research shall recommend to the Director a system of primary road extensions within each of the 15 major urban areas. Each system shall represent the recommended long term objective of the primary extension service for that area and shall include, where applicable, recommended transitional steps leading to the realization of the objective.

C. A memorandum of understanding between the Commission and the local governments, or the regional planning agency acting in their behalf, shall be prepared to express the intent of the Commission and local government to recognize long term transportation system objectives. This memorandum shall include transitional steps and delineate Commission and local responsibilities related to reaching the objectives. Provision for biennial review and update of the memorandum of understanding should also be included.

D. The Division of Planning and Research shall annually report to the Director the current status of the extension system in each of the 15 urban or metropolitan places. Said report shall include reference to the transitional process and shall contain recommendations as necessary relative to any modifications in the objective system or transitional process.

DOT POLICY 0154

Subject: Measurement and evaluation of progress toward the goal of statewide service equalization.

I. Purpose

To assure that the resources of the Primary Road Fund are utilized in such a way that the transportation goal for the State of Iowa for adequate, safe, and efficient transportation facilities and services to the public and the legislative objective of obtaining uniform primary road service are realized in the shortest possible time and that equal service is retained once it has been realized.

II. Authority

The authority for the establishment of this policy is contained within Sections 307A.2(13) and 313.8 Code of Iowa 1975.

III. Responsibilities

The Office of Program Management through the Director of Transportation shall be responsible for presenting to the Commission programming recommendations that will meet the objectives as prescribed in state law and defined within this policy.

IV. Procedures

A. The status of service equality on the Primary System shall be evaluated and reported in the following categories:

1. Rural segments
2. All municipal extensions
3. Extensions in cities under 25,000 population
4. Extensions in major urban areas over 25,000 population

B. The report shall include an evaluation of progress being made with respect to the approved Iowa Transportation Plan, the Iowa Transportation Policy, as well as the legislative goal of service equalization. It shall also include recommendations for any modification of priority devices that may be indicated.

C. Supporting data for the evaluation shall be from the periodic needs study reports, current data relating to travel, sufficiency, and the comprehensive, cooperative urban or metropolitan transportation planning process.

DOT POLICY 2601

Subject: General Requirements For Improvements And Maintenance On Urban Extensions Of The Primary System (Originally ISHC Policy 2601)

I. Purpose
To Provide general requirements for improvements and maintenance on urban extensions of the primary system.

II. Authority
This policy is established under authority of the Code of Iowa, Chapter 17A, Administrative Procedures Act and published in the Iowa Administrative Code, inserted July 1, 1975, Department of Transportation, Agency 820.

III. Responsibilities
The Department of Transportation and the individual municipalities involved shall use the following guidelines to determine the financial responsibilities for primary road extensions.

IV. Procedures
The following is Chapter 1, Article P (Urban Systems), Transportation (820) Iowa Administrative Code:

CHAPTER 1
GENERAL REQUIREMENTS FOR IMPROVEMENTS AND
MAINTENANCE ON URBAN EXTENSIONS OF THE PRIMARY SYSTEM

820—[06,P]1.1(307A) Improvements and maintenance on extensions of freeways other than interstate (Class I access control) and extensions of expressways (Class II access control).

1.1(1) *Construction.* Except as otherwise herein provided, the state shall be responsible for all right-of-way and construction costs associated with the construction of freeway and expressway primary road extensions.

a. The city shall be responsible for providing without cost to the state all right-of-way which involves (a) dedicated street or alleys, and (b) other city-owned lands, except park lands, subject to the condition that the state shall reimburse the city for the value of improvements situated on such other city-owned lands.

b. The state shall be responsible for the costs of construction of longitudinal and outlet storm sewers made necessary by highway construction in the proportion that the street right-of-way of the primary extension bears to the total drainage area served by the proposed sewers.

c. The city will be responsible for the remainder of the costs, up to but not exceeding, three times the road use tax allocated to the city for the year the expenditures are expected to be made and which shall be designated in the project agreement.

d. Unscheduled projects shall be considered for earlier action on their individual merits, taking into consideration the amount of city participation in addition to the above requirements.

1.1(2) *Maintenance.*

a. The state shall be responsible for all maintenance costs on the main roadway and the on and off ramps thereto, from right-of-way line to right-of-way line. The state shall be responsible for the structural maintenance of the city across street structures constructed by the state.

b. The city shall be responsible for all roadway maintenance costs on all cross streets and city cross street structures.

c. Should local service roads be constructed by the state as a part of the project, upon completion they shall become a part of the city street system.

1.1(3) *Responsibility for lighting of freeways and expressways.*

a. The state shall be responsible for the cost of installation of lighting of main traveled way lanes and the on and off ramps including the terminals with the cross street when the state determines that such lighting is required under established warrants.

b. The state shall be responsible for the energy and maintenance costs through the interchange area and ramps thereto at an interchange between freeways which does not provide service to local streets.

c. The state shall be responsible for the energy and maintenance costs in the interchange area at the intersection of a freeway and a primary road which is on a corporation line.

d. The city shall be responsible for the energy and maintenance costs on the main traveled way lanes and on the ramps of an interchange with a cross street.

e. The city shall be responsible for the installation, energy and maintenance costs for all lighting on the cross street in advance of and through the interchange.

1.1(4) *Continuous freeway and expressway lighting warrants.*

a. Continuous freeway and expressway lighting is warranted if the freeway or expressway passes through a substantially developed suburban or urban area for a length of two or more miles in which two or more miles of the following conditions exist:

(1) Local traffic is provided a reasonably complete street grid having some form of street lighting, parts of which are visible from the freeway or expressway.

(2) The freeway or expressway passes through a series of developments such as residential, commercial, industrial and civic areas, colleges, parks, terminals, etc., which include roads, streets and parking areas, yards, etc. that are lighted.

(3) Separate cross streets, both with and without connecting ramps, occur with an average spacing of one-half mile or less, some of which are lighted as part of the local street system.

(4) The freeway or expressway cross section elements such as median and borders are substantially reduced below desirable sections used in relatively open country.

b. Continuous lighting is warranted if the freeway or expressway has three or more successive interchanges located with an average spacing of one and one-half miles or less, and the adjacent areas outside the right-of-way are substantially urban.

c. Continuous lighting is warranted if the current freeway or expressway "Average Daily Traffic" hereinafter referred to as ADT, is 60,000 or more in an urban area.

1.1(5) *Warrants for other than continuous lighting on freeways and expressways.*

a. Where continuous freeway or expressway lighting is not warranted completed interchange lighting is warranted at locations where existing substantial commercial or industrial development which is lighted during hours of darkness is located in the immediate vicinity of the interchange or where the crossroad approach legs are lighted for one-half mile or more on each side of the interchange.

Complete interchange lighting also is warranted where the total current ADT ramp traffic entering and leaving the freeway within the interchange area exceeds 10,000 for urban conditions, 8,000 for suburban conditions, or 5,000 for rural conditions.

b. Where continuous freeway or expressway lighting is not warranted partial interchange lighting is warranted where the total current ADT ramp traffic entering and leaving the freeway or expressway within the interchange area exceeds 5,000 for urban conditions, 3,000 for suburban conditions or 1,000 for rural conditions.

Partial interchange lighting is also warranted where the current ADT on the freeway or expressway through traffic lanes exceeds 25,000 for urban conditions, 20,000 for suburban conditions or 10,000 for rural conditions.

Partial interchange lighting is also warranted where the current ADT on the crossroad exceeds 10,000 for urban conditions, 8,000 for suburban conditions, or 5,000 for rural conditions.

1.1(6) *The installation of traffic signals at the ramp terminals with a cross street.*

a. The state shall be responsible for the installation costs of traffic signals at the ramp terminals with a cross street when such signals are warranted according to the "Manual on Uniform Traffic Control Devices".

b. The city shall be responsible for the maintenance and energy costs involved in the operation of such signals.

c. The signal phasing shall be coordinated between the state and the city.

820—[06,P]1.2(307A) General requirements for improvements and maintenance of extensions of arterial and arterial connector highways (Class III and Class IV access control).

1.2(1) *Construction.*

a. The state shall be responsible for the right-of-way and construction costs.

b. The city shall be responsible for providing, without cost to the state, all right-of-way which involves (a) dedicated streets or alleys, and (b) other city-owned lands, except park lands, subject to the condition that the state shall reimburse the city for the value of improvements situated on such other city-owned lands.

c. The city shall take all necessary legal action to discontinue and prohibit any use of project right-of-way for business purposes. The city shall prevent any future encroachment or obstruction within the limits of project right-of-way.

d. The state shall be responsible for the costs of construction of longitudinal and outlet storm sewers made necessary by highway construction in the proportion that the street right-of-way of the primary extension bears to the total drainage area served by the proposed sewers. The city will be responsible for the remainder of the costs, except that the total cost to the city for longitudinal storm sewers on any project shall not exceed three times the road use tax allocated to that city for the year the expenditures are expected to be made.

e. The state shall be responsible for one-half the right-of-way and construction costs of local service roads only when such local service roads are developed as a part of the initial construction of the through traffic lanes. The state share shall be determined on the basis of actual expenditures from public funds.

f. The city shall be responsible for one-half the cost of such local service roads in addition to the required participation for storm sewer work for the through traffic lanes.

g. Unscheduled projects shall be considered for earlier action on their individual merits, taking into consideration the amount of city participation in addition to the above requirements.

1.2(2) *Maintenance.*

a. The state shall be responsible for the cost of maintenance of the primary road extension either by contract with the city or by its own forces in accordance with established maintenance procedures.

b. Upon completion, local service roads shall become a part of the city street system.

1.2(3) *Lighting.*

a. The city shall be responsible for the installation and maintenance costs of lighting on extensions of arterial and arterial connector highways.

b. At corporation line primary road junctions, the lighting shall be installed by the state in accordance with department warrants. The state shall be responsible for the installation costs. The energy and maintenance costs shall be shared by the city and state in proportion to the number of luminaires in each jurisdiction as established by the corporation line. When and if the corporation line is extended to include any part of the lighting installation or a greater proportion of luminaires, the proportionate costs for maintenance and energy shall be redetermined on the basis of the number of luminaires in each jurisdiction as established by the new location of the corporation line.

c. At rural type primary road extension junctions within the city or town, the lighting may be installed by the city and shall be in accordance with the department warrants. The state will reimburse the city for the installation costs. The city shall be responsible for the energy and maintenance costs.

d. Lighting on rural-type junctions either within or adjacent to a city or town shall be based upon department warrants and priority schedules.

e. Intersection lighting projects either rural or municipal which are initiated by the city for earlier consideration and are not within the priority schedule as developed by the department shall be considered on their individual merits taking into consideration the amount of city participation for the installation, maintenance, and energy costs in addition to the above cost requirements.

1.2(4) *Warrants for lighting of an intersection.*

Standard sight distance for speed

SPEED	DISTANCE
70 mph	2300 ft.
60 mph	2000 ft.
55 mph	1850 ft.
50 mph	1700 ft.
45 mph	1500 ft.
40 mph	1300 ft.

$$\text{Safety Adjustment Factor} = \frac{\dfrac{\text{Standard Sight Distance for Speed}}{\text{Actual Sight Distance}}}{} \times \frac{\text{Actual Approaching Traffic Volume}}{1{,}000}$$

Major traffic flow: A to B and B to A
Minor traffic flow: C to D and D to C
~~Possible left turns: A to C, B to D,~~
C to B, and D to A.

Determine the "Safety Adjustment Factor" for traffic at A.
Determine the "Safety Adjustment Factor" for traffic at B.
Compare the above two answers to determine the "Greater Safety Adjustment Factor".

Compute the following:

Greater Safety Adjustment Factor	X	Traffic Volume from C to D	
+Greater Safety Adjustment Factor	X	Traffic Volume from D to C	
+Greater Safety Adjustment Factor	X	Traffic Volume from C to B	X (1.5)
+Greater Safety Adjustment Factor	X	Traffic Volume from D to A	X (1.5)
+Safety Adjustment Factor for A	X	Traffic Volume from B to D	X (1.5)
+Safety Adjustment Factor for B	X	Traffic Volume from A to C	X (1.5)

If the above sum exceeds 3,000, lighting at the intersection is warranted.

1.2(5) ***The installation of traffic signals on extensions of arterial and arterial connector highways.***

a. All traffic signal installations shall meet standards and volume warrants as established in the "Manual on Uniform Traffic Control Devices".

b. On projects initiated by the state, the state shall install traffic signals warranted when replacing existing pavement or adding new lanes at no cost to the city. The city shall be responsible for all maintenance and energy costs.

c. When new pavement construction or additional lanes are not involved, the state shall participate in the installation costs of new and modernized traffic signals on primary road extensions in the proportion which the entering traffic volume on the affected primary routes at the corporation line, or at the external corporation line of cities with a common corporation line, has to the total volume of vehicles through the intersection to be signalized.

The city shall be responsible for the remainder of the installation costs and all of the maintenance and energy costs, shall award the contract, and shall supervise the installation.

d. The state shall participate in the cost of signals at public street intersections only and shall not participate in the cost for signals for pedestrian use only.

The state shall not participate in the signalization of primary road stub routes which terminate within the city or town.

e. The signal phasing shall be coordinated between the state and the city.

[This rule is intended to implement section 307A.7]

820—[06,P]1.3(307A) General requirements for various areas of concern and responsibilities for the state and cities involving all classes of primary road extensions.

1.3(1) *Signing on primary road extensions.*

a. The state shall be responsible for all traffic control signing on all classes of primary road extensions except signs which regulate parking as to time, hours and days of the week.

b. The city shall be responsible for street name signs and any regulatory parking signs which denote special regulations as may be determined by the city in cooperation with the state.

c. The city shall be responsible for signs facing traffic on the primary road extensions which regulate traffic movements on city cross streets (one-way traffic).

d. The city shall cause the removal of all existing private signs and prevent the erection of any future private signs within the public right-of-way.

e. Existing signs, awnings, marquees, etc., supported entirely outside the right-of-way but overhanging the right-of-way shall be allowed to remain where they do not interfere with sight distance and safety. No overhanging sign shall be allowed to remain where it interferes with sight distance and safety. No overhanging sign shall be permitted within two feet of the inside edge of the curb.

f. Overhead "Business District" signs on primary road extensions may be permitted upon application by the city to the state providing for minimum clearance and mounting standards.

1.3(2) *Responsibilities for pedestrian, equestrian, and bicycle routes (sidewalks).*

a. The state shall remove and replace portions of existing routes as required by construction. Unnecessary routes will be removed and not replaced.

b. The city will be responsible for maintenance (including snow removal) of all routes and the area between the street curb and right-of-way line or freeway fence except where the department has title to real property outside the right-of-way line.

1.3(3) *Responsibilities of utility relocation and removal located on existing street or alley right-of-way and located on private property.*

a. Except as otherwise provided by paragraph "*b*", hereof, the city shall relocate, without cost to the state, all utilities necessary for construction when such utilities are within the existing street or alley right-of-way. The state will reimburse the owner of a utility which is located on private right-of-way for the costs of relocation or removal, including the costs of installation in a new location.

b. Section 306A.10 of the Code, authorizes the department to pay the cost of relocation or removal, including the costs of installation in a new location, of such utilities within existing street right-of-way as shall be determined as necessary for the construction of a project on routes of the national systems of interstate and defense highways. No reimbursement shall be made for any relocation or removal of facilities under this division unless funds to be provided by federal aid amount to at least ninety percent of each reimbursement payment.

c. The term "utility" shall include all privately, publicly, municipally or cooperatively owned systems for supplying water, sewer, electric lights, street lights, and traffic lights, gas power, telegraph, telephone, transit, pipeline, heating plants, railroads and bridges, or the like service to the public or any part thereof if such system be authorized by law to use the street or highways for the location of its facilities.

1.3(4) *Cost sharing of overpasses and underpasses for pedestrian, equestrian, and bicycles.*

a. During initial construction of freeways and other relocated urban extensions and when user-volumes and topographic conditions warrant the construction of a separation, the state shall pay fifty percent of the cost of construction.

b. The state may participate in city-initiated separations as an unscheduled project.

1.3(5) *Project planning reports and predesign project agreements for proposed construction projects on primary road extensions.*

a. As early as possible after an urban project is included in the department "Five-Year Construction Program", a planning report of the project shall be developed and shall be reviewed with the officials of a city or town prior to the public hearing.

b. A predesign project agreement which shall outline (1) the general concepts of the project, (2) responsibilities for right-of-way acquisition, storm sewer costs and utility adjustment costs, and (3) the parking and access control restrictions to be applied to the project shall be submitted to the city officials.

1.3(6) *Project agreements and preconstruction project agreement for proposed construction projects on primary road extensions.*

a. The department will maintain a close liaison with the municipality during the development of the project plan so all parties will be fully informed of the details involved in the proposed improvement.

b. When the plan is sufficiently complete to provide typical cross sections, plan and profile drawings and incidental details, the department shall submit to the municipality a project agreement for approval of the plan for the project and consenting to the improvement in accordance with the plan. Terms for the reimbursement to the state and the local financial participation shall be stated in this agreement.

1.3(7) *Reverting primary road extension to a city.* When a primary road extension is to be reverted to the city either by relocation or by elimination by agreement, the state shall make every effort to put the extension in good and sufficient condition "for the traffic thereon", prior to its removal from the system. The district engineer and the city engineer shall inspect the extension to determine what is necessary to place the extension in good condition. Upon request the state shall apply the estimated cost required to place the extension in good condition to an improvement project initiated by the city on the street.

[This rule is intended to implement section 307A.7]

[Filed July 1, 1975]

III. EVALUATION OF SERVICE EQUALIZATION

In addition to reviewing primary road service in 15 major areas, this report establishes criteria on which to base evaluation of status and progress in order to equalize service on this portion of the primary system. A comparison of the relative extent of needs and the relationship of travel serves as measurement of the equalization of service. The first measurement relates to the comparative status between the intercity part of the primary system and the municipal extension portion.

Table 2 shows the 1974 travel relationship between the intercity and municipal extensions.

1974 TRAVEL ON STATE PRIMARY SYSTEM

(1974 Annual Vehicle Miles of Travel on State Primary System)

	Vehicle Miles	Percent
Intercity	7,377,238,000	71.9
Municipal Extensions	2,878,550,000	28.1
TOTAL	10,255,788,000	100.0

ESTIMATED CONSTRUCTION NEEDS ON EXISTING AND PROPOSED PRIMARY HIGHWAYS

	(1975 Dollars) Amount	Percent
Intercity	5,306,450,000	77.9
Municipal Extensions	1,509,657,000	22.1
TOTAL	6,816,107,000	100.0

These data indicate a very close correlation between the quantity of travel and the extent of needs on the intercity and municipal portions. The intercity portion serves about 72% of the present system travel, and represents about 78% of the total needs. Conversely, the municipal portion serves 28% of the travel and represents 22% of the needs. Over a period of time, apportionment of 75% construction funds to intercity and 25% to municipal would reflect these relationships. The 25% range can therefore

provide a measure against which the municipal extension commitment of each 5-year program should be compared. Section 313.21 of the Code, improvements in cities and towns, provides that "the amount of funds expended in any one year shall not exceed 35% of the primary road construction fund." Individual program year variations will occur above and below 25% but will stay below the 35% maximum as specified in the Code.

To measure equity within the municipal portion of the system according to the population groups above and below 25,000 we again use the relative travel and needs measurements, as shown in Table 3.

TABLE 3

1974 TRAVEL ON STATE PRIMARY SYSTEM

	Vehicle Miles	Percent
15 Major Urban Areas Over 25,000	1,965,625,000	68.3
Cities Under 25,000	912,925,000	31.7
	2,878,550,000	100.0

ESTIMATED CONSTRUCTION NEEDS ON EXISTING AND PROPOSED PRIMARY HIGHWAYS

(1975 Dollars)

	Amount	Percent
15 Major Urban Areas Over 25,000	$ 924,172,000	61.2
Cities Under 25,000	585,485,000	38.8
	$ 1,509,657,000	100.0

Within the municipal primary system, a great variance of needs and travel ratios exists between areas above and below 25,000 population. The municipal extensions in major urban areas carry 61% of the travel, and have 68% of the needs. Since the legislative mandate is to equalize service, the DOT proposes that the long-range goal for municipal extension programming in these categories should approximate the needs factor more closely. A measure of programming would indicate that 60 to 65% of the municipal extension construction funding should be committed to the 15 major urban areas above 25,000 population.

The third level of status measurement related to service equalization is the funding distribution among the 15 major urban areas. Again, the construction needs and travel relationships in Tables 4 and 5 can be used as very general guides to evaluate long-term programming.

TABLE 4
1974 Annual Vehicle Miles Of
Travel on Mainline Primary Extensions
In Major Urban Areas

(In 1,000's)

Seven Metro Areas	Vehicle Miles	Percent	Eight Urban Areas	Vehicle Miles	Percent
Cedar Rapids	165,453	8.42	Ames	36,514	1.86
Council Bluffs	176,882	9.00	Burlington	39,313	2.00
Davenport	300,470	15.29	Clinton	63,265	3.22
Des Moines	456,020	23.20	Fort Dodge	36,246	1.84
Dubuque	59,753	3.04	Iowa City	115,186	5.86
Sioux City	144,473	7.35	Marshalltown	34,683	1.76
Waterloo	238,963	12.16	Mason City	57,050	2.90
			Ottumwa	41,354	2.10

TOTAL 1974 MAINLINE VEHICLE MILES =	1,790,425
RAMPS	175,200
TOTAL	1,965,625

TABLE 5

ESTIMATED CONSTRUCTION NEEDS ON EXISTING AND PROPOSED PRIMARY HIGHWAYS

(1975 Dollars)

Seven Metro Areas	Const. Needs	Percent	Eight Urban Areas	Const. Needs	Percent
Cedar Rapids	104,852,959	11.35	Ames	5,535,667	0.60
Council Bluffs	29,508,808	3.19	Burlington	6,238,403	0.68
Davenport	135,192,676	14.63	Clinton	26,075,478	2.82
Des Moines	87,171,269	9.43	Fort Dodge	8,619,555	0.93
Dubuque	107,842,664	11.67	Iowa City	33,387,523	3.61
Sioux City	48,628,089	5.26	Marshalltown	20,623,771	2.23
Waterloo	301,987,121	32.68	Mason City	6,421,659	0.70
			Ottumwa	2,086,003	0.23

TOTAL FOR 15 MAJOR URBAN AREAS = $924,171,645

The construction needs shown in the above table represent the best estimate available to date based on needs study data, most recent estimates for programmed projects and planning studies for specific route improvement proposals. These figures by definition are changing constantly as projects are completed, project concepts refined, unit costs updated, etc. The assignment of needs either inside or outside an urban area was made on the basis of existing corporate limits. Therefore needs related to by-passes are assigned as inter-city needs if they are located outside the present corporate boundaries. The map of the Waterloo-Cedar Falls area in Section IV illustrates the assignment process.

IV. PRIORITY

Within each of the metropolitan transportation plans in the continuing phase there is a statement of priorities for the needed capital improvements, as identified by the study. For the past several years the Office of Program Management has met annually with the technical committees of the planning organizations to review the priority groupings and to seek coordination of the 5-year program with the priority statement developed within the planning process. Therefore, we recommend that the identified capital needs on the primary extensions be itemized for each of the 15 major urban areas with approved transportation plans, and that each item be assigned to a priority grouping as follows:

Group 1 - - 1-5 years
Group 2 - - 6-10 years
Group 3 - - 11-15 years
Group 4 - - 16-20 years
Group 5 - - over 20 years

Group 1 priority comprises the projects within the current 5-year program as well as some backlog needs. Additions to the 5-year program should come from Group 1. The priority grouping is to be reviewed annually in consultation with the Urban or Metropolitan Planning Groups, to reflect the latest planning considerations which evolve through the continuing process. Attached is a sample of a priority grouping, which would apply to the Waterloo-Cedar Falls metropolitan area. We have developed a similar listing for each area.

There are several advantages to this approach to establishing priorities within these larger urban and metropolitan areas. The primary advantage is the use of the new continuing transportion planning process that now exists in most of these areas. Also, programming is integral to realizing the objectives of metropolitan transportation planning. Another advantage, consistent with the Action Plan, is the incorporation of local ideas and local priorities as much as possible. To further assure that local ideas are incorporated into developing the State program, any project within an urbanized area included in the State's Annual Federal Aid Highway Apportionment Program must also be a part of that annual element of the Transportation Improvement Program which is developed through the transportation planning process for that area.

URBAN PRIMARY CONSTRUCTION PRIORITIES

URBAN AREA Waterloo

SAMPLE

RTE NO	SEC LENG	FROM	TO	PRIORITY G		
				GP* 1	GP* 2	GP* 3
20	1.23	WCL Cedar Falls	Old Corp. Line		X	
20	1.78	Old Corp. Line	East End Cedar R. Br.		X	
20	1.46	East End Bridge	WCL Waterloo	X		
20	1.46	WCL Waterloo	E Jct Ia.57	X		
20	1.15	E Jct Ia.57	Begin Div. Sect.	X		
20	2.74	Begin Div. Sect.	Jct US 63		X	
20	3.12	Jct US 63	WCL Evansdale		X	
20	1.43	WCL Evansdale	ECL Evansdale		X	
21	2.48	SCL Waterloo	Jct Ia.412		X	
57	2.03	WCL Cedar Falls	Begin 30' Sect.			X

URBAN CONSTRUCTION TOTALS

* Group 1 - 1 - 5 Yrs.
* Group 2 - 6 -10 Yrs.
* Group 3 - 11 -15 Yrs.
* Group 4 - 16 -20 Yrs.

** Indicates Disposition
1 - Existing Extension to be retained.
2 - Existing Extension to be removed.
3 - Non-Existent, will be extension when bu

URBAN PRIMARY CONSTRUCTION PRIORITIES

URBAN AREA Waterloo

RTE NO	SEC LENG	FROM	TO	PRIORITY GROUPS					**
				GP* 1	GP* 2	GP* 3	GP* 4	GP* 5	
57	2.01	Begin 30' Sect.	W Jct US 20	X					2
57	2.58	E Jct US 20	Jct US 63		X				1
58	1.50	SCL Cedar Falls	Begin Div. Sect.			X			2
58	1.25	Begin Div. Sect.	Jct US 218				X		2
63	2.19	SCL Waterloo	Begin 36 Ft. Sect.	X					1
63	4.12	Begin 36 Ft. Sect.	Begin 30 Ft. Sect.				X		1
63	0.19	Begin 30 Ft. Sect.	W Jct US 218		X				1
63	0.62	W Jct US 218	Washington Street	X					1
63	3.00	Washington Street	Donald Street			X			1
63	2.46	Donald Street	NCL Waterloo	X					1

URBAN CONSTRUCTION TOTALS

* Group 1 - 1 - 5 Yrs.
* Group 2 - 6 -10 Yrs.
* Group 3 - 11 -15 Yrs.
* Group 4 - 16 -20 Yrs.

** Indicates Disposition
1 - Existing Extension to be retained.
2 - Existing Extension to be removed.
3 - Non-Existent, will be extension when built.

URBAN PRIMARY CONSTRUCTION PRIORITIES

URBAN AREA Waterloo

SAMPLE

RTE NO	SEC LENG	FROM	TO	PRIORITY GROUPS GP* 1	GP* 2	GP* 3	GP* 4	GP* 5	*
218	0.60	SCL Waterloo	0.8 Mi. S of I-380	X					2
218	4.18	0.8 Mi. S of I-380	Jct US 63		X				3
218	2.79	W Jct US 63	ECL Cedar Falls					X	2
218	2.15	ECL Cedar Falls	Jct. Ia.58					X	2
218	1.40	Jct Ia.58	6th Street		X				2
218	0.52	6th Street	Jct US 20		X				
218	2.61	Jct US 20	NCL Cedar Falls		X				
218	1.14	Jct US 20	Idaho Street	X					
218	2.00	Idaho Street	ECL Waterloo	X					
I-380	4.00	SCL Waterloo	Jct US 218	X					

URBAN CONSTRUCTION TOTALS

* Group 1 - 1 - 5 Yrs.
* Group 2 - 6 -10 Yrs.
* Group 3 - 11 -15 Yrs.
* Group 4 - 16 -20 Yrs.

** Indicates Disposition
1 - Existing Extension to be retained.
2 - Existing Extension to be removed.
3 - Non-Existent, will be extension when built.

URBAN PRIMARY CONSTRUCTION PRIORITIES

URBAN AREA Waterloo

RTE NO	SEC LENG	FROM	TO	PRIORITY GROUPS GP* 1	GP* 2	GP* 3	GP* 4	GP* 5	**
12	4.18	Jct US 63	Jct US 218					X	2
18	8.08	SCL Cedar Falls	NCL Cedar Falls	X					3
20	6.40	WCL Cedar Falls	Near 218	X					3
	2.40	(Waterloo Cedar Falls Freeway) Approx. Ridgeway	Jct. US 63	X					3
	5.90	(Waterloo Cedar Falls Freeway) Jct. US 63	Jct US 218		X				3
	87.15								

URBAN CONSTRUCTION TOTALS

*	Group 1 -	1 - 5 Yrs.	$ 85,173,738
*	Group 2 -	6 -10 Yrs.	$ 53,141,355
*	Group 3 -	11 -15 Yrs.	$ 1,393,733
*	Group 4 -	16 -20 Yrs.	$ 452,625
			$140,161,451

** Indicates Disposition
1 - Existing Extension to be retained.
2 - Existing Extension to be removed.
3 - Non-Existent, will be extension when built.

V. RECOMMENDED EXTENSION SERVICE SYSTEMS

The major purpose of the Primary Road System is to provide high level interstate, interregional and intercity highway transportaion service. The principal function is, therefore served by those portions of the system which extend from city to city. Another function of the Primary System is to provide uniform supplemental primary road service into and through the 15 major urban areas of the state. This extension service should penetrate the urban area so as to provide major traffic service to as many principal community traffic generators as possible. These generators include industrial areas, retail areas (both central business districts and major shopping centers), educational centers, and points of interchange with other transportation modes. DOT policy is to provide the minimum mileage of primary extensions that will serve the above purpose.

We have received present and future primary road extension service into the 15 major urban areas, based on all available planning resources. In many instances, this includes an approved transportation plan, based on detailed comprehensive studies of land use, social and economic characteristics, and highway user data, including functional classification of public roads and streets in the area. With regard to functional classification a major document referred to in each instance is the "Report on Functional Classification of Highways, Roads and Streets, 1971", developed cooperatively by the Iowa DOT and the cities and counties. This study resulted from a requirement of the 63rd General Assembly to classify all public roads and streets in Iowa by function. In some instances, the transportation planning process is still in its initial phase and no transportation plan has been adopted. Where that is the case, the final goal for primary road extension service must be tentative, pending an approved transportation plan.

Following are reports and maps for each of the 15 major urban areas. They describe both the present and proposed extension systems. Routes are listed in ascending numerical order. The map showing the proposed future system (black lines) indicates the general corridors and not specific locations.

CEDAR RAPIDS-MARION METROPOLITAN AREA

The Cedar Rapids-Marion urbanized area is a major industrial and retail center on the Cedar River in the east-central portion of the state and had a 1970 combined population of 137,663. The projected population for the transportation study area in 1995 is 195,300. A transportation plan for the area has been developed through the continuing cooperative comprehensive (3C) transportation planning process. The 1995 Transportation Plan was prepared by the Linn County Regional Planning Commission in cooperation with the Iowa Department of Transportation, the Federal Highway Administration, and the local governments in the Cedar Rapids area.

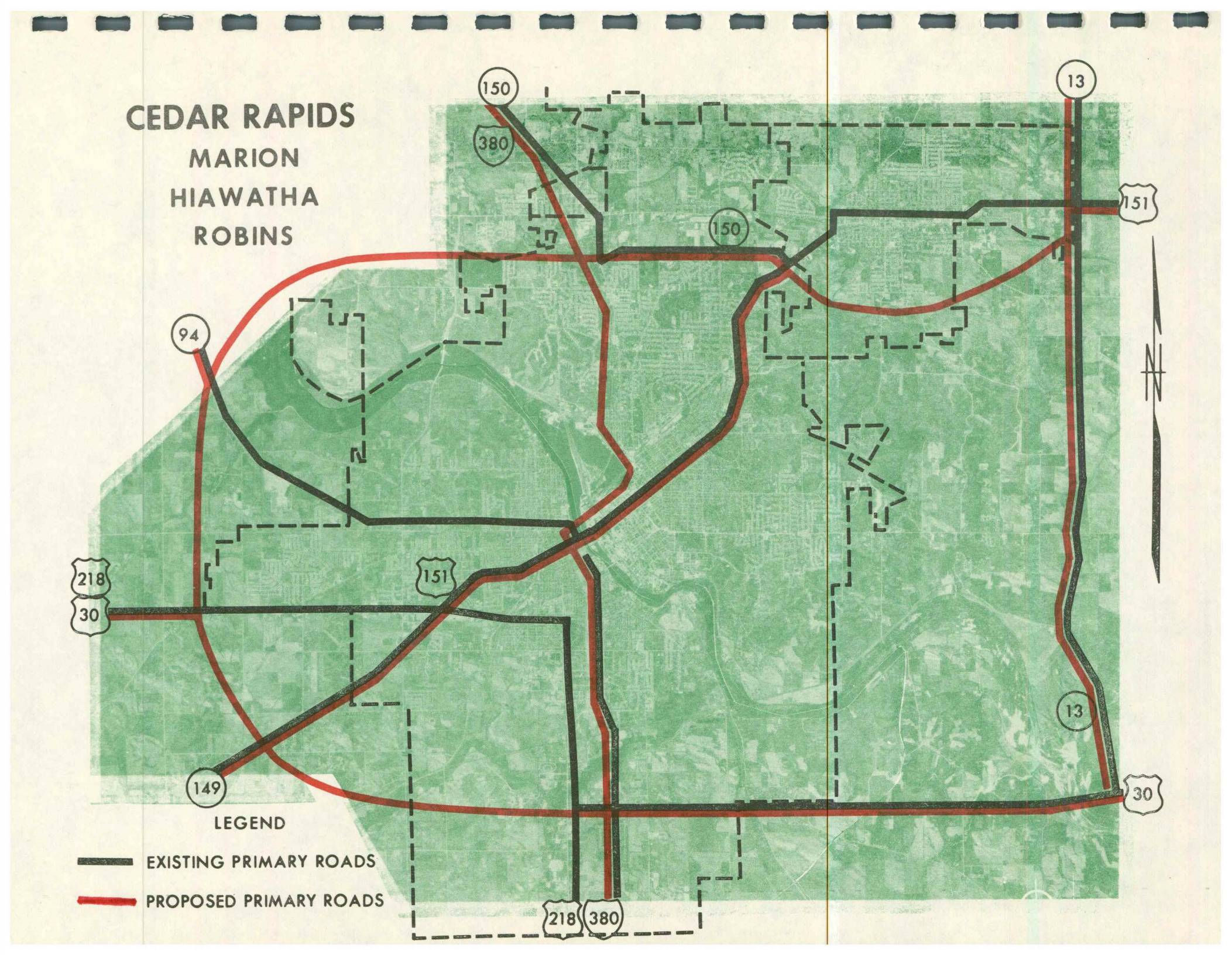
CURRENT PRIMARY ROAD EXTENSION SERVICE

U.S. 30: Major east-west primary service to Cedar Rapids is now provided by U.S. 30, which traverses the state from the Missouri River near Missouri Valley east to the Mississippi River at Clinton. U.S. 30 is a major transcontinental route extending from the Pacific Ocean to Astoria, Oregon, east through Chicago to the Atlantic Ocean at Atlantic City, New Jersey. The portion of U.S. 30 serving Cedar Rapids enters at the west city limits and extends east, passing about a mile south of the central business district, then turning south before again proceeding east to the city limits at the southeast corner of the city.

Iowa 94: Iowa 94 is a stub connection providing localized service to the immediate area northwest of Cedar Rapids and west of the Cedar River. The route begins at its junction with U.S. 151 in downtown Cedar Rapids and then extends west to the west city limits and proceeds northwest to the community of Palo.

Iowa 149: Iowa 149 provides highway service to the southwest with a diagonal connection to I-80 and the counties to the immediate southwest. The route begins at U.S. 63 north of Ottumwa and extends northeast to its terminus at U.S. 30 in southwest Cedar Rapids.

Iowa 150 and Iowa 13: Highway service to the north of Cedar Rapids is provided by two state routes, Iowa 150 and Iowa 13. Highway 150 begins at an intersection with U.S. 151 in northeast Cedar Rapids. From that point it proceeds west across the northern part of the city, extends northwest out of the community to Independence on U.S. 20, and continues north through West Union to Calmar in Winneshiek County. Iowa 13 does not enter the urbanized area. The route begins at U.S. 30 southeast of Cedar Rapids and extends north, intersects with U.S. 151 immediately east of Marion, continues north to Manchester on U.S. 20, then proceeds to its terminus at U.S. 18 in Clayton County.


CEDAR RAPIDS
MARION
HIAWATHA
ROBINS
150
380
13
151
150
94
218
30
151
13
149
30
218
380
N
LEGEND
EXISTING PRIMARY ROADS
PROPOSED PRIMARY ROADS

U.Sl 151: Major highway service to the northeast of Cedar Rapids is provided by U.S. 151--a route of regional importance existing only in Iowa and Wisconsin. The southern terminal of U.S. 151 is at U.S. 30, in the southwestern portion of Cedar Rapids. From that point the route extends northeast through Cedar Rapids, proceeds through Dubuque, and enters Wisconsin, where it extends to Lake Michigan at Manitowac. The portion in Cedar Rapids-Marion passes through the central business district of both communities and forms the principal interconnection between the two urban centers in the metropolitan area.

U.S. 218: Major north-south highway service is provided to Cedar Rapids by U.S. 218, which mainly serves Iowa. U.S. 218 begins at Keokuk at its junction with U.S. 136 and proceeds north, then northwest to its terminus at I-35 at Owatonna, Minnesota. The portion of the route serving Cedar Rapids-Marion enters the urban area at the southern city limits where it joins the extension of U.S. 30. From that point, it extends north, and then west to the western city limits on a concurrent routing with U.S. 30.

FUTURE PRIMARY ROAD EXTENSION SERVICE

Iowa 13: Future Primary Road Service will continue in the Iowa 13 corridor on its present location and will function as a part of the arterial system. While this route does not extend into either Cedar Rapids or Marion, it will provide important service to the counties north and northeast. In conjunction with U.S. 30 it will permit some of the U.S 151 and Iowa 13 traffic to bypass the metropolitan area to the east and south.

U.S. 30 Corridor: The plan for the future Iowa Arterial System to supplement the Interstate System includes the U.S. 30 corridor as a major element in the future arterial network. The routing will bypass the communities within the corridor. New elements of U.S. 30 across the state are now open, under construction, or in the programming stage. This includes the Ames bypass opened in 1972 and the bypass of DeWitte in Clinton County which has recently been opened to traffic. U.S. 30 west of Cedar Rapids is being studied with alternatives for reconstructing U.S. 30 to a 4-lane arterial on existing location as well as on relocation to the north or the south of present alignment, from U.S. 218 in Benton County to the point where it intersects with the future circumferential highway. It will proceed on a relocation to the south rejoining present U.S. 30 alignment at its intersection with U.S. 218 in south Cedar Rapids. From that point, the present alignment has been reconstructed to a 4-lane divided arterial highway east to the junction with Iowa 13.

Iowa 94: Iowa 94 will be returned to local jurisdiction.

Iowa 149: It is proposed that Iowa 149 from U.S. 30 southwest be retained as part of the State Arterial System to connect to Interstate 80 and the counties to the southwest.

Iowa 150: The portion of Iowa 150 in Cedar Rapids forming a connection from I-380 east to U.S. 151 will be continued as a primary road extension. The rural portion of Iowa 150 immediately north of Cedar Rapids will be replaced by I-380 and therefore will be returned to local jurisdiction.

U.S. 151 Corridor: The plan for the future Iowa Arterial System to supplement the Interstate System also includes the U.S. 151 corridor as a major element in the future arterial network. U.S. 151 in Cedar Rapids will follow present alignment from U.S. 30 to Iowa 150, where it proceeds east on relocation as a 4-lane divided arterial highway, bypassing Marion on the south and rejoining present U.S. 151 on the east side of Marion.

The portion of present U.S. 151 from Iowa 150 through Marion to Iowa 13 will be returned to local jurisdiction.

I-380: Future major north-south highway service to Cedar Rapids will be provided by I-380, now under construction within the city. I-380 begins at its interchange with I-80 near Iowa City. From that point the route will progress north through Cedar Rapids and will extend to its terminus at Freeway 518 in Cedar Falls. I-380 will provide primary road service for the municipal airport as well as for the central business district and downtown industrial areas.

West Circumferential: The approved Transportation Plan includes a circumferential highway section to the west and north of the city. This section begins at relocated U.S. 30 and extends north and east to the interchange between I-380 and Iowa 150 in the north part of the city. We propose to include this circumferential section as part of the state system to provide for external interconnection between U.S. 30 to the west and both I-380 to the north and U.S. 151 to the northeast.

TRANSITION:

Following is a transitional process through which the above goal can be realized. The transition recognizes the timing of currently programmed projects as well as later capital improvements. The sequence is a general indication of priority.

U.S. 218: The present extension of U.S. 218 from the south city limits to the south junction with U.S. 30 should be functionally reclassified as a trunk extension and returned to local jurisdiction, since I-380 is open to traffic and provides an adequate facility for long distance movement in this corridor.

U.S. 30: The present extension of U.S. 30 from the west city limits east and south to the present south junction with U.S. 218 will be returned to local jurisdiction when relocated U.S. 30 is opened to traffic.

West Circumferential: The west circumferential section is a later priority in relation to statewide priorities, and will be added to the primary system as specific sections can be programmed and constructed.

Iowa 94: The extension of Iowa 94 will be returned to local jurisdiction when the portion of the west circumferential facility from U.S. 30 Expressway north to a connection with Iowa 94 is completed.

U.S. 151: U.S. Highway 151 from 1st Avenue and Collins Road to Highway 13 will be shifted to local jurisdiction when the Marion Bypass (U.S. 151) is open.

SUMMARY

The proposed primary system above will provide optimum state highway service to the Cedar Rapids-Marion metropolitan area. Primarily the system will provide a high degree of external service through its direct connection to the Interstate System as well as to the Iowa Freeway-Expressway and Arterial Functional Systems. The portions of the system penetrating the metropolitan area will provide access to the central business districts and regional shopping centers as well as to the industrial areas. The airport is served by a direct interchange from I-380. The statewide traffic interest is properly and adequately served by the proposed system.

COUNCIL BLUFFS-CARTER LAKE METROPOLITAN AREA

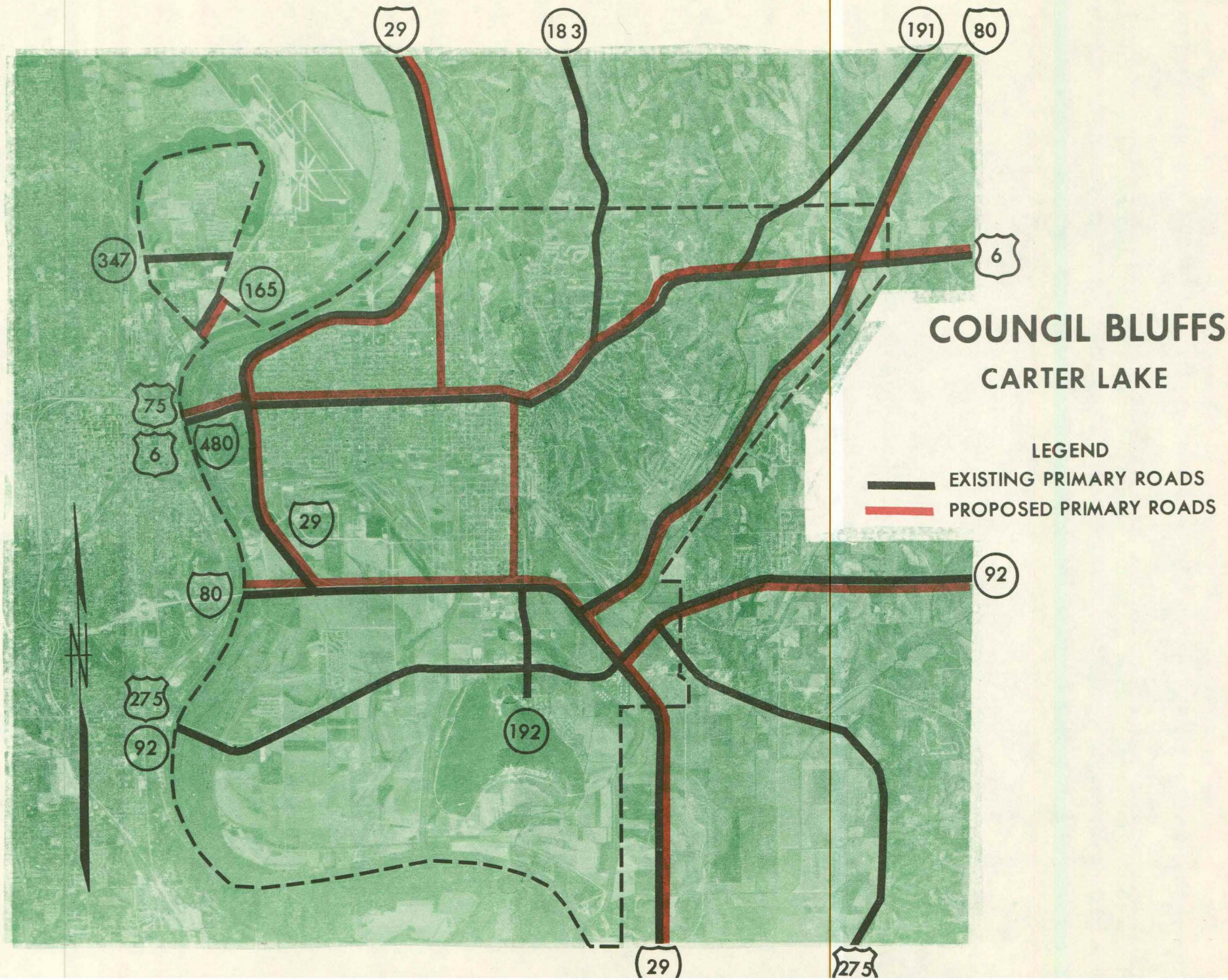
The cities of Council Bluffs and Carter Lake, located in Southwest Iowa adjacent to the Missouri River and within the Omaha-Council Bluffs Metropolitan area, had a 1970 combined population of 63,779. The projected 1995 population of these two municipalities is 78,625. The population for the Omaha-Council Bluffs metropolitan area was 492,928 in 1970 and is projected to be 801,245 in 1995. This metropolitan area is a major industrial commercial retail and transportation center.

A 1985 Transportation Plan has been developed through the continuing, comprehensive and cooperative planning process and it has been updated to 1995. The Transportation Plan was prepared for the Omaha-Council Bluffs Metropolitan Area Planning Agency, in cooperation with the cities and counties in the area, as well as the Iowa Department of Transportation and the Federal Highway Administration.

CURRENT PRIMARY ROAD EXTENSION SERVICE

U.S. 6: U.S. 6 provides localized service to the east and west of the metropolitan area. This highway is a transcontinental route beginning in California and extending east by way of Chicago to Massachusetts. The Interstate Highway System, primarily I-80, has superseded the importance of U.S. 6 and its service characteristics have been localized. The portion of U.S. 6 in Council Bluffs enters by way of I-480 from Omaha and extends east through the central business district, continuing east to its interchange with I-80 in northeast Council Bluffs.

I-29: Major north-south service to the Council Bluffs-Omaha metropolitan area is provided by Interstate Route 29, which is an inter-regional highway beginning at Kansas City and extending north to the Canadian Border, interconnecting major urban centers in Missouri, Iowa, Nebraska, South Dakota and North Dakota. The route in Iowa enters at the extreme southwest corner near Hamburg and extends north through the Council Bluffs-Omaha area and continues north along the Missouri River through Sioux City. The portion of I-29 serving Council Bluffs enters from the south and joins I-80 in the southern part of the city. I-29 then extends west along I-80 to the I-80 - I-29 interchange near the Missouri River. From that point it extends north to its interchange with I-480 which serves downtown Omaha and U.S. 6 which leads to the Council Bluffs business district. The route then proceeds northeast and north out of the city, following the bend of the Missouri River.



COUNCIL BLUFFS

CARTER LAKE

LEGEND

EXISTING PRIMARY ROADS

PROPOSED PRIMARY ROADS

I-80: Major east-west highway transportation service is provided to Council Bluffs by Interstate 80, which is one of the principal trans-continental interstate routes. I-80 begins in San Francisco and extends east through Chicago to New York City. The portion that serves the Omaha-Council Bluffs area enters from the southwest and extends across the southern portion of the two cities. The route continues northeast forming a bypass to the east of Council Bluffs, leaving the city at the northeast corner.

Iowa 92: Additional east-west highway service is provided to Council Bluffs by Iowa 92, which extends entirely across the state from the Missouri River east to the Mississippi River at Muscatine. The portion in Council Bluffs enters at the South Omaha Bridge and extends east into the southern part of the community.

Iowa 183: Prior to construction of Interstate Route 29 north of Council Bluffs, principal service to the north was provided by the road currently numbered Iowa 183. At that time it was part of U.S. Route 75. The route extends from Council Bluffs north to the adjacent counties. The portion of Iowa 183 in Council Bluffs begins at a junction with U.S. 6 northeast of the central business district, and extends north to the city limits.

Iowa 191: Prior to construction of the diagonal section of I-80 from Council Bluffs to the northeast, primary road service in that direction was provided by Iowa 191, which provides localized service to the counties immediately northeast of the city. The portion of Iowa 191 in Council Bluffs begins in the extreme northeast corner at its junction with U.S. 6 and extends northeast to the city limits.

U.S. 275: Prior to the construction of I-29, major primary road service to the south was provided by U.S. 275. This route provided regional service from a point in northwest Missouri, at its junction with U.S. 136, north through the Omaha-Council Bluffs metropolitan area and continuing north to O'Neil, Nebraska. The portion of U.S. 275 in Council Bluffs enters at the southeast corner of the city, extending north to its junction with Iowa 92. From that point it continues west to the South Omaha Bridge concurrently with Iowa 92.

FUTURE PRIMARY ROAD EXTENSION SERVICE

U.S. 6: U.S. 6 functions as a part of the Arterial Connector System and its extension through Council Bluffs provides important interconnections between I-80 on the east and I-29 and I-480 on the west. It serves the central business district as well as the industrial areas in the community and downtown Omaha.

I-29: I-29 will continue to provide the major north-south service to the metropolitan area.

I-80: I-80 will continue to provide the major east-west service to the metropolitan area.

Iowa 92A: The portion of Old Iowa 92 from its interchange with I-29 west to the Missouri River will be returned to the local jurisdiction, its function having been replaced by I-80. The portion of Old Iowa 192 from I-80 - I-29 north to U.S. 6 will become a part of the Primary Road System and will be a part of the Iowa 92A routing. It will serve as a connector from the I-80 - I-29 routing north to the industrial and business areas and rail terminals associated with the central and southern part of the city. In order to provide complete service to the central business district area to and from the north as well as the south, the section of 16th Street from U.S. 6 north to I-29 will be added as a part of the Iowa 92A routing.

Iowa 183: The portion of Iowa 183 from Council Bluffs north to Iowa 127 in Harrison County will be returned to the local jurisdictions, its function having been replaced by I-29.

Iowa 191: Iowa 191 from U.S. 6 in Council Bluffs north to Neola will be returned to the local jurisdictions, its function having been replaced by I-80.

U.S. 275: U.S. 275 will be returned to the local jurisidctions, its function having been replaced by I-29 and I-80.

CARTER LAKE

At the present time, primary road service is provided to Carter Lake by means of two routes, Iowa 347, and Iowa 165. Iowa 165 serves as an integral link in the major transportation arterial extending from I-480 and the central business district of Omaha northeast to the metropolitan air terminal. Iowa 347 provides an interconnection of the Omaha street system from the west city limits to the east city limits of Carter Lake. The existence of a primary road extension in Carter Lake is provided for by a unique provision in the Iowa Code. Section 313.24 relates to separated cities and towns and provides the following:

> "The State Highway Commission shall designate the street or streets which shall constitute the primary road extensions in any city or town of this state, which city or town is separated from the remainder of the state by a river more than 500 feet in width from bank to bank."

It is recommended that Iowa 347, the east-west route in Carter Lake, be returned to the local jurisdiction and that Iowa 165 be retained as provided for by the Code. This recommendation is based on the considerations that Iowa 165 (Abbott Drive) leads to the metropolitan commercial air facility that also serves Council Bluffs and the adjacent counties in Iowa, whereas Iowa 347 does not serve Iowa travel other than that with either origin or destination in the town of Carter Lake.

TRANSITION:

The changes from the current primary road service configuration in Council Bluffs to the proposed future system involve removal of the extensions of Iowa 191, 183, U.S. 275 and a portion of Old Iowa 92. Old Iowa 192 from I-80 - I-29 north to U.S. 6 and 16th Street from U.S. 6 north to I-29 will be added as a part of the Iowa 92A routing. The 16th Street and Old Iowa 192 sections will be added to the Primary System upon removal of the sections of Ia. 183, Ia. 192, and Old Ia. 92 from the Primary System.

The removal of U.S. 275 depends upon the disposition of the route in relation to Interstate Route 29. It is recommended that an application be made for deletion of the portion of U.S. 275 in Missouri and Iowa, since its function has been superseded by the Interstate System.

SUMMARY

The Council Bluffs metropolitan area is excellently served by external highway connections through the Interstate System and major arterials. The proposed extension service utilizing Iowa 92 & U.S. 6 east and west and north and south extensions incorporating Iowa 192 and 16th Street will provide excellent primary road interconnections to the proximity of the central business district, the modal interchange areas relating to the major rail terminals and the developing water terminals on the Missouri River. The commercial air service provided by Omaha is accessible from I-480 by way of Iowa 165 (Abbott Drive) in Carter Lake to which Iowa contributes. General aviation is served by a facility east of Council Bluffs located adjacent to U.S. 6. The Missouri River barge terminal is served by Interstate 29 with an interchange at 23rd Avenue adjacent to the River. The educational, medical, recreational, and historical facilities and services within Council Bluffs and Carter Lake are situated in proximity to the routes proposed.

DAVENPORT-BETTENDORF METROPOLITAN AREA

The cities of Davenport and Bettendorf are in east-central Iowa adjacent to the Mississippi River. These cities, with Rock Island and Moline, Illinois, form the Quad Cities area, the largest population center on the Mississippi River between St. Louis and Minneapolis - St. Paul. The 1970 combined population of the transportation study area was 292,567 and the projected 1995 population is 395,250. The Quad Cities area is a major industrial, retail and transportation center. A transportation plan for the Quad Cities area has been adopted. The plan was developed through the 3C planning process by the Bi-State Metropolitan Planning Commission, as a cooperative effort of the cities and counties in the Quad Cities area and the Iowa DOT, the Illinois DOT and the Federal Highway Administration.

CURRENT PRIMARY ROAD EXTENSION SERVICE

U.S. 6: U.S. 6 provides local service east and west of the metropolitan area. U.S. 6 is a transcontinental highway which begins in California and extends east through Chicago to Massachusetts. The Interstate Highway System, primarily I-80, has superseded the importance of this route, and its service characteristics are now local. In Davenport, U.S. 6 enters the metropolitan area at the northwest corner, and extends south and east as Kimberly Road to I-74. The route then extends concurrently with I-74 into Illinois and leaves the metropolitan area to the east, north of I-80.

Iowa 22: Iowa 22 provides local area service to the southwest of Davenport as a second connection to Muscatine. Iowa 22 begins in Keokuk County and extends east to Muscatine, then follows the Mississippi River, terminating at its junction with U.S. 61 in Davenport. From Muscatine to Davenport, the route also serves as part of the Great River Road, and provides scenic views of the Mississippi River.

U.S. 61: Major north-south service to the Davenport area is provided by U.S. 61, which begins at Baton Rouge, Louisiana, and extends north to the Canadian border at Grand Portage. In Iowa, the route extends from Keokuk north to Dubuque. It enters Davenport on the west and extends east to the central business district. From that point it extends north as a one-way couplet on Brady Street and Harrison Street to Lombard Avenue, where it continues north on Brady Street to an interchange with I-80, before leaving the community to the north.

U.S. 67: Major north-south highway service to the Quad Cities area is also provided by U.S. 67, an inter-regional route serving the middle of the United States. Beginning in Presidio, Texas, at the Mexican border, it extends northeast across Texas to Texarkana, and

northeast across Arkansas to St. Louis. From St. Louis, it extends north through western Illinois to the Quad Cities. From the Quad Cities it extends north along the Mississippi River in Iowa through Clinton to Sabula where the route terminates at its junction with U.S. 52. U.S. 67 enters Rock Island from the south and proceeds north to the Centennial Bridge across the Mississippi River. At the Iowa bridgehead in downtown Davenport, the route turns northeast, following the Mississippi River through Bettendorf to an interchange with I-80 near Le Claire. The route then proceeds north along the Mississippi River.

I-74: Interstate Route 74 provides major highway service to the Quad Cities area from the southeast. I-74 begins at Cincinnati, Ohio, and extends northwest through Indianapolis, Champaigne and Peoria to its terminus in the Quad Cities. The route enters the metropolitan area from the southeast and joins the circumferential freeway system. It then extends west along the circumferential freeway (I-280), then proceeds north to its terminus at Interstate 80, bisecting the Metropolitan area. The route crosses the Mississippi River at the Bettendorf Bridge.

I-80: Major east-west highway service to the Quad Cities area is furnished by I-80 which is one of the principal transcontinental Interstate Routes. I-80 begins in San Francisco and extends through Chicago to New York. In Iowa, it enters at Council Bluffs and extends east by way of Des Moines and Iowa City, crossing the Mississippi River at the Quad Cities. I-80 passes to the immediate north of the Quad Cities, crosses the Mississippi River near Le Claire, and proceeds south along the east side of the metropolitan area, before continuing east toward Chicago. I-80 forms the north and east segments of a freeway beltline that surrounds the Quad Cities.

Iowa 130: Local service to the northwest of the metropolitan area is provided by Iowa 130, which begins at Tipton in Cedar County and extends southeast into Davenport. The route enters northwest Davenport and extends to the downtown area on Harrison Street.

I-280: I-280, a supplemental route, is the remainder of the circumferential freeway to the west and south of the metropolitan area.

Illinois 2: Illinois 2 provides service from the Quad Cities ara northeast along the Rock River to the important U.S. 30 Highway corridor between Clinton and Chicago.

FUTURE PRIMARY ROAD EXTENSION SERVICE

U.S. 6: The extension of U.S. 6 will remain part of the Primary Road System to furnish penetration service to the northwest portion of the metropolitan area.

Iowa 22: Iowa 22 from Muscatine to Davenport will remain part of the Arterial Connector System. This route provides alternative service to Muscatine and serves an industrial complex to the southwest of Davenport. It also will continue to function as a connecting link of the Great River Road.

U.S. 61: The U.S. 61 corridor, extending from the Mississippi River Centennial Bridge in downtown Davenport north through Dubuque, has been designated a part of the future Iowa Arterial Highway System. The portion of this route from I-80 south to the Mississippi River, in conjunction with Route 199 in Illinois from the Mississippi River to I-280, forms a second controlled access penetration from the circumferential freeway to downtown Davenport and Rock Island. The portion of U.S. 61 extending west from the central business district to the west urban area boundary will continue to function as an urban extension.

U.S. 67: The extension of U.S. 67, from the northeast part of the urban area southwest to its junction with U.S. 61 in the central business district of Davenport, will remain a part of the primary road extension service. In Illinois, the U.S. 67 corridor is a part of the Illinois future Freeway System. This corridor will provide freeway service between the Quad Cities and St. Louis as part of the long-range planning of the Illinois DOT.

I-74: Major highway service to the southeast will continue to be provided by I-74, and the extension I-74 through the center of the metropolitan area will provide major internal access from the circumferential freeway system.

I-80: Major east-west highway service to the Quad Cities Metropolitan Area will continue to be provided by I-80.

Iowa 130: The rural part of Iowa 130 will function as a portion of the Arterial Connector System. This route will terminate at I-80, with no extension provided.

I-280: The remainder of the Circumferential Freeway service around the metropolitan area will be provided by I-280.

Illinois 2: The corridor served by Illinois 2 from I-80 northeast

to the U.S. 30 corridor at Sterling has been designated by the Illinois DOT as a segment of their future Freeway System. This linkage, in conjunction with the extension of the Illinois Tollway west to Sterling, will provide a second fully-controlled access facility from Chicago to the Quad Cities.

TRANSITION:

Many of the major highway facilities descussed above exist today or are committed to be constructed as Interstate Routes. A corridor study by the Iowa DOT was recently completed which preceded the selection of a one-way pair utilizing present Harrison Street (Iowa 130) and Brady Street (U.S. 61) to serve the traffic demand in the Brady Street Corridor, in place of a new Freeway facility. The extension of Iowa 130 from I-80 to U.S. 6 will be transferred to local jurisdiction when the U.S. 61 improvement is completed and open to traffic. The remaining portion of Iowa 130 from U.S. 6 south to U.S. 67 will become the southbound portion of the U.S. 61 one-way pair improvement. A business district by-pass route was also selected for U.S. 67 through the central Davenport area.

SUMMARY

The Quad Cities area is well served by highway interconnections to the nation and region. This service will be enhanced by completion of adjacent sections of the Illinois and Iowa Arterial Highway Systems. Interstate Routes form a complete circumferential freeway loop around the metropolitan area. An additional freeway penetrates the area and provides connection to the outer circumferential route. The proposed state highway extensions in Davenport and Bettendorf will serve the central business district of both communities as well as the major shopping centers. The industrial area and modal interchange points related to rail, air and barge terminals are also served by the proposed system. The social, medical, recreational and educational facilities of the community are within reasonable proximity of the proposed state primary extension network.

DES MOINES METROPOLITAN AREA

The Des Moines metropolitan area is located in central Iowa along the Des Moines River, which bisects the community. The population of the 1970 Urban Area was 255,820. The population forecast for the 1990 Transportation Study area is 368,600. With the State Capitol located in Des Moines, this area provides major governmental service to the state. In addition to its governmental function, the Des Moines area is an important industrial, retail and transportation center.

A 1990 Transportation Plan has been developed through the continuing, comprehensive and cooperative planning (3C) process. The Transportation Plan was prepared for the Des Moines metropolitan area by the Central Iowa Regional Association of Local Governments, cooperating with the cities and counties in the area, as well as the Iowa Department of Transportation and the Federal Highway Administration.

CURRENT PRIMARY ROAD EXTENSION SERVICE:

Iowa 5: Iowa 5 begins at its interchange with I-35 in the southwest corner of the metropolitan area. The route proceeds east along Army Post Road to the southeast corner of the metropolitan area, then continues southeast to Knoxville, Albia, Centerville and the Missouri State Line. This route provides highway service to the counties immediately southeast of Des Moines, including the recreational areas developed in connection with the Rathbun and Red Rock Dams.

U.S. 6: Traffic formerly served by U.S. 6 in Iowa is now served by Interstate 80. Locally, U.S. 6 currently provides access to the Des Moines area for the counties immediately east and west. The route enters from the west near the northwest corner of the metropolitan area. It extends east along Hickman Road, and Douglas and Euclid Avenues, exits at the metropolitan area's northeast corner, and continues east, parallel to Interstate 80.

Iowa 28: Iowa 28 is a north-south primary highway which begins at Iowa 92 at Martensdale and extends north to its intersection with Iowa 5 at the south boundary of the metropolitan area. This route provides highway service to an area immediately southwest of the city.

I-35: Major north-south highway service is provided to the Des Moines area by Interstate Route 35, a principal north-south Interstate route serving the mid part of the country. This route begins at Laredo, Texas, extends north through Texas, Oklahoma, Kansas, Missouri, Iowa, and terminates at Lake Superior and Duluth, Minnesota. I-35 enters the Des Moines metropolitan area's southwest corner, extends north to its junction with Interstate 80 north and east to the I-80/I-35 interchange near the northeast part of the metropolitan area and extends north to Duluth.

DAVENPORT - BETTENDORF
RIVERDALE

LEGEND
- EXISTING PRIMARY ROADS (OTHER STATE)
- PROPOSED PRIMARY ROADS (OTHER STATE)

130
61
80
6
74
67
84
280
2
92
61
150
67
2
280
22
6
74
280
80
199

DES MOINES

WEST DES MOINES
URBANDALE
WINDSOR HEIGHTS
CLIVE
PLEASANT HILL

LEGEND

EXISTING PRIMARY ROADS

PROPOSED PRIMARY ROADS

Iowa 46: Iowa 46 is a local service connector in the southeast part of the Metropolitan area. The route begins at its junction with Iowa 5 and extends north to its intersection with Iowa 163.

U.S. 65: Supplemental north-south service to the Des Moines area is provided by Primary Road U.S. 65, a major interregional highway serving the middle part of the country. The route begins at Natchez, Mississippi, extends north through Louisiana, Arkansas, Missouri and enters Iowa near Lineville at the Iowa-Missouri border. From Lineville, U.S. 65 extends north to Des Moines, then proceeds northeast and north to Mason City and Albert Lea, Minnesota, and to its terminus at Minneapolis. U.S. 65 enters the south part of the Des Moines metropolitan area where it joins East 14th Street at Army Post Road. From this point, it extends north along East 14th to Euclid Avenue, then proceeds east on Euclid to Hubbell Avenue, and continues northeast out of the metropolitan area.

U.S. 69: U.S. 69 is the route which formerly served Kansas City to Minneapolis, traffic which is served by Interstate 35. The portion of the route serving Des Moines is concurrent with U.S. 65 from Indianola north to Euclid Avenue in Des Moines. From Euclid Avenue, U.S. 69 continues north on East 14th Street out of the urbanized area and parallel to Interstate 35. This route now functions to provide localized service to the counties immediately north and south of Des Moines.

I-80: Major east-west highway service to the Des Moines metropolitan area is provided by Interstate 80, which is a transcontinental route beginning in San Francisco and extending east to New York City by way of Chicago. Interstate 80 enters the Des Moines metropolitan area from the west, extends north and east along the western and northern periphery of the metropolitan area and exits the metropolitan area at the northeast corner.

Iowa 90: Iowa 90 begins at its interchange with I-80 in Dallas County and extends east to an interchange with I-35 at the southwest corner of the metropolitan area. This route formerly served major transcontinental traffic to the west of Des Moines but has been replaced by Interstate 80. The route now provides localized service for areas immediately southwest of the metropolitan region.

Iowa 141: Iowa Highway 141 begins at Interstate 29 south of Sioux City and extends southeast to its terminus at Interstate 35-80 in the northwest corner of the Des Moines metropolitan area. This route provides highway access to the counties immediately northwest of the Des Moines area, but does not extend into the metropolitan area.

Iowa 163: Iowa 163 begins in Des Moines at its junction with U.S. 65-69, extends east on University Avenue, leaving the metropolitan area midway on the east side, and proceeds east and southeast to Oskaloosa. This route provides highway service to the counties to the east and southeast of Des Moines.

I-235: Service to the internal portion of the metropolitan area for traffic on I-35 and I-80 is provided by Interstate Route 235. This route begins at the western part of the metropolitan area where I-80 enters from the west, extends east, passing adjacent to the central business district, then turns north and joins I-35 at the northeast corner of the metropolitan area.

Iowa 401: Iowa 401 is a primary road beginning in Polk County, north of the metropolitan area and extending south to the junction with U.S. 6 at the intersection of Merle Hay Road and Douglas Avenue. This is the remainder of a former major highway road serving the area northwest of Des Moines which has been supplanted by Iowa 141.

Iowa 415: Iowa 415 is a primary road which begins at Polk City in northern Polk County, and proceeds southeast and south to its terminus in Des Moines at the Second Avenue/U.S. 6 (Euclid Avenue) intersection.

FUTURE PRIMARY ROAD EXTENSION SERVICE:

Iowa 5: The corridor presently served by Iowa 5 from the Des Moines metropolitan area to the southeast has been designated as part of the future State Arterial Highway System. A portion of this route from I-35 east will become a part of proposed Arterial Highway 592. The remaining portion of Iowa 5, within the metropolitan area will be returned to the local jurisdiction.

U.S. 6: U.S. 6 will continue to provide east-west service through the metropolitan area.

Iowa 28: Iowa 28 which will terminate at its interchange with proposed Arterial Highway 592 will continue under state responsibility as part of the Arterial Connector System.

Iowa 46: Iowa 46 will be removed from State responsibility, its service to be supplanted by proposed arterial Highway 500.

U.S. 65: The portion of the U.S. 65 corridor from East 14th Street in Des Moines northeast has been designated as part of the Arterial Highway System. This is a route that will provide for direct limited access service from Des Moines to the northeast quadrant of the state. The extension of U.S. 65 through the metropolitan area will continue to provide supplemental north-south service.

U.S. 69: U.S. 69 will continue to enter Des Moines from the south concurrently with U.S. 65. U.S. 69 to the north of Des Moines will continue as a state route as part of the Arterial Connector System. The extension of U.S. 69 will continue on East 14th Street. Two north-south routes will be added to the Primary Road System to supplement the north-south movement that U.S. 69 now provides. Fleur Drive from Arterial Highway 592 to the proposed Loop Expressway should be functionally reclassified and added to the Primary Road System. The Loop Expressway, from its connection with Fleur Drive to I-235 will also be added to the Primary Road System. The Fleur Drive-Loop Expressway route will serve the municipal airport and the western part of the Central Business District. 63rd Street from Hickman Road south to the proposed Arterial Highway 592 is functionally classified as an Arterial Extension and will be added to the Primary Road System. This route will serve the Merle Hay Mall Shopping Center.

Interstate Routes 80, 35, and 235 respectively will continue to provide the major east-west, north-south and internal area traffic service for the Des Moines metropolitan area.

Iowa 163: The Iowa 163 corridor will continue to function as part of the State Arterial System. There will be no change in the present extension, utilizing University Avenue from East 14th Street to the east urbanized area line.

Iowa 401: Iowa 401 will continue under state responsibility as part of the Arterial Connector System.

Iowa 415: The portion of Iowa 415 between Euclid Avenue in Des Moines, north to proposed relocated Iowa 415 (immediately south of the Des Moines Area Community College) will be removed from State responsibility.

Arterial Highways 500 & 592: Arterial Highways 500 and 592 are designated as a part of the Arterial Highway System. The routes form the eastern and southern portions of the circumferential full-access-control arterial highway system. Portions of these routes are being programmed for execution.

TRANSITION:

In the Des Moines Metropolitan Area, revisions made to the current primary road system for the development of the proposed future system involve the return of the extension of Iowa 46 and a portion of the extension of Iowa 5 to local jurisdiction. Two routes will be added to the Primary Road System. These routes are: 63rd Street from Hickman Road south to proposed Arterial Highway 592 and the Fleur Drive-Loop Expressway from I-235, south to proposed Arterial Highway 592.

Iowa 46 and a portion of Iowa 5 will revert to local jurisdictional responsibility upon the completion of Arterial Highways 500 and 592.

Iowa 415, between Euclid Avenue and proposed relocated Iowa 415 (immediately south of the Des Moines Area Community College) will be returned to local jurisdiction upon completion of the 415 relocation project.

Fleur Drive from proposed 592 to its interchange with the Loop-Expressway will become a part of the Primary Road System upon the: 1) functional reclassification of this route to Arterial Connector, 2) placing of the route in the state or repair sufficient for current traffic and 3) passage of legislation that allocates the road user tax fund in a different manner than the existing law. The Loop-Expressway from its interchange with Fleur Drive to I-235 will be added to the Primary Road System as specific sections are programmed and constructed. The 63rd Street route will become Primary Road responsibility upon placement of the route in a state of repair sufficient for current traffic and passage of legislation that allocates the road user tax fund in a different manner than the existing law.

SUMMARY

Highway facilities which provide service between the Des Moines metropolitan area and the nation and region is now accomplished primarily by the Interstate System. This service will be enhanced by the addition of the portions of the Iowa Arterial Highway in the central Iowa vicinity. Two segments of a potential circumferential full-access-control Arterial Highway system for the metropolitan area are now provided by I-35 and I-80. The proposed Arterial Highway system would provide the remainder of the circumferential system on the south and east. Full-access-control Arterial Highway routing for internal area service is now provided by I-235 from the west to the north. Highways 69 - 65 and 163 now provide supplemental internal area service from the south and east. The north-south movement will be enhanced by the addition of the 63rd Street and Fleur Drive routes to the Primary Road System.

DUBUQUE METROPOLITAN AREA

The city of Dubuque in northeast Iowa adjacent to the Mississippi River, had a 1975 population of 61,800. The projected 1990 population is 81,000. The Dubuque metropolitan area encompasses the city of East Dubuque in Illinois and a portion of Grant County, Wisconsin. A Transportation Plan for the Dubuque metropolitan area has been approved. That plan was developed cooperatively by the local government units through the East Central Intergovernmental Association in cooperation with the Iowa Department of Transportation, the Wisconsin Department of Transportation, the Illinois Department of Transportation and the Federal Highway Administration.

CURRENT PRIMARY ROAD EXTENSION SERVICE

U.S. 20: The principal east-west service to the Dubuque metropolitan area is provided by U.S. 20 which traverses the state from the Missouri River at Sioux City to the Mississippi River at Dubuque. U.S. 20 is a major transcontinental highway extending from the Pacific Ocean in Newport, Oregon, by way of Chicago to Boston, Massachussetts. Present U.S. 20 enters Dubuque from the west and extends east to the Mississippi River Bridge, skirting south of the central business district.

U.S. 52: U.S. 52 serves the east and central part of the United States beginning at the Atlantic Ocean near Charleston, South Carolina, extending north across North Carolina, the west tip of Virginia, West Virginia, Ohio, Indiana, Illinois, Iowa, Minnesota, and North Dakota, terminating at Portal, on the international boundary. In Iowa the route enters across the Mississippi River Bridge at Sabula and extends northwest joining U.S. 61 in the south part of Dubuque. From that point the route runs concurrently with U.S. 61 north to U.S. 20. From U.S. 20 it extends north and northwest through the central business district. The route from Dubuque west to Luxemburg is concurrent with Iowa Highway 3.

U.S. 61: Major north-south service is provided by U.S. 61. That route begins at Baton Rouge, Louisiana, and extends north to the Canadian border at Grand Portage. In Iowa the route enters the state

at Keokuk and extends north to Dubuque. The route enters Dubuque from the south and joins U.S. 20. It then crosses the Mississippi River by way of the Julien Dubuque Bridge, then continues north into Wisconsin. This route formerly passed through the central business district then northeast by way of the privately owned Eagle Point Bridge. The load restrictions on that bridge has caused the routing to be diverted to its present location.

U.S. 151: U.S. 151 is a route of regional importance, existing only in Iowa and Wisconsin. The south terminus is at the junction of U.S. 30 at Cedar Rapids. From that point the route extends northeast through Dubuque to Lake Michigan at Manitowoc, Wisconsin. The portion in Dubuque joins U.S. 61 south of the city and runs concurrently with that route into Wisconsin. This route also was concurrently located with U.S. 61 over the Eagle Point Bridge, but has been rerouted for the same reason.

Iowa 386: Iowa 386 is an industrial loop in the north part of the city serving an industrial area. The route begins and ends at intersections with U.S. 52.

FUTURE PRIMARY ROAD EXTENSION SERVICE

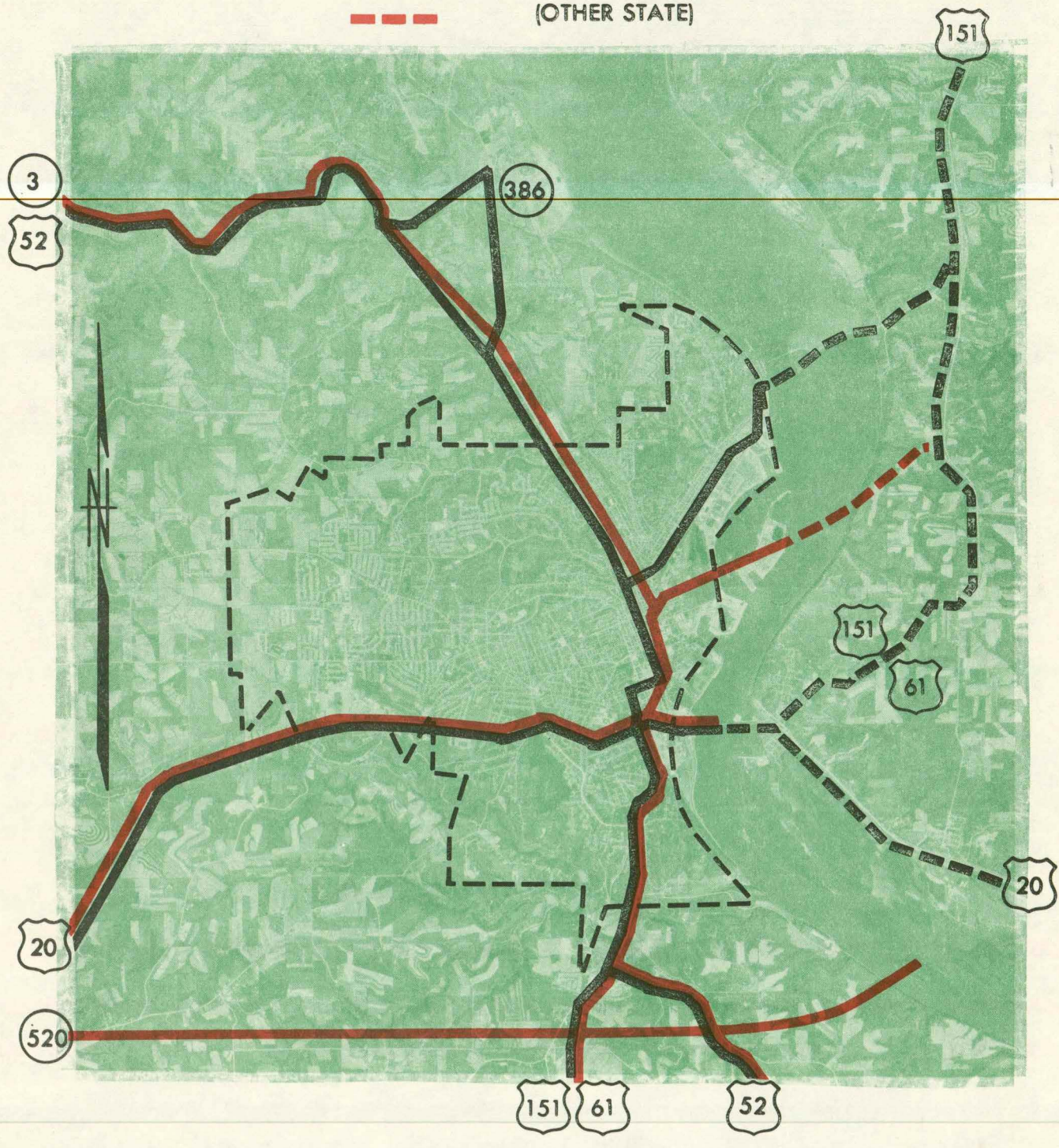
U.S. 20: The plan for the future Iowa Arterial System to supplement the Interstate System includes the U.S. 20 corridor as a major element. The Arterial Highway will bypass the communities presently penetrated by U.S. 20 and will provide a direct route east and west across the state. In Dubuque, it is proposed that the Arterial corridor be located south of the metropolitan area. This location is dictated by the location of present U.S. 20 in both Iowa and Illinois which is basically aligned south of the Dubuque area. The arterial facility will provide bypass service and a new river crossing.

Present U.S. 20: The extension of present U.S. 20 will continue as a primary road in order to provide an internal loop extending north from the south arterial corridor and serving the commercial and industrial areas of the community.

U.S. 52: U.S. 52 will continue to enter the city from the south on the concurrent routing with U.S. 61 and U.S. 151. The route departs from that alignment at the central business district and will continue to extend north in the present corridor.

U.S. 61: The plan for the Iowa Arterial System also includes an arterial to serve the U.S. 61 corridor. The location of this arterial routing would serve as a facility to carry the traffic

DUBUQUE


LEGEND
EXISTING PRIMARY ROADS
(OTHER STATE)
PROPOSED PRIMARY ROADS
(OTHER STATE)
151
3
386
52
N
151
61
20
20
520
151
61
52

through Dubuque now brought to the area by U.S. 61, U.S. 151 and U.S. 52. The U.S. 61 and U.S. 151 corridor would divide from the U.S. 52 corridor near the central business district and extend northeast into Wisconsin across a new Mississippi River bridge. This route will proivde direct service to the central business district, the industrial areas related to the Mississippi River, and the intermodal connections with Mississippi River barge terminals and rail terminals.

Iowa 386: Iowa 386 should be functionally reclassified as a trunk extension and returned to local jurisdiction. The basic primary road service to the industrial area is provided for by the four-lane improvement on U.S. 52.

ILLINOIS AND WISCONSIN: Highway service to the Dubuque metropolitan area to and from the east quadrants is dependent upon Illinois and Wisconsin. The U.S. 20 corridor extends from Dubuque east to the Chicago radial freeway system at Rockford is part of the Illinois future freeway system and is thus consistent with the Iowa designation of this corridor. In Wisconsin, the routing from Dubuque to the east and northeast is also part of the arterial state highway network. In addition, the east portion of the proposed south and east freeway circumferential is in Illinois and Wisconsin.

TRANSITION:

The future primary road extension service to Dubuque is essentially the same as the present system except that the facilities within the present corridors will be up-graded to higher traffic service levels. The northeast alignment for U.S. 61 and U.S. 151 toward Wisconsin will be restored when a new Mississippi River Bridge is constructed. When the arterial bypass is constructed to the south, there will be no effect on the status of the present U.S. 20 alignment. Finally, the Iowa 386 industrial loop should be transferred to local jurisdiction since the four-lane improvement of U.S. 52 between the south and north junctions of Iowa 386 is completed.

SUMMARY

With the completion of the Iowa, Illinois and Wisconsin arterial approaches to this city, including the south and east circumferential route, the Dubuque metropolitan area will be well served by highway facilities in all directions. With the internal penetration of the arterial facility from the south to the central business district

area and northeast into Wisconsin, the principal commercial and industrial area of the community as well as the modal interchange points related to rail and barge facilities will be well served. The other extensions in the present U.S. 20 alignment and the U.S. 52 alignment will provide balanced service in the proximity of the major educational, medical, commercial, and industrial areas of the community.

SIOUX CITY

The Sioux City Metropolitan Area, composed of Sioux City and Sergeant Bluff, located adjacent to the Missouri River on the west border of the state, has a current Iowa population of 87,979. The projected 1990 population is 132,403. A Transportation Plan for the Sioux City Metropolitan Area has been developed and approved. The plan was developed by the Siouxland Interstate Metropolitan Planning Council (SIMPCO) in cooperation with the local governmental units, the Iowa D.O.T., the Nebraska Department of Roads, the South Dakota Department of Transportation and the Federal Highway Administration.

CURRENT PRIMARY ROAD EXTENSION SERVICE:

Iowa 12: Local service from the counties immediately north of Sioux City is provided by means of Highway 12, which parallels the South Dakota State line formed by the Big Sioux River. The route enters Sioux City at the extreme northwest corner and extends south to an interchange with I-29 in the extreme west portion of the city.

U.S. 20: Major east-west primary service to Sioux City is provided by U.S. 20 which traverses the state beginning at the "Combination Bridge" crossing the Missouri River from Nebraska and extending east to Dubuque. U.S. 20 is a major transcontinental route which extends from the Pacific Ocean at Newport, Oregon, east through Chicago to Boston, Massachusetts. From the "Combination Bridge" at Sioux City the route extends east adjacent to the central business district, then continues east and southeast leaving the city limits in the southeastern quarter of the city.

I-29: Primary north-south service to Sioux City is provided by Interstate Route 29. I-29 begins at Kansas City and extends north to the Canadian border, interconnecting major urban centers in Missouri, Iowa, Nebraska, South Dakota and North Dakota. The route in Iowa enters at the extreme southwest corner near Hamburg and extends north to the Council Bluffs-Omaha Metropolitan Area, then continues north along the Missouri River through Sioux City and extends north through Sioux Falls, South Dakota. The section at Sioux City enters the metropolitan area at the south corporate limits, extending from that point north and west along the Missouri River frontage, crossing the Big Sioux River into South Dakota at the west city limits.

U.S. 75: U.S. 75 is concurrent with Interstate 29 from the Council Bluffs-Omaha Metropolitan Area north to a point in the south part of Sioux City. The route departs from I-29 at the Industrial Interchange proceeding east from that point, and then north, generally parallel to I-29 until it intersects U.S. 20. From that point the route departs in a diagonal northeastern

direction leaving the city at the extreme northestern corner. From Sioux City the route extends on a diagonal to LeMars, where U.S. 75 proceeds straight to the north, but the diagonal service is continued by means of Iowa Route 60 interconnecting with Minnesota Route 60 and leading to the Minneapolis-St. Paul area.

U.S. 77: U.S. 77 begins at the Mexican border at Brownsville, Texas, then extends north to Millbank, South Dakota. The service provided by this route has generally been superseded by a combination of north-south Interstate routes. The section in Sioux City is concurrent with Interstate Route 29 from U.S. 20 west to the South Dakota State line.

Iowa Route 377: Route 377 provides a short stub, connector facility, to the Sioux City Municipal Airport and extends east to the suburban community of Sergeant Bluff.

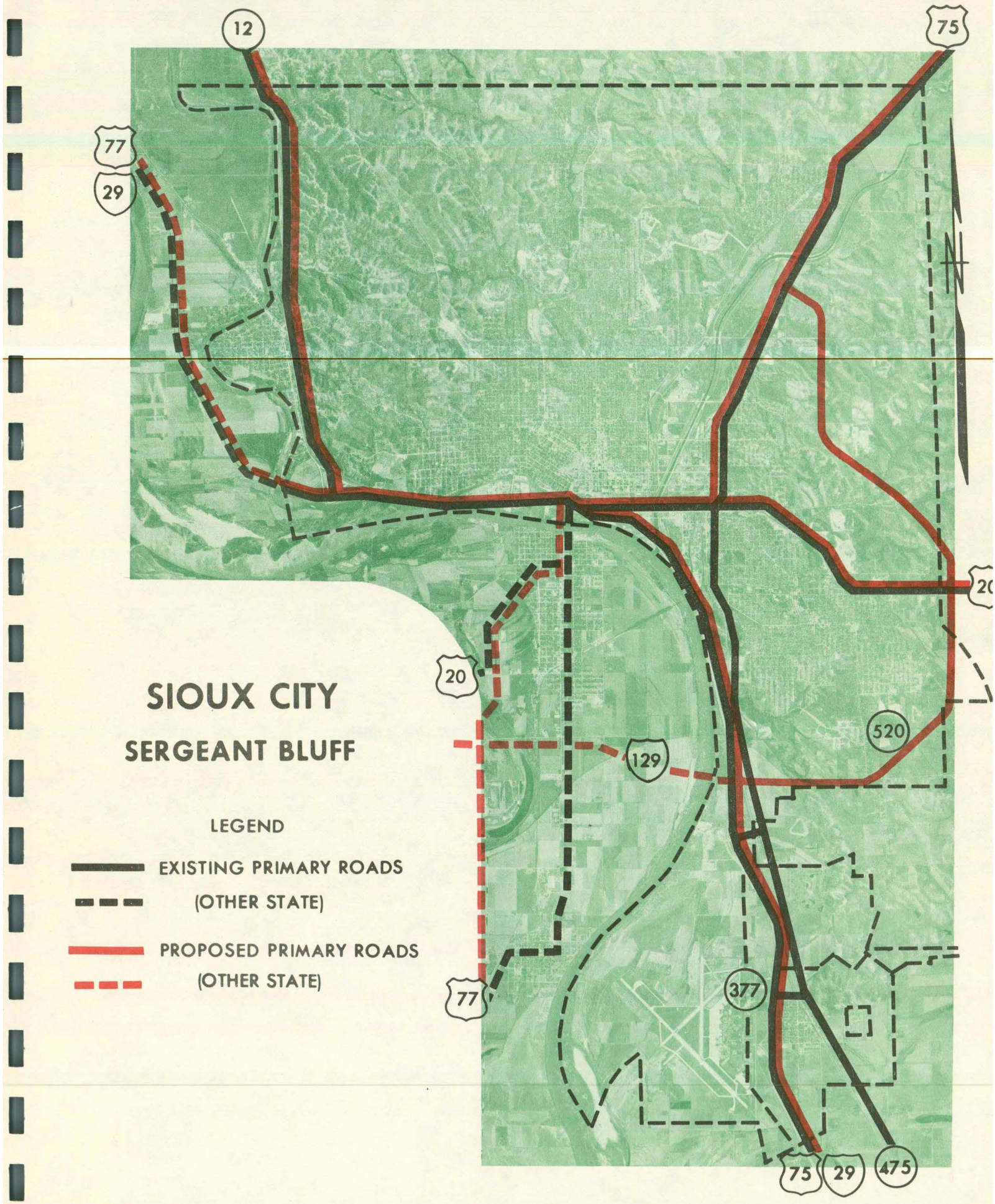
FUTURE PRIMARY ROAD EXTENSION SERVICE:

Iowa 12: The classification of Iowa 12 in the rural areas north of Sioux City indicates an arterial connector function. The extension of Iowa 12 on its present location will be retained on the state system to provide continuity with the whole Primary network.

U.S. 20: The plan for the future State Arterial System, to supplement the Interstate System, includes the U.S. 20 corridor as a major element in the future Arterial network. This arterial highway will bypass the communities presently penetrated by U.S. 20. In the Sioux City area this bypass will extend to the south and east of the city, beginning in Nebraska, then extending across the Missouri River on a new location by way of Interstate Spur 129, then continuing east and north to connect with present U.S. 20 near the eastern city limits. The bypassed portion of present U.S. 20 (Gordon Driver) will be retained as a primary extension to provide service from the east to the central business district and industrial areas and to interconnect with I-29 to the north.

I-29: Major north-south highway service to Sioux City will continue to be provided by I-29. This freeway penetrates the central business district and the industrial area centered on the stockyards, and also provides service to the airport.

U.S. 75: The northeast-southwest highway corridor currently defined by U. S. 75 and Iowa 60 from Sioux City to the Minnesota State line has been designated as part of the State Arterial System. Future development in this corridor will be directed toward providing arterial service interconnecting I-29 at Sioux City with the Minneapolis-St. Paul area. This is consistent with the level of service proposed to be provided in this corridor by


12
75
77
29
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520
129
77
377
75
29
475
SIOUX CITY
SERGEANT BLUFF
LEGEND
EXISTING PRIMARY ROADS
(OTHER STATE)
PROPOSED PRIMARY ROADS
(OTHER STATE)

the Minnesota Highway Department. The present extension of this route penetrates a point adjacent to the central business district and serves several industrial areas in the northeastern part of the city. The portion of U.S. 75 south of U.S. 20 duplicates service provided by I-29 and will be returned to municipal jurisdiction.

U.S. 77: The presence of U.S. 77 in Sioux City is in the nature of a convenience location regarding the Missouri River crossing and the approaching routes are, in each case, under the jurisdiction of the adjacent states. Interstate Route 29 on both the southern and northern approach to Sioux City has superseded the major interstate travel function of this route and the approaches to Sioux City provide mainly localized service to the nearby counties.

Iowa 377: Since Interstate 29 provides adequate service to the Sioux City Municipal Airport, the service being provided by this route will be transferred to local jurisdiction.

Northeast Circumferential: The portion of the needed circumferential route, identified in the transportation planning process from U.S. 20 north to U.S. 75, will be included as part of the future primary extension service. This segment is a later priority and will provide a full external connection for U.S. 75 from I-29 in the south to U.S. 75 - Iowa 60 in the northeast.

TRANSITION: Following is a transitional process through which the above goal can be realized. The transition recognizes the timing of currently programmed projects as well as later capital improvements. The sequence is a general indication of priority.

The major change from the present primary road extension to Sioux City involves the addition of the southeastern bypass on the U.S. 20 alignment and the bypass segment on U.S. 75 north of U.S. 20. When these are completed and open to traffic, present U.S. 75 from U.S. 20 south to Interstate 29 at the Industrial Interchange will be returned to local jurisdiction. This presumes the completion of the presently programmed improvement on U.S. 75 from Transit Avenue south to the portion being constructed with the Interstate 129 interchange. Also, at that time Route 377 will be returned to local jurisidiction. With these changes the desired primary road extension service to Sioux City will be realized.

SUMMARY

The present freeway service provided by Interstate Route 29, to be supplemented by Freeway service in the U.S. 20 corridor and expressway service in the U.S. 75 - Iowa 60 corridor, will provide excellent highway interconnection for the area. The extension service to the community as proposed above will provide service to the principal commercial and industrial areas

as well as the modal interchange points including the commercial air facility to the south, the barge facilities adjacent to the Missouri River, and the rail facilities. The medical, recreational, and educational facilities of the community are also located in reasonable proximity to the penetration service of the proposed system.

WATERLOO-CEDAR FALLS METROPOLITAN AREA

The Waterloo-Cedar Falls Metropolitan Area is in Black Hawk County along the Cedar River which bisects the community. The combined latest census population of Waterloo, Cedar Falls, Evansdale, and Elk Run Heights, is 114,900. The study area population forecast for 1990 included in the Transportation Plan Report is 171,270. The metropolitan area is one of the major urban complexes of Iowa and is a principal industrial, retail, educational and transportation center serving the northeastern quadrant of the state.

CURRENT PRIMARY ROAD EXTENSION SERVICE

U.S. 20: Major east-west highway service to the Waterloo-Cedar Falls Metropolitan Area is provided by U.S. 20, which begins at Newport, Oregon, and extends east, by way of Chicago, to Boston, Massachusetts. The present routing of U.S. 20 enters the urban area at the northwest corner, crosses the Cedar River and turns diagonally southeast leaving the city in the southeast quadrant.

Iowa 21: Intermediate service is provided by Iowa 21 from the south which provides a connection to U.S. 30 and Interstate 80. This route terminates in the southern part of the urban area and does not penetrate into the central business district.

Iowa 57: Service of a localized nature from the west is provided by Iowa 57, which begins in the adjacent county at Iowa 14. The route enters from the west and intersects with Iowa 58 in Cedar Falls, from which point it proceeds north and connects with U.S. 20. The route then runs concurrently with U.S. 20 to a point near the municipal airport from which point it continues east to a junction with U.S. 63.

Iowa 58: Iowa 58 provides service within the urban area. It extends from U.S. 63 at Hudson north to Iowa 57 in Cedar Falls, then proceeds east through the south part of the University of Northern Iowa Campus to intersect U.S. 218 in Cedar Falls.

U.S. 63: Major north-south highway service to this area is provided by U.S. 63, which is a route of regional significance. U.S. 63 begins at Interstate 55 in Memphis, Tennessee, and crosses the northeast corner of Arkansas into Missouri, where it passes through the capitol, Jefferson City, then extends north into Iowa passing through Ottumwa, Waterloo, and into Minnesota, serving Rochester and terminating at Lake Superior in Ashland, Wisconsin. The portion of U.S. 63 that serves the Waterloo-Cedar Falls area enters at the southwest corner and extends diagonally to the central business district of Waterloo, which is adjacent to the Cedar River. From the business district it proceeds north out of the city.

U.S. 218: Another major highway transportation corridor is served by U.S. 218, which is predominantly a route serving the State of Iowa. U.S. 218 begins in Keokuk at its junction with U.S. 136 and proceeds north and northwest to its termination

at Interstate 35 at Owatonna, Minnesota. The portion of the route serving Waterloo and Cedar Falls enters the urban area at the extreme southeast corner and proceeds northwest, generally paralleling the Cedar River through the two cities, and leaves the urban area at the northwest corner.

Iowa 281: Primary Road 281 is a stub section on the present primary system serving to connect Waterloo with the rural community of Dunkerton to the northeast. The east-west portion of this route is a former location of U.S. 20 before it was relocated to the south in 1958.

Iowa 412: Local service in the southern part of the urban area is provided by Iowa Primary Road 412. This route connects U.S. 63 and U.S. 218. It was constructed in 1960 with the intention that it form part of a future U.S. 20 bypass to the south of the metropolitan area.

FUTURE PRIMARY ROAD EXTENSION SERVICE:

Present U.S. 20 and Iowa 57: Present U.S. 20 to the west will be retained as an arterial connector to the counties northwest of the area. That portion of the present U.S. 20 extension from the west city limits of Cedar Falls east to the junction with Iowa 57 near the airport, and Iowa 57 from that point east to its junction with U.S. 63, will be retained to provide service to the airport, and a circumferential service in the northern part of the area.

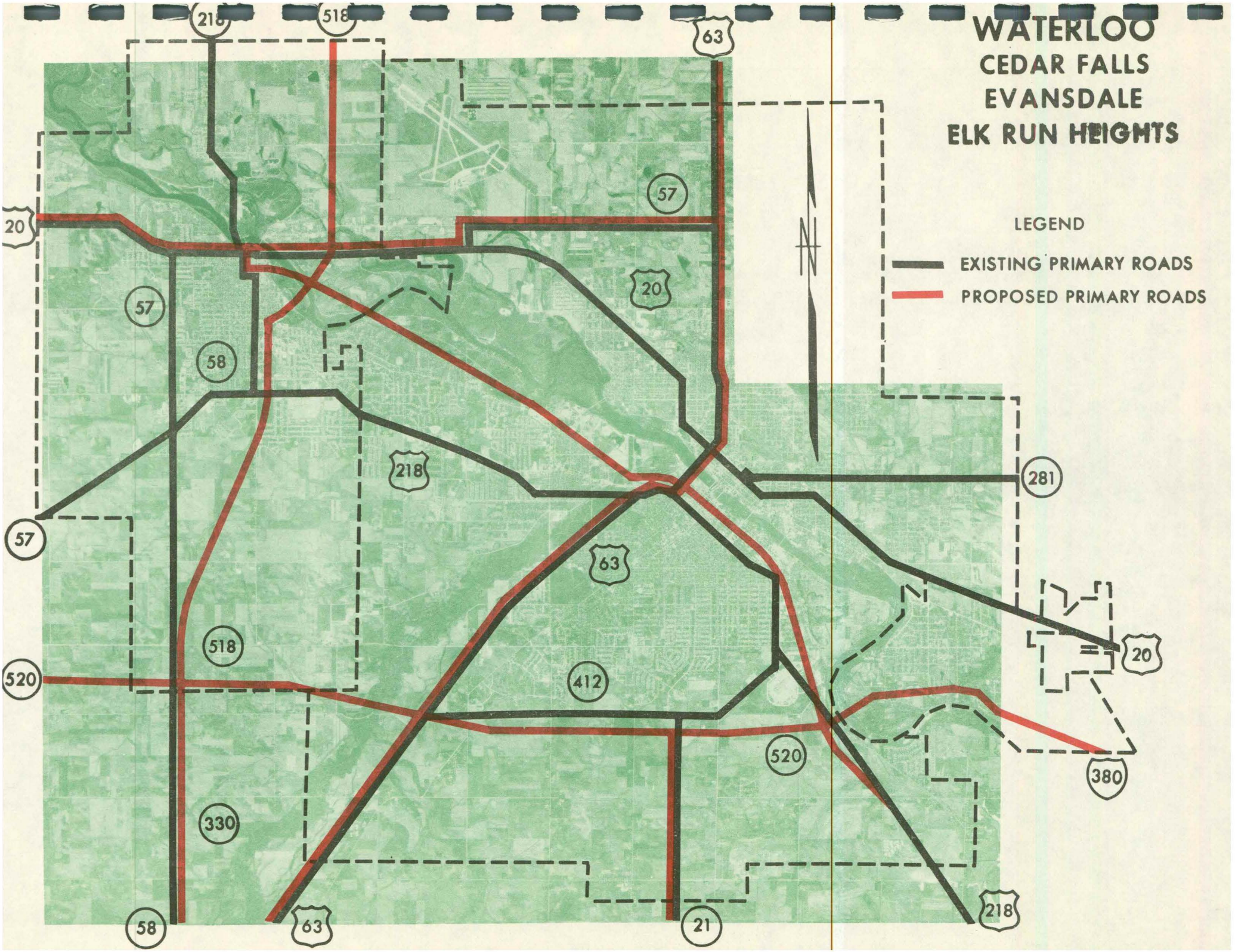
Iowa 21: Iowa 21 will continue on the primary system and its extension will terminate at Arterial 520.

Iowa 58: Iowa 58 will be returned to local jurisdiction when Arterial 518 is in operation.

U.S. 63: The present U.S. 63 will provide Primary Road service to the south as an arterial connector and to the north as an arterial facility. The present extension, from Hudson northeast to the central business district of Waterloo, then across the river and north, will be retained to provide internal service from the Arterial alignments, on the south and west, to the central business district and the industrial and retail areas in the northeast part of Waterloo.

U.S. 218: The rural portion of U.S. 218, southeast from the proposed Arterial 520 alignment, will be retained to serve as an arterial connector. A new connection will be provided between existing U.S. 218 and the proposed Interstate 380 - Arterial 520 interchange at the time of its construction. This connection will provide north-south continuity between the I-380 and U.S. 218 routes.

Iowa 281: Iowa 281 will not be continued as a primary road extension. The rural portion of the route will be part of the trunk system.


WATERLOO
CEDAR FALLS
EVANSDALE
ELK RUN HEIGHTS
LEGEND
EXISTING PRIMARY ROADS
PROPOSED PRIMARY ROADS
218
518
63
57
20
57
58
20
218
281
57
63
518
20
520
412
520
380
330
58
63
21
218

Arterial 330: Major service from the southwest will be provided by an arterial connection proposed from Des Moines northeast by way of Marshalltown. It will enter the Waterloo urban area in the southwest corner, connecting to Arterials 518 and 520 at their common interchange.

I-380 and Arterial 518: A significant part of the major north-south highway transportation needs of this area will be served by an arterial highway connecting with Interstate 80 near Iowa City and extending north and west to I-35 near Mason City. The portion of this route from Cedar Falls southeast to I-80 is I-380. The Interstate terminates in Cedar Falls, where it will intersect Route 518. From this point, a connector will be provided westerly to the Cedar Falls central business district to intersect with present U.S. 218. The non-Interstate portion, Arterial 518, is proposed to begin at an interchange with Arterial 520 and extend north to the east of the Cedar Falls Central Business District where it will intersect with I-380. From that point this route would extend north out of the urban area on the west side of the Waterloo airport. This route will serve the proximity of the University of Northern Iowa and industrial areas in Cedar Falls.

Arterial 520: The future major east-west highway service will be provided by Arterial 520. Arterial 520 will be constructed on an alignment south of present U.S. 20, traversing the southerly part of the present urban area. The reason for the southern location is that the current U.S. 20 route tends to deviate from the most direct alignment between the traffic generators in this corridor. The alignment has been established and approved by the Iowa Department of Transportation, the Federal Highway Administration, and the affected local governments, and is part of the approved Metropolitan Tranportation Plan. The Arterial 520 alignment will provide a bypass for traffic not destined for the metropolitan area and will serve as an external distributor for those entering the area.

TRANSITION:

Following is a transitional process through which the above goals can be realized. The transition recognizes the timing of currently programmed projects as well as later capital improvements. The sequence is a general indication of priority.

STEP ONE

A. Construct Arterial 520 from Iowa 57 in Grundy County east to Raymond (Iowa 297) in order to bring present U.S. 20 Corridor traffic to the south alignment.

B. Transfer present U.S. 20, from U.S. 63 to Iowa 297, to local jurisdiction; transfer the jurisdiction of Iowa 412, from U.S. 63 to U.S. 218; and transfer to local jurisdiction Iowa 281, from Waterloo and Dunkerton.

STEP TWO

A. Construct Arterial 518, from Arterial 520 to Iowa 3.

B. Transfer to local jurisdiction present U.S. 218, from Iowa 58 to relocated Iowa 3 at Waverly, except the section in Cedar Falls, from the I-380 extension to present U.S. 20; transfer to local jurisdiction Iowa 58, from Arterial 520 to Arterial 518; and transfer Iowa 57, from Grundy County to U.S. 20, to local jurisdiction.

STEP THREE

A. Construct the Intercity Freeway (I-380), from Arterial 520 northwest to U.S. 63 in the central business district of Waterloo.

B. Transfer to local jurisdiction present U.S. 218, from Arterial 520 alignment to the central business district.

STEP FOUR

A. Construct Intercity Freeway (I-380), from U.S. 63 in the Waterloo central business district northwest to Arterial 518, plus the connector to present U.S. 218 in Cedar Falls.

B. Transfer to local jurisdiction U.S. 218, from Arterial 518 southeast to U.S. 63; transfer U.S. 20, from Iowa 57 near the airport southeast to U.S. 63, to local jurisdiction.

STEP FIVE

A. Construct Arterial 330, from Hudson to Arterial 520.

B. Transfer to local jurisdiction present Iowa 58, from Hudson to Arterial 520.

SUMMARY

The Waterloo-Cedar Falls Metropolitan Area is currently connected to the regional and national highway system by means of two-lane highways. The proposed Interstate Route 380 in conjunction with the Iowa Arterial System, when constructed, will provide the level of external highway service comparable to other metropolitan areas of the state. The internal extensions of the Primary System, as proposed above, will serve the central business district as well as the major shopping areas. These extensions will also serve the principal industrial areas of the community as well as the municipal airport. The educational, medical and recreational centers of the community are also located in reasonable proximity to the service proposed.

AMES URBAN AREA

The city of Ames, in Story County in central Iowa, has a current population of 43,561. The 1995 Transportation Study Area projected population is 65,500. Both population figures include enrollment at Iowa State University, consisting currently of nearly 20,000 students. Ames is also the headquarters of the Iowa Department of Transportation with local employment of approximately 1,100. The city of Ames is currently taking advantage of the comprehensive, continuing, cooperative (3C) transportation planning service provided by the Iowa Department of Transportation, from which an updated transportation plan will result. The current status of the study is that alternate 1995 arterial street and highway networks are being tested using forecasted 1995 vehicular trip demands. The ultimate determination of future primary road extension service will be guided by the approved transportation plan resulting from that study.

CURRENT PRIMARY ROAD EXTENSION SERVICE

U.S. 30: Major east-west primary road service to Ames is provided by U.S. 30, which traverses the state from the Missouri River to the Mississippi River. U.S. 30 is a major transcontinental route which extends from the Pacific Ocean at Astoria, Oregon, thence easterly through Chicago to the Atlantic Ocean at Atlantic City, New Jersey. Until recently, U.S. 30 entered Ames at the west city limits, passing adjacent to the Iowa State University campus, and skirting the south side of the central business district. The route joined U.S. 60 and continued east and south to a relocated improvement of U.S. 30 at the south edge of Ames. With the recent project completion south and west of Ames, U.S. 30 now forms a south bypass of the city.

Old U.S. 30: A section of former U.S. 30 on Lincoln Way extending from U.S. 69 (Duff Avenue) to the east city limits has remained on the system following relocation of U.S. 30 to the east. This relates to the Code provision preventing return to county jurisdiction of bypassed roads carrying an average daily traffic volume of over 400.

I-35: Major north-south service to Ames is provided by Interstate Route 35, a major north-south freeway facility extending from the Mexican border at Laredo, Texas, northerly through Texas, Oklahoma, Kansas, Missouri, Iowa and to Lake Superior at Duluth, Minnesota.

U.S. 69: U.S. 69 provides localized service between Ames and the counties immediately to the north and south. The function of U.S. 69 as an inter-regional highway has been altered by the construction of Interstate 35. U.S. 69 enters from the south, and extends north along Duff Avenue to Lincoln Way. At that point the route proceeds west to Grand Avenue, then continues north on Grand Avenue out of the community.

FUTURE PRIMARY ROAD EXTENSION SERVICE

U.S. 30: The plan for the future Iowa Arterial System, to supplement the Interstate System, includes the U.S. 30 corridor as a major element. The recently opened section of U.S. 30 by-passing Ames to the south is part of the Arterial System. The completion of this section represents the final element in a long-range general improvement extending from Odgen, in Boone County, east to near Marshalltown. The relocation at Ames has removed through traffic from the proximity of the University, Department of Transportation headquarters and the central business district.

Old U.S. 30: The section of Old U.S. 30 on Lincoln Way east of Duff Avenue will be returned to local jurisdiction.

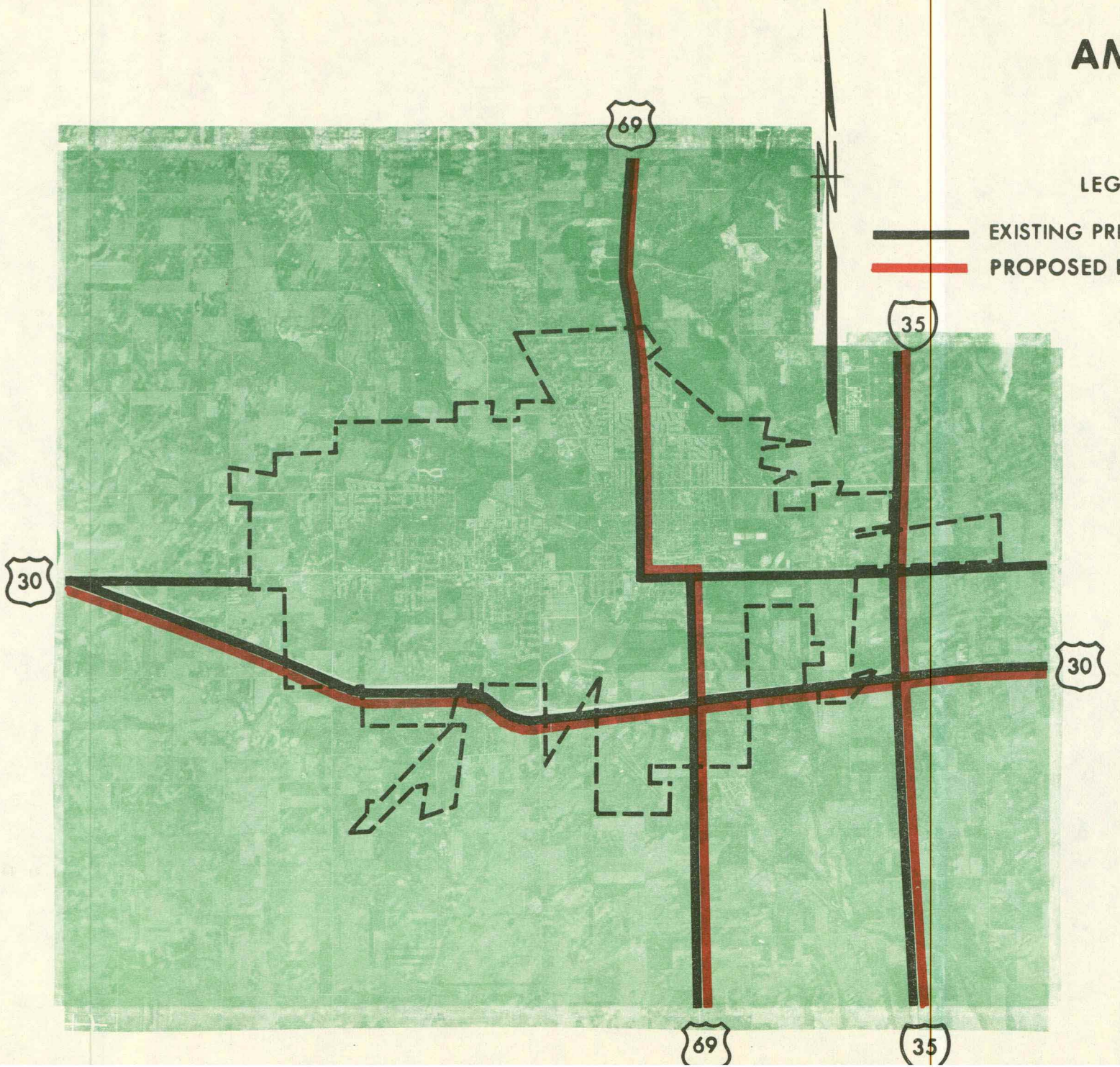
I-35: Major north-south service in Ames will continue to be provided by I-35.

U.S. 69: U.S. 69 will continue to provide localized service to Ames and the counties to the immediate north and south. The extension of U.S. 69 will be retained on the Primary System to provide a connection to Arterial 30 on the south, serving the central business district, the shopping centers, the University and other traffic generators.

TRANSITION:

The only exception in the above recommendation for future primary service to Ames, as compared to present extension service, is the section of Old U.S. 30 east of Duff Avenue. That section will be returned to local jurisdiction when the rural section is returned to county jurisdiction.

AMES


LEGEND
EXISTING PRIMARY ROADS
PROPOSED PRIMARY ROADS
69
35
30
30
69
35

SUMMARY

The connection of the Ames Urban Area with the regional and national highway system will be provided by the Interstate and Iowa Arterial System, which is largely complete in the immediate Ames vicinity. The extensions of primary service into the urban area, as proposed above, will provide service to the proximity of the central business district and major shopping areas as well as to Iowa State University and the industrial zones of the community. A further evaluation of extension service will be made upon completion and approval of the transportation plan.

BURLINGTON-WEST BURLINGTON URBAN AREA

The Burlington-West Burlington urban area is located in southeast Iowa adjacent to the Mississippi River. The community is a commercial manufacturing and transportation center. The combined 1970 population of both municipalities is 35,505 and the projected population to the year 1985 is 42,365.

CURRENT PRIMARY ROAD EXTENSION SERVICE

U.S. 34: Major east-west highway service to the Burlington area is provided by U.S. 34 which is the major highway facility crossing Iowa in the southern part of the state. U.S. 34 provides inter-regional service in the middle portion of the county. The route begins at its junction with U.S. 40 near Granby, Colorado, and extends east across Nebraska and Iowa and terminates in Chicago. The portion of U.S. 34 serving Burlington-West Burlington enters the community at the western city limits and extends east through both cities, crossing the Mississippi River and entering Illinois by way of the McArthur Toll Bridge.

U.S. 61: Major north-south service to the Burlington area is provided by U.S. 61, which is an inter-regional highway serving the central part of the country. The route begins at Baton Rouge, Louisiana, and extends north to the Canadian border at Grand Portage. In Iowa, the route enters the state at Keokuk and serves the communities along the southern reach of the Mississippi River. At Davenport, the route proceeds in a northern direction to Dubuque, leaving the state at that point.

The portion of U.S. 61 that serves Burlington enters the community at its southwestern corner, proceeding north and existing at the north-western corner. The present routing is a relocation which was constructed in 1955. The former routing extended to the central business district.

Iowa 99: Localized service from Burlington north to the adjacent counties is provided by Iowa 99. The urban extension of this route begins at the central business district and extends north along the Mississippi River and through an industrial area to the city limits.

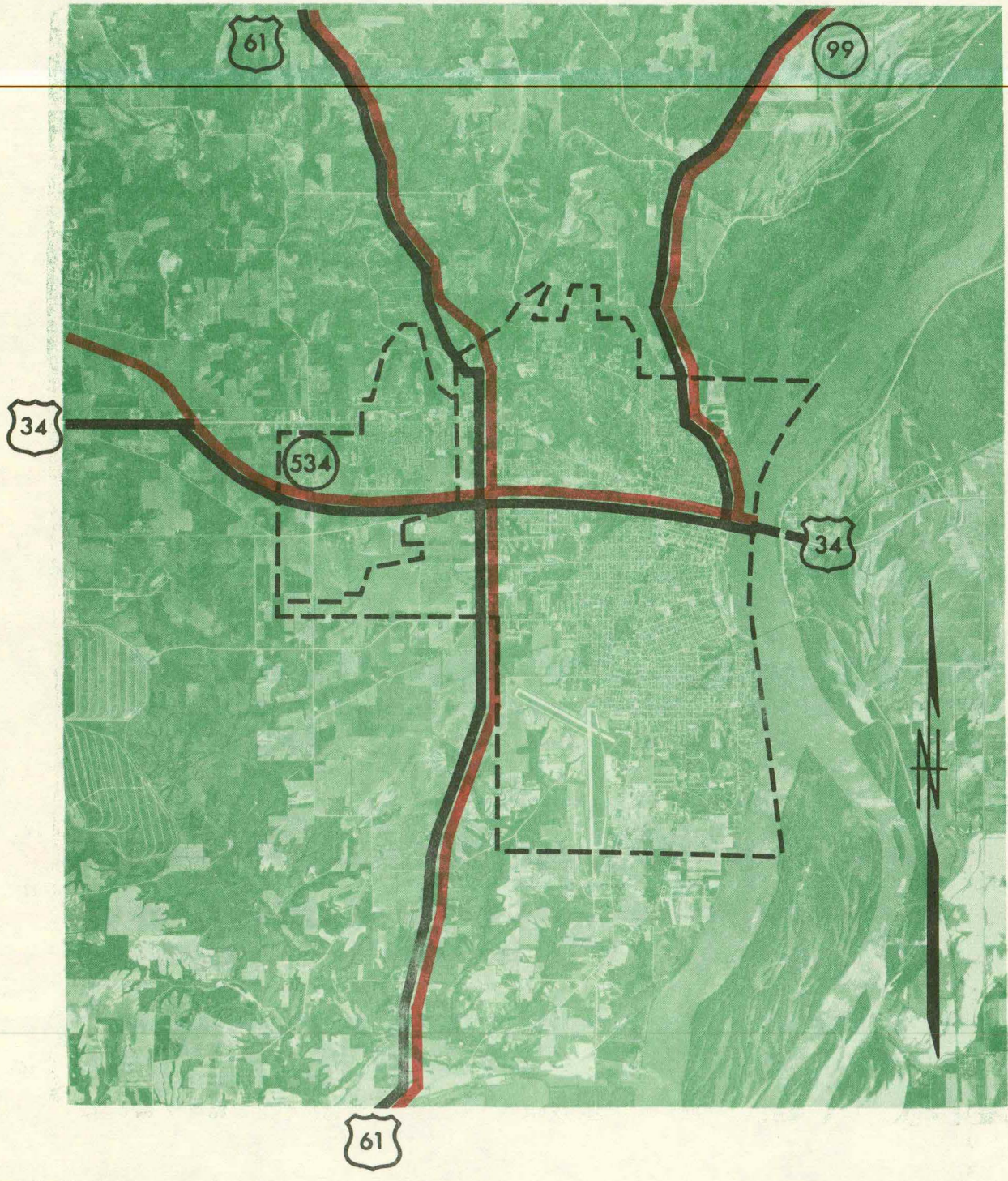
BURLINGTON

WEST BURLINGTON

LEGEND

EXISTING PRIMARY ROADS

PROPOSED PRIMARY ROADS



FUTURE PRIMARY ROAD EXTENSION SERVICE

U.S. 34: Major east-west service to the Burlington area will continue to be provided by U.S. 34. The plan for the proposed State Arterial System includes the U.S. 34 corridor across Iowa for major controlled-access highway service. The U.S. 34 corridor in Illinois from the Mississippi River east to Interstate 74 has been designated by that state as part of its future Freeway System. The construction of the freeway recently completed in Burlington and West Burlington is an integral part of this multi-state transportation planning concept.

U.S. 61: Major north-south highway service to Burlington will continue to be provided by U.S. 61. The present location of that route, except for a portion in the northern part of the city now under construction, will remain unchanged. The capacity and operational characteristics of the section in Burlington will be improved through the addition of lanes and frontage roads as part of a project now underway.

Iowa 99: The rural portion of Iowa 99 will continue to serve a statewide traffic function as part of the Arterial Connector System. Therefore, the extension of that route in Burlington will be continued. Iowa 99 also serves as a connecting link in the Mississippi River Parkway System (the Great River Road).

SUMMARY

The city of Burlington was the first of the cities from 25,000 to 50,000 population to take advantage of the Department of Transportation policy to assist in establishing and sustaining a comprehensive cooperative continuing (3C) transportation planning process. An agreement was signed with Burlington on August 7, 1968. At the present time, the models have been calibrated and the city is to furnish the necessary population and land use projections in order to complete the network assignments and finalize the transportation plan. The above recommendations for the future primary road extension service in the Burlington-West Burlington urban area are tentative, pending the adoption of a transportation plan.

The preliminary designation as noted above will provide direct service to the central business district and the retail area in the western part of the city. It will also serve directly the area community college located in West Burlington, as well as the Ordinance facility west of the city and the industrial area adjacent to the river. A reasonable service level to the proximity of the municipal air terminal is also provided. The Burlington area will be connected to the regional and national highway system by high level service with the proposed State Arterial in the U.S. 34 corridor in Iowa and Illinois.

CLINTON-CAMANCHE URBAN AREA

The urban area of Clinton-Camanche in eastern Iowa had a combined 1970 populatin of 38,189. The 1995 projected Transportation Study Area population being used as a basis for preparing the transportation plan is 46,900. The City of Clinton is taking advantage of the Iowa Department of Transportation policy supporting the development of a transportation plan through a comprehensive continuing cooperative (3C) planning process. Currently the planning process being conducted under the agreement dated August 5, 1970, is in the stage of a 1975 evaluation of base year traffic simulation models. Forecasts of land use and socio-economic activity are being updated. The final recommendations for primary road extension service in this area will be made following adoption of the transportation plan. The following recommendations are tentative pending completion of the planning process.

CURRENT PRIMARY ROAD EXTENSION SERVICE

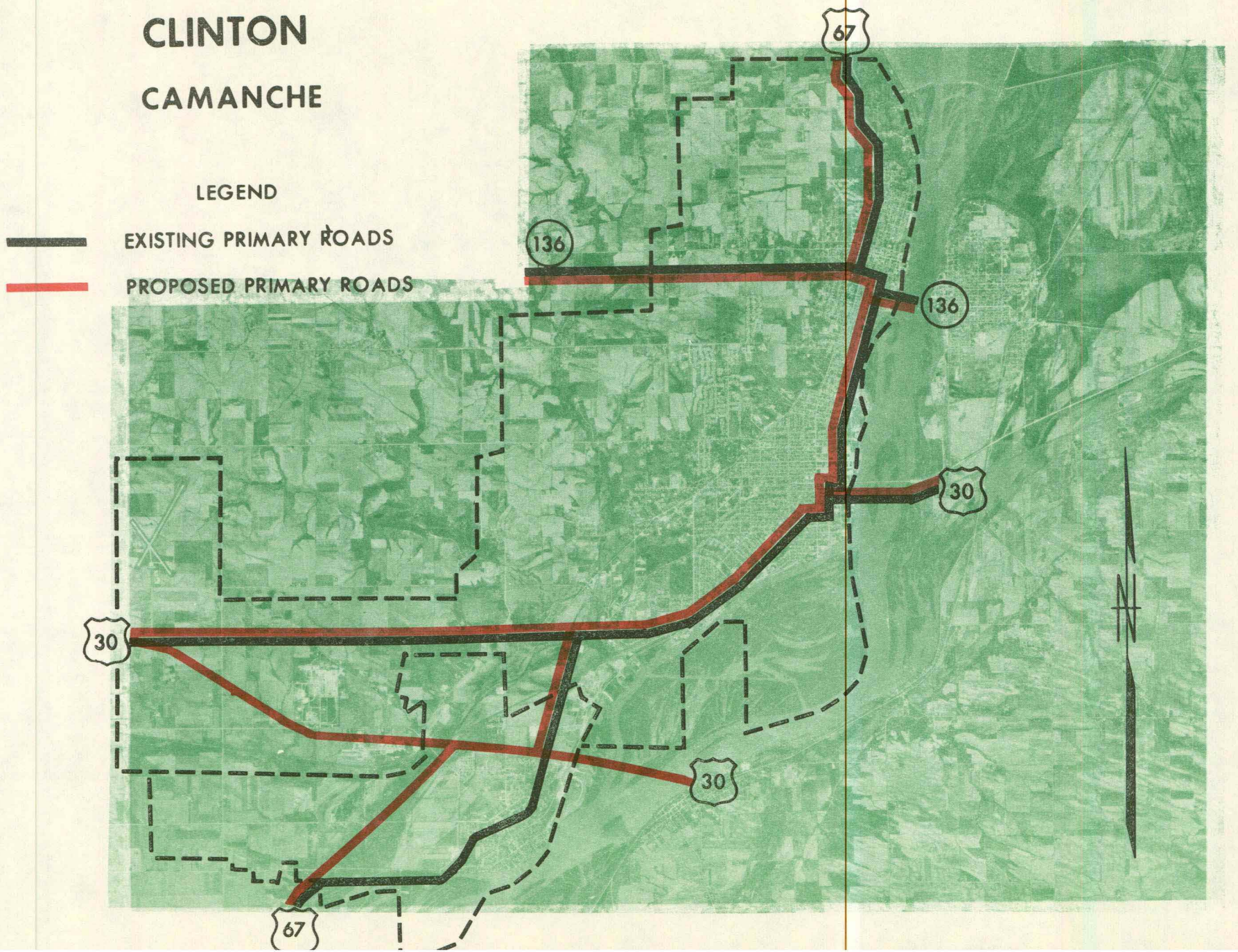
U.S. 30: The principal east-west service to the Clinton area is provided by U.S. 30 which traverses the state from the Missouri River near Missouri Valley to the Mississippi River at Clinton. U.S. 30 is a major transcontinental highway extending from the Pacific Ocean at Astoria, Oregon, east through Chicago to the Atlantic Ocean at Atlantic City, New Jersey. Presently, U.S. 30 enters Clinton from the west, skirts south of the central business district and crosses the Mississippi River into Illinois by way of the "Gateway" toll bridge.

U.S. 67: Primary north-south service to the Clinton area is provided by U.S. 67 which is an interregional route serving the middle of the country. The route begins in Presidio, Texas, at the Mexican border, extending northeast across Texas to Texarkana, then continuing northeast across Arkansas to St. Louis at which point it extends north through western Illinois to the Quad Cities area, entering Iowa at Davenport. It then extends along the east bend of the Mississippi River to Sabula where the route terminates at its junction with U.S. 52. U.S. 67 enters the Clinton urban area at its southwest edge extending northeast to a junction with U.S. 30. The route then is concurrent with U.S. 30 to the central business district at which point it extends north through the central business district and out of the city.

Iowa 136: Localized service to the Clinton area is provided by Route 136 which begins in Dubuque County extending south and to the north part of Clinton. The route crosses the north portion of the city to the "Lyons-Fulton" Toll Bridge, crossing the Mississippi River to Fulton, Illinois.

CLINTON

CAMANCHE



FUTURE PRIMARY ROAD EXTENSION SERVICE

U.S. 30: The plan for the Iowa Arterial System includes the U.S. 30 corridor as a major element. The U.S. 30 routing will bypass the communities within the corridor. Elements of this Arterial route across the state are under construction or in the programming stage. A portion of the route has been constructed in Clinton County, extending from Clinton west toward DeWitt. A specific alignment for U.S. 30 with respect to Clinton has not been established, nor has a detailed study been undertaken. A major consideration in such a study will relate to the point of crossing the Mississippi River and concurrence in the routing by the State of Illinois. The U.S. 30 corridor in Illinois has been designated as part of the Illinois Freeway-Expressway System and a portion from near Chicago to the Sterling-Rock Falls area is now served by a tollway.

U.S. 67: Currently, grading for the improvement of U.S. 67 to a relocated 2-lane facility on 4-lane right-of-way from south of Camanche to present U.S. 67 north of Camanche is underway. The existing 2-lane highway through Camanche will be reconstructed and returned to local jurisdiction. From the north intersection of the Camanche bypass with present U.S. 67 to existing U.S. 30, U.S. 67 will be reconstructed to four lanes.

The current cooperative transportation planning process is expected to be of assistance in determining the future of the U.S. 67 corridor through Clinton. The major consideration in the future is the potential for an extension of the Camanche bypass from proposed U.S. 30 north to existing U.S. 30 and a bypass of Clinton.

Other alternatives in Clinton are relocation in close proximity to the present corridor to obtain more satisfactory levels of traffic service and yet continue service to the focal points of interest in the community.

Iowa 136: A key portion of continued service on Iowa 136 has been accomplished with the completion of the new "Lyons-Fulton" bridge just south of the former bridge location. The Iowa Department of Transportation, acting under its toll bridge authority, has assumed jurisdiction of the new structure which opened to traffic in January of 1975. It is expected that Iowa 136 will continue as a primary extension at or near its present location.

FORT DODGE URBAN AREA

The city of Fort Dodge, located along the Des Moines River in Webster County, has a current population of 31,263. The 1990 projected population is 45,000. The general economy of the community is agriculturally-oriented, although the largest employment category within Fort Dodge is manufacturing. The city serves as a major retail, industrial and transportation center in the west-central portion of the state. The city of Fort Dodge was among the first to take advantage of the Iowa D.O.T. policy to assist cities of 25,000 to 50,000 population in the development of a continuing, comprehensive transportation plan. A transportation plan has been approved, and the recommendations for primary road extension service are based on that plan.

CURRENT PRIMARY ROAD EXTENSION SERVICE

Iowa 7: Auxiliary primary road service is provided from the northwest by Iowa 7. This route enters Fort Dodge and joins U.S. 169 in the northwest part of the city. The routes then extend south to an interchange adjacent to the central business district. From that interchange, it extends east through the central business district and joins U.S. 20 south of the business area.

U.S. 20: Major east-west primary road service to Fort Dodge is provided by U.S. 20, which traverses the state from Sioux City to Dubuque. U.S. 20 is a major transcontinental route, extending from the Pacific Ocean at Newport, Oregon, through Chicago to Boston, Massachusetts. The present route enters southwest Fort Dodge, extends northeast across the Des Moines River to a point near the central business district, then east to the east part of the city.

U.S. 169: Major north-south service is provided by U.S. 169, which traverses the state from Missouri to Minnesota. U.S. 169, a regional highway, begins in Tulsa, Oklahoma, and extends to Virginia, Minnesota.

Iowa 413: Iowa 413 is a stub road extending from U.S. 20 near the central business district north to the airport. This is the former location of U.S. 169 before it was relocated as a western bypass.

FUTURE PRIMARY ROAD EXTENSION SERVICE

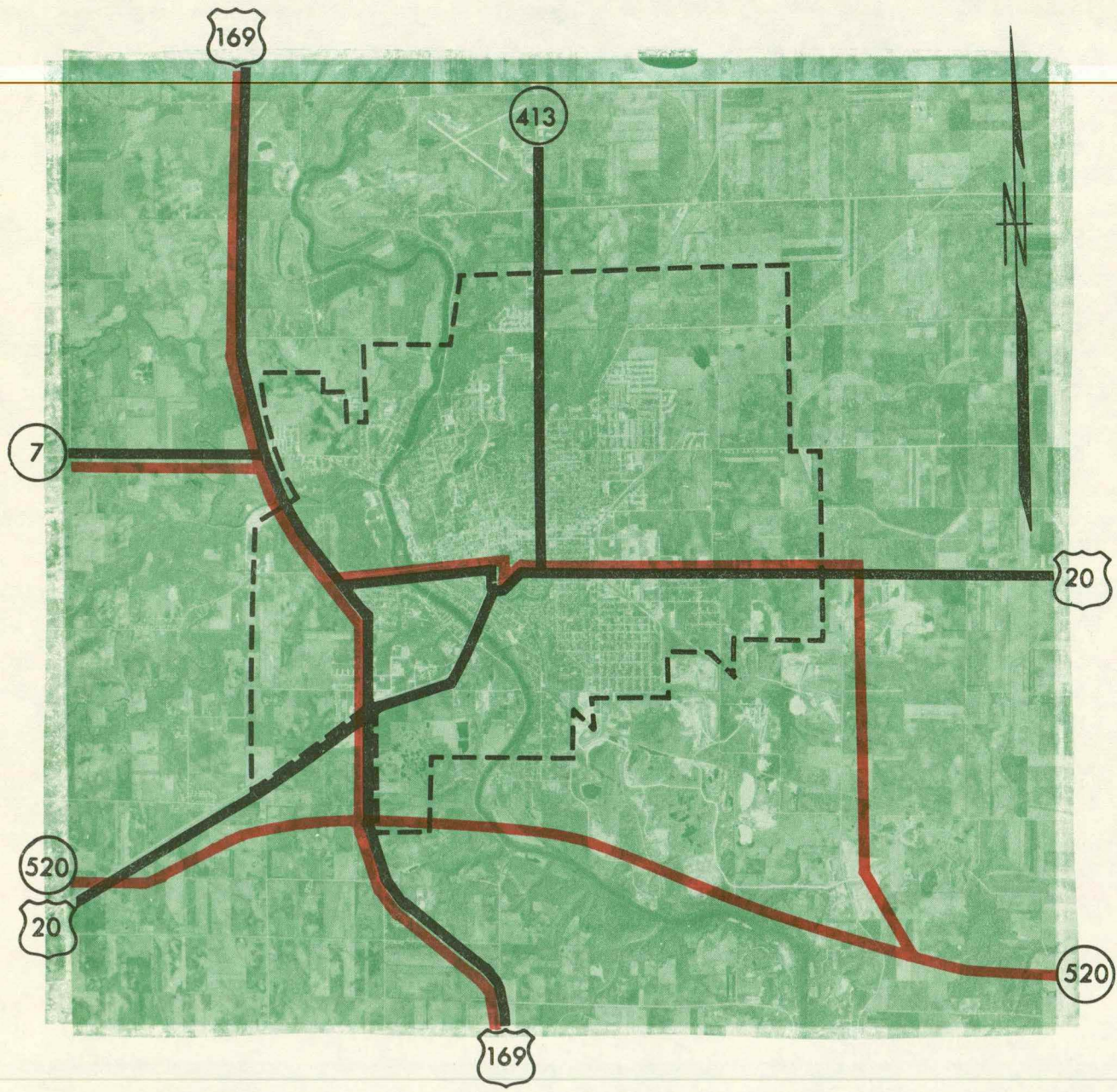
Iowa 7: No change is anticipated in the primary road service provided from the northwest by Iowa 7. The portion of the route from Calhoun County east to U.S. 169 recently has been reconstructed to appropriate primary standards. From the interchange with U.S. 169 east across the Des Moines River to the Fort Dodge

FORT DODGE

LEGEND

EXISTING PRIMARY ROADS

PROPOSED PRIMARY ROADS



central business district Iowa 7 was constructed on a new location in 1960 along with the U.S. 169 relocation project.

U.S. 20: The plan for the future Iowa State Arterial Highways to supplement the Interstate System includes the U.S. 20 corridor as a major element. This arterial, known tentatively as Route 520, will bypass the communities presently penetrated by U.S. 20. At Fort Dodge, the bypass will be located immediately to the south of the city. The location of this future facility from U.S. 169 east to Interstate 35 has been established and approved by the Iowa D.O.T. and the Federal Highway Administration as well as the City of Fort Dodge and the Fort Dodge Planning Commission.

U.S. 169: The principal north-south traffic service will continue to be provided by U.S. 169 in its present location. The present facility was constructed to four-lane standards in 1959 from U.S. 20 north to Iowa 7 in connection with a rural relocation to the north.

Iowa 413: Iowa 413 has been functionally classified as a trunk extension and will be removed from the primary road system.

State Arterial Connector: The construction of the east-west state arterial through the south part of the city will require a connecting link from the arterial north to the central portion of the city. It is proposed that this connector join with present U.S. 20, then extend west along present U.S. 20 to Iowa 7, providing an internal loop interconnecting the central portion of the city with the new east-west facility and with U.S. 169.

TRANSITION: The proposed Primary Road service for Fort Dodge will be significantly different from the present, primarily due to the construction of the state arterial in the U.S. 20 corridor and the connection of the arterial with the traffic generators of the community. The process of transition from the present system to the proposed system is one that will necessarily be geared to the construction program. As the elements of the proposed system are constructed the jurisdictional changes will be made.

SUMMARY

Fort Dodge will be well served externally by the Route 520 facility in the present U.S. 20 corridor, the arterial service in the U.S. 169 corridor, and the local service to the northwest by Iowa 7. The proposed internal loop from the perimeter facility on the south will penetrate the central business district and connect the perimeter facility to the west, providing the necessary internal service to the retail and industrial areas of the community. These external and internal routes also provide reasonable proximity service to the educational, industrial, medical and recreational facilities within the urban area.

MARSHALLTOWN URBAN AREA

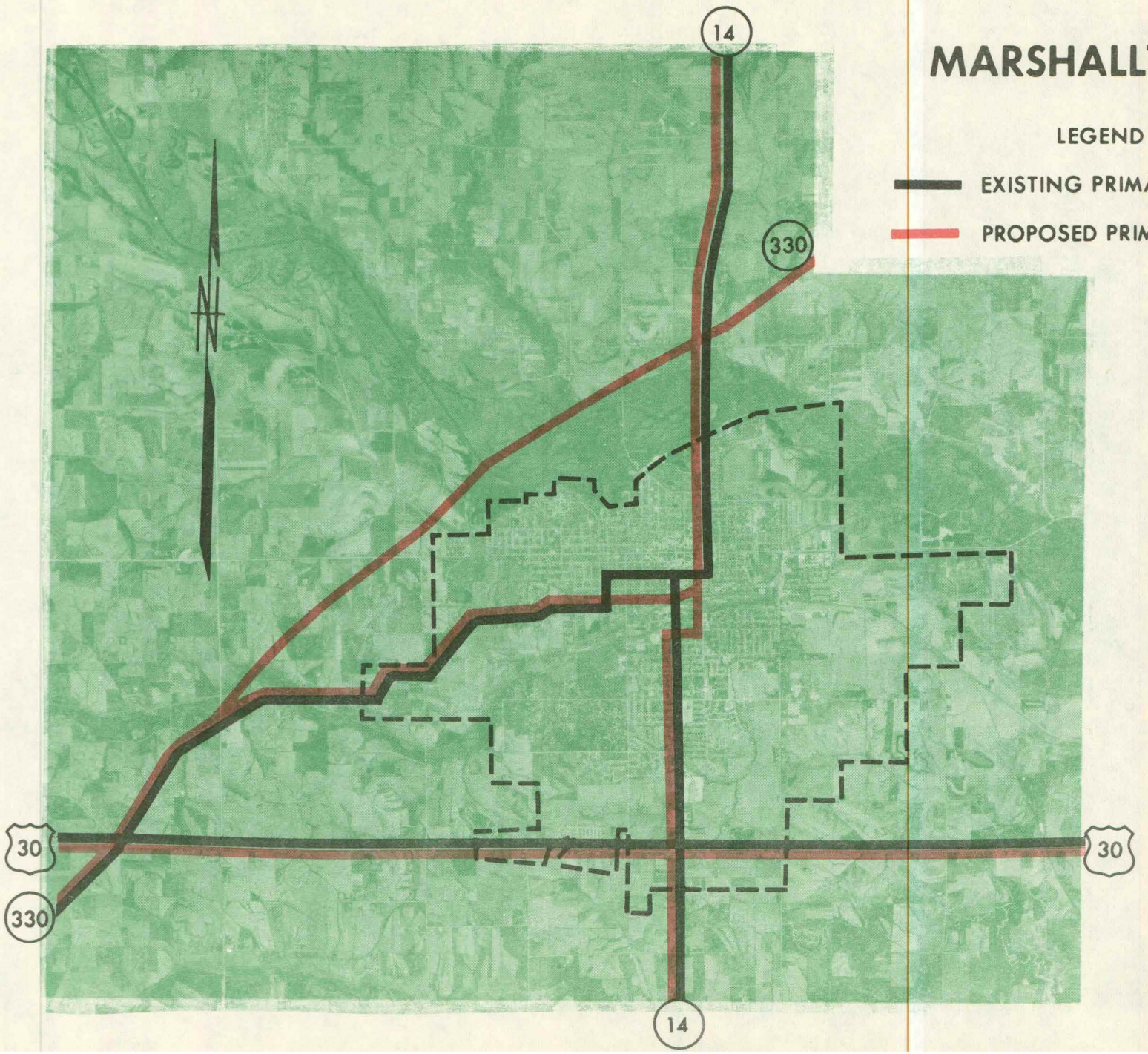
The City of Marshalltown, on the Iowa River in Marshall County, has a current population of 26,506. The projected 1995 population is estimated to be 38,600. Marshalltown is a retail and industrial center located centrally in the state. The city of Marshalltown has completed a comprehensive 1995 transportation plan, utilizing the policy of the Iowa Department of Transportation to assist cities of between 25,000 and 50,000 population in preparation of a plan. This plan was approved by the Marshalltown City Council on October 16, 1975. The concepts of this plan are reflected in the following statement concerning present and future primary road extension service to Marshalltown.

CURRENT PRIMARY ROAD EXTENSION SERVICE

Iowa 14: Major north-south highway service to Marshalltown is provided by Iowa 14, which is an arterial highway providing general north-south service in east-central Iowa. Highway 14 enters Marshalltown from the south and extends directly to the central business district where it turns east for three blocks, then proceeds north across the Iowa River and out of the city. The east-west section through the central business district is served by one-way pairs with the eastbound pair on Linn Street and the westbound movement being served on Church Street.

U.S. 30: Major east-west highway service to Marshalltown is now provided by U.S. 30, which traverses the state from the Missouri River near Missouri Valley easterly to the Mississippi River at Clinton. U.S. 30 is a major transcontinental route extending from the Pacific Ocean at Astoria, Oregon, easterly through Chicago to the Atlantic Ocean at Atlantic City, New Jersey. Present U.S. 30 passes along the south side of Marshalltown, having been constructed on relocation as a bypass in 1947. The previous routing of U.S. 30 penetrated the community from the west along a diagonal routing now defined by Iowa 330. The remainder of Old U.S. 30 east and southeast of Marshalltown has been returned to local jurisdiction.

Iowa 330: Iowa 330 extends diagonally from southwest to northeast, and in conjunction with a portion of U.S. 65, forms a full diagonal connection from Des Moines to the central business district of Marshalltown.



MARSHALLTOWN

LEGEND

EXISTING PRIMARY ROADS

PROPOSED PRIMARY ROADS

FUTURE PRIMARY ROAD EXTENSION SERVICE

Iowa 14: Major north-south transportation service to Marshalltown will continue to be provided by Iowa 14. In addition, Iowa 14 will serve as the primary road connector to the central business district and the downtown industrial area from the Arterial bypasses on the south and north. The newly updated 1995 Transportation Plan calls for a change in the Iowa 14 route near the central business district. From the intersection of present Iowa 14 with Anson Street, re-routed Iowa 14 will follow Anson Street east to Third Avenue, then north on Third Avenue across the C.&N.W. railroad, on a new viaduct, to the intersection of present Iowa 14 and Boone Street. From this point it will remain on the present route.

U.S. 30: The plan for the future Iowa Arterial System to supplement the Interstate System includes the U.S. 30 corridor as a major element. The arterial 30 route will by-pass the communities within the corridor. Elements of this arterial route across the state are now under construction or in the programming stage. A specific alignment for the arterial location in the Marshalltown area has not been determined. Several alternatives are being studied, including locations both north and south of the existing alignment, as well as an alternative considering the potential of converting the present alignment to arterial standards.

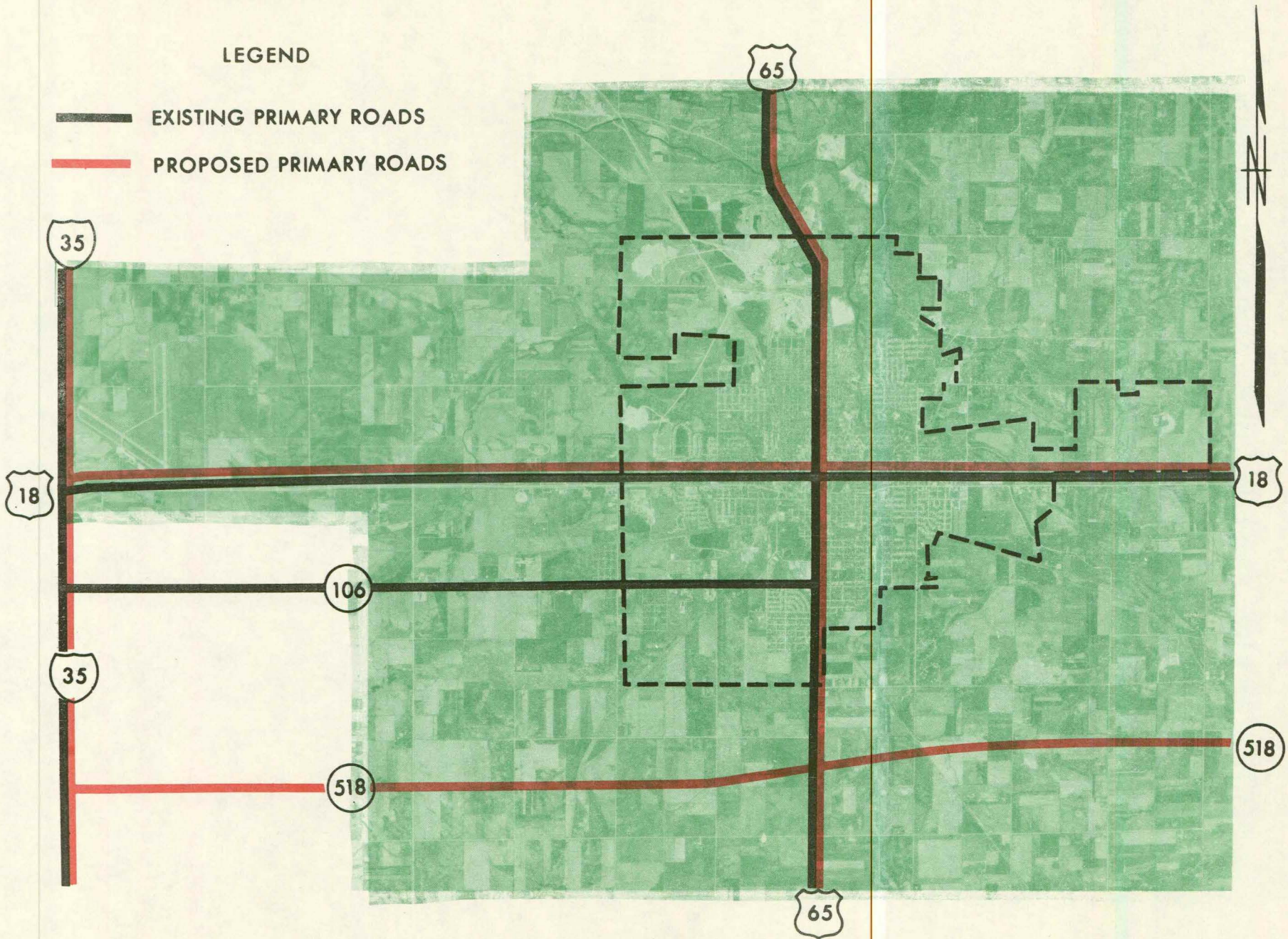
Iowa 330 (Relocated): The Arterial Plan includes a major diagonal arterial connection to two of Iowa's principal cities, Des Moines and Waterloo. That diagonal corridor will follow the alignment of present U.S. 65 - Iowa 330 from Des Moines to the west side of Marshalltown, and from there will extend northeast to connect with the Arterial network at Waterloo. The proposed alignment will intersect Iowa 14 north of the city and will form a northwest bypass of the community.

Iowa 330 (Connection to C.B.D.): Existing Iowa 330, from its intersection with relocated Iowa 330 to its intersection with relocated Iowa 14 in the C.B.D., will be widened west of Brentwood Road, and relocated near the C.B.D. According to the 1995 Transportation Plan, the existing 18' pavement from Brentwood Road west will be widened to 31'. The relocation will begin at the intersection of existing 330 and Madison Street, follow Madision Street east, pass under the Center Street viaduct, then proceed northeast on a new diagonal segment to connect with relocated Iowa 14 at its intersection with Nevada St. This relocation, in conjunction with the improvement of Nevada Street by the City, will provide better service to the developing industrial area in the eastern part of Marshalltown.

TRANSITION:

The comprehensive 1995 Transportation Plan for Marshalltown indicates that the relocation of Iowa 14 near the central business district should be the top priority improvement to the primary routes in Marshalltown. Next would come the widening of existing Iowa 330 west of Brentwood Road, which will show high deficiencies due to its old 18' pavement. The U.S. 30 arterial improvement is third in priority. Fourth in priority ranking among the improvements to primary routes is the arterial 330 bypass. The relocation of the present Iowa 330 route is indicated in the plan as a low priority.

MASON CITY


LEGEND
EXISTING PRIMARY ROADS
PROPOSED PRIMARY ROADS
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518
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N

MASON CITY URBAN AREA

Mason City is a major retail and industrial center located in north-central Iowa. The current population is 31,839 and the projection to 1995 is 40,000. Mason City is currently taking advantage of the Iowa DOT policy to assist cities between 25,000 and 50,000 population in a continuing cooperative, comprehensive transportation planning process leading to the adoption of a transportation plan. At the present time, the city staff has developed the Land Use Plan and projected the population growth to 1995. The DOT planning staff has assembled the 1970 traffic assignment network and prepared the supporting traffic simulation models. The following conclusions relating to future primary road extension service are tentative pending adoption of the transportation plan, for which alternatives are now being considered.

CURRENT PRIMARY ROAD EXTENSION SERVICES

U.S. 18: Major east-west highway service is provided to Mason City by U.S. 18 which begins in Wyoming at I-25 near Douglas and extends east through South Dakota, entering Iowa southeast of Sioux Falls. From that point it traverses Iowa, crosses into Wisconsin at Marquette-Prairie Du Chien, then passes through Madison and terminates at Lake Michigan in Milwaukee. U.S. 18 enters Mason City at the west city limits and extends east, skirting the south edge of the central business district and exits at the east city limits. The central portion of the extension is a one-way pair with the eastbound travel on Sixth Street and westbound travel on Fifth Street.

U.S. 65: North-south highway service thorugh Mason City is provided by U.S. 65, which is a major inter-regional highway serving the middle part of the country. The route begins at Natchez, Mississippi, and extends north through Louisana, Arkansas, Missouri and enters Iowa near the center of the Iowa-Missouri border. From that point it extends north to Des Moines, then northeast before again continuing north through Mason City and Albert Lea, Minnesota, and terminating at Minneapolis.

The extension of U.S. 65 enters Mason City at the south corporation line, passes through the central business district, and extends almost due north to the north corporation line. The central business district is served by one-way pairs, with the northbound roadway on Delaware Avenue and the southbound roadway on Washington Avenue.

Iowa 106: Iowa 106 begins at Clear Lake and extends east to U.S. 65 in Mason City. This route serves primarily as an inter-urban connection between Mason City and Clear Lake, and along with U.S. 18, provides access to I-35.

FUTURE PRIMARY ROAD EXTENSION SERVICE

U.S. 18: The plans for the future Iowa Arterial Highways to supplement the Interstate System includes the U.S. 18 corridor from U.S. 71 at Spencer east to the Mississippi River at Marquette. It is anticipated that present U.S. 18 through Cerro Gordo County will function as an arterial connector following construction of the U.S. 18 corridor State Arterial Highway which will pass to the immediate south of the city. The present extension through Mason City will remain in order to provide a connection to I-35 from the central business district and the airport and to serve the community college east of the city.

U.S. 65: Major north-south highway service to the Mason City area will be provide by I-35, located between Mason City and Clear Lake. In the past, the I-35 corridor between Des Moines and Albert Lea, Minnesota has been served to some extent both by U.S. 69 and U.S. 65, which have common points in Des Moines and Albert Lea. Following assumption of this role by I-35, U.S. 65 has localized use, but continues to serve an arterial function. We anticipate that U.S. 65 will continue as a primary road extension to provide a connection between the State Arterial Highway to the south and the central business district and the industrial area in the north part of the city. From the north, this extension will serve the adjacent counties.

Iowa 106: The extension of Iowa 106, as well as the intercity portion of the route, will be returned to local jurisdiction as a trunk extension.

TRANSITION:

Since both U.S. 18 and U.S. 65 will remain as primary extensions considering I-35 and upon completion of the proposed state arterial routing in the U.S. 18 corridor to the south, there will be no transitional action necessary with respect to these routes. The jurisdictional transfer of Iowa 106 will occur following the construction of the State Arterial section from I-35 easterly to U.S. 65.

SUMMARY

The proposed primary extensions in Mason City will provide internal service to the central business district as well as the other commercial centers of the community. The extensions will also provide proximity service to the educational, medical, industrial and recreational facilities of the community. The final configuration of primary road extension service to the city will be determined upon completion of the transportation plan.

IOWA CITY-CORALVILLE URBAN AREA

Iowa City, Coralville and University Heights comprise the core of this urban area which is a retail, manufacturing and educational center located on the Iowa River in the east-central part of the state. The 1970 population of these communities, combined, was 54,245 and includes a student population of 20,008. The projected 1995 population is estimated to be 74,108. A city-state cooperative transportation study is currently underway for this urban area under an agreement dated March 4, 1970. The current status of the planning process is that the models have been calibrated and evaluated and work is started on analyzing future traffic alternatives. In consideration of the status of the transportation plan development, the following suggested primary road extension service is tentative and will be reviewed following adoption of a transportation plan.

CURRENT PRIMARY ROAD EXTENSION SERVICE

Iowa 1: Localized service to the southwest and northeast of Iowa City is provided by Iowa 1. The route begins at Iowa 2 in Van Buren County, extending from that point north and northeast, interconnecting county seat communities. From Iowa City the route continues northeast, terminating at a junction with U.S. 151 near Anamosa. The portion of Iowa 1 in Iowa City enters at the south city limits and extends northeast to an intersection common to U.S. 218 and U.S. 6. The route is concurrent with these two routes north to the central business district and the University. From that point it extends east across the Iowa River and through the central business district, then continues north and northeast to an interchange with I-80, leaving the community at the north city limits.

U.S. 6: Localized service to the east and west of the Iowa City area is provided by U.S. 6. This route formerly functioned as a transcontinental highway, beginning in California and extending east by way of Chicago to Massachusetts. The Interstate Highway System, primarily I-80, has superseded the importance of this route and its service characteristics have been localized. The portion in Coralville enters at the northwest corner of the community and joins U.S. 218. The routing remains concurrent with U.S. 218 through the central business district and University area and south to an intersection with Iowa 1 south of the central business district. From that point it extends southeast, crossing the corporate limits near the southeast corner of the community.

I-80: Major east-west highway service to Iowa City is provided by I-80 which is one of the principal transcontinental Interstate routes. I-80 begins in San Francisco and extends to New York City by way of Chicago. The portion in Iowa enters at Council Bluffs and extends east by way of Des Moines, leaving the state at Davenport. The portion of I-80 that serves Iowa City-Coralville passes to the immediate north of the community.

U.S. 218: Major north-south highway service to Iowa City is provided by U.S. 218 which is predominantly a route serving the State of Iowa. U.S. 218 begins in Keokuk at its junction with U.S. 136 and proceeds north and northwest to its termination at I-35 near Owatonna, Minnesota. The portion of the route serving Iowa City enters the urban area at the south limits, extending north to the vicinity of the central business district and the State University of Iowa campus. From that point it extends northwest through Coralville to the west edge of the community from which point it extends north to an interchange with I-80 and continues north to the north city limits.

FUTURE PRIMARY ROAD EXTENSION SERVICE

Iowa 1: Iowa 1 in the Iowa City area will continue to provide statewide traffic service. The portion to the southwest will serve as a part of the Arterial Connector System while the portion to the northeast will function as a part of the Arterial System. It is proposed that the existing extension of Iowa 1 in Iowa City be retained to provide penetration service from I-80 on the northeast and Arterial Highway 518 on the southwest.

U.S. 6: Localized service to the counties to the immediate west and east of Iowa City will continue to be provided by U.S. 6, functioning as part of the Arterial Connector System. The extension of U.S. 6 from the U.S. 218 - Iowa 1 intersection southeast to the city limits will be retained as part of the Primary Road System as will the section in Coralville from U.S. 218 to the west city limits.

I-80: I-80 will continue to provide the major east-west service to the Iowa City area.

U.S. 218 corridor: The plan for the future Iowa Arterial Highway System to supplement the Interstate System includes service in the U.S. 218 corridor. This freeway service is provided to the north of I-80 by Interstate Route 380. The portion to the south of I-80 will be served by Arterial Highway 518, which will bypass the city on the southwest side. I-380 from I-80 north to Cedar Rapids is open to traffic. The portion of 518, including the west bypass of Iowa City and Coralville and extending south to Iowa 92 in Washington County is programmed. The portion of present U.S. 218 from its junction with Iowa 1 and extending northwest and north to I-80 will be retained as a primary road extension to provide internal service to the University and central business district. The portion from its junction with Iowa 1 and U.S. 6 south to 518 will be returned to local jurisdiction.

TRANSITION:

Pending the adoption of a Transportation Plan through the Continuing Cooperative Comprehensive Transportation Planning Process, it is assumed there will be only one change in the present extension system serving the Iowa City-Coralville area. That change involves the return of jurisdiction of the part of U.S. 218 from the proposed Art. Hwy. 518 north to its junction with U.S. 6 and Iowa 1. That section would be returned to local jurisdiction upon completion of the 518 bypass.

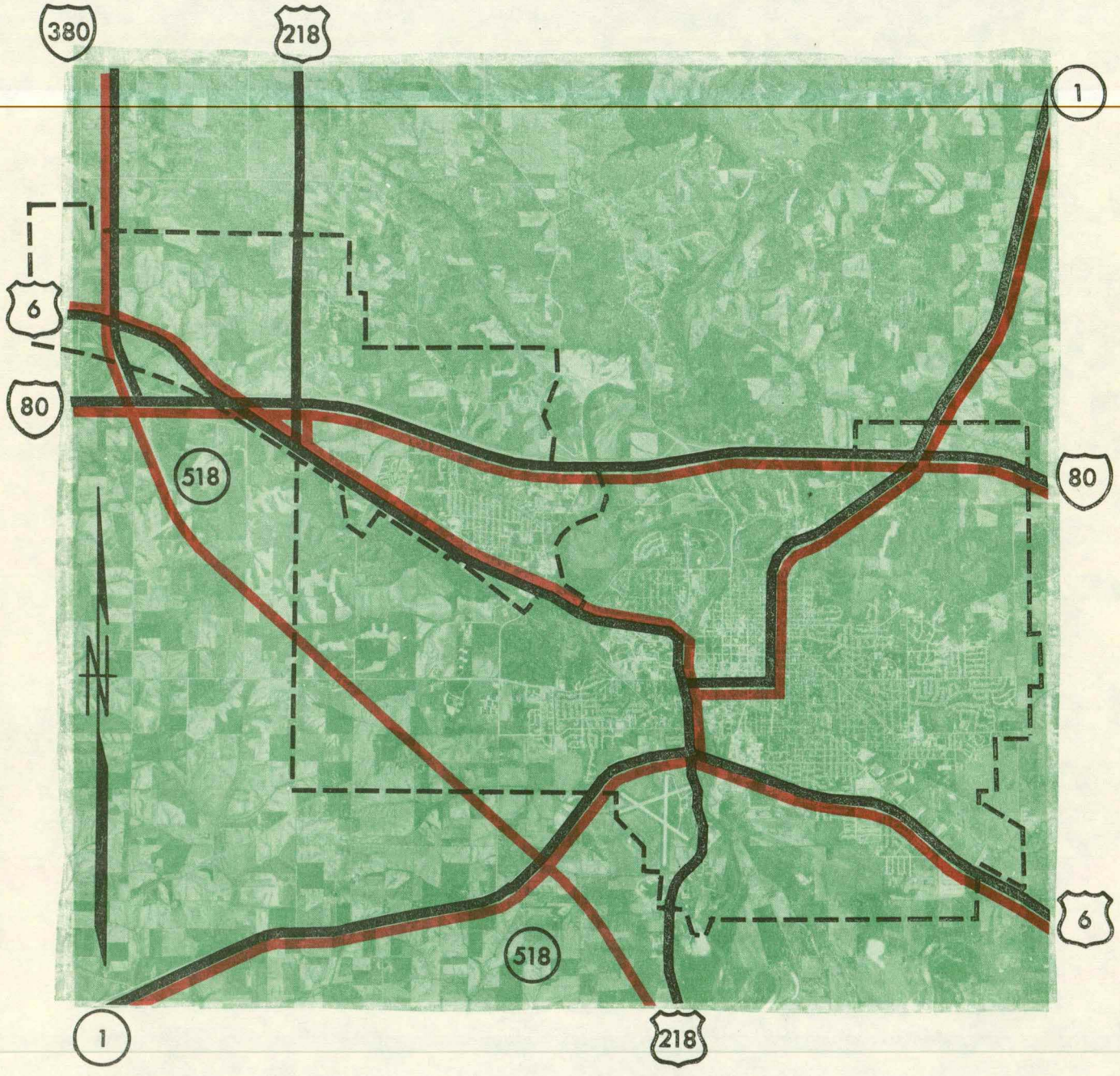
IOWA CITY

CORALVILLE

LEGEND

EXISTING PRIMARY ROADS

PROPOSED PRIMARY ROADS



SUMMARY

The proposed extension system for the Iowa City-Coralville area provides penetration service directly, or to the proximity, of the central business district as well as the University of Iowa and its facilities, including the University Hospital and the Veterans Administration Hospital. In addition, it provides reasonable proximity service to the other recreational, educational, industrial, and commercial centers of the community.

OTTUMWA URBAN AREA

The City of Ottumwa is a manufacturing and retail center located on the Des Moines River in the southeast quadrant of the state. The 1970 population of Ottumwa was 29,610 and the projected population for 1990 is 40,000.

CURRENT PRIMARY ROAD EXTENSION SERVICE

Iowa 23: Local service from Ottumwa to the counties immediately northwest of the city is provided by Iowa Route 23. This route parallels the Des Moines River and joins Iowa 137 south of Oskaloosa. The extension of Iowa 23 enters Ottumwa at the northwest corner of the city and extends southeast to a junction with U.S. 63 at the central business district.

U.S. 34: Major east-west primary road service to Ottumwa is provided by U.S. 34 which extends across Iowa from the Missouri River west of Glenwood east to the Mississippi River at Burlington. U.S. 34 is an inter-regional highway which begins in Colorado and extends east across Nebraska and Iowa to Chicago. The portion serving Ottumwa enters at the west city limits and extends east to a point west of the Des Moines River west of the central business district. From that point it extends southeast serving an industrial area, then crosses the Des Moines River and extends east out of the city.

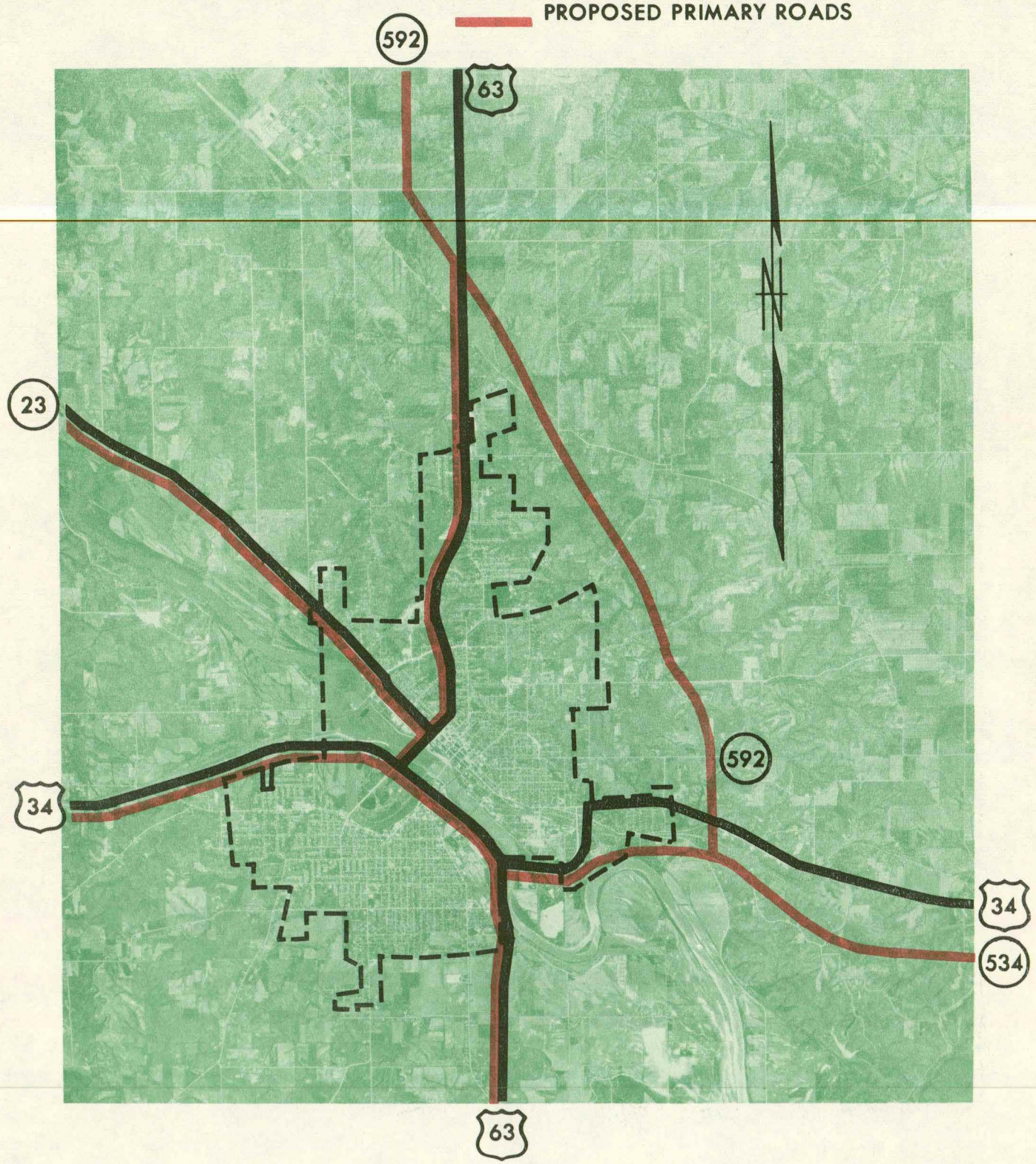
U.S. 63: Major north-south highway service in Ottumwa is provided by U.S. 63 which is an inter-regional highway serving the upper Midwest. The route begins at Interstate 35 at Memphis, Tennessee, and crosses the northeast corner of Arkansas and into Missouri where it passes through Jefferson City, then extends north into Iowa where it serves Ottumwa and Waterloo, continues into Minnesota and terminates at Lake Superior at Ashland, Wisconsin. The portion of U.S. 63 that serves Ottumwa enters from the south and joins U.S. 34 in the southeast part of the city. The route continues concurrently with U.S. 34 and parallels the Des Moines River, leaving U.S. 34 and crossing the Des Moines River west of the central business district. From that point it extends north to the north city limits and adjacent to the municipal airport.

FUTURE PRIMARY ROAD EXTENSION SERVICE

Iowa 23: Iowa 23 from Ottumwa northwest to its junction with Iowa 137 is functionally classified as part of the Arterial Connector System. The extension of Iowa 23 will be continued as part of the Primary Road System.

U.S. 34/534: The transportation corridor currently served by U.S. 34 is included within the future Arterial Highway System approved by the Iowa Department of Transportation. The section east of Ottumwa to Burlington is designated for arterial service. When the highway is constructed to the east the bypassed portion of U.S. 34 in the east part of the community will be returned to local jurisdiction.

OTTUMWA


LEGEND
EXISTING PRIMARY ROADS
PROPOSED PRIMARY ROADS
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23
34
592
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534
63

U.S. 63: The U.S. 63 corridor is designated for arterial service to the south of Ottumwa, extending to the Missouri border which is consistent with the Missouri designation south of the state line. From Ottumwa north the U.S. 63 corridor is concurrent with a portion of the major traffic way extending diagonally from Des Moines to Ottumwa, then to Burlington. The portion of the corridor from Ottumwa north about 15 miles is, therefore, designated for future arterial service.

Arterial Highway 592: Arterial Highway 592 extending from Des Moines southeast to U.S. 34 will form a northeast bypass of the community. When constructed it is proposed that existing U.S. 63 be continued as a primary road extension to provide internal service to the central business district and industrial areas in the city. The section of U.S. 63 north of the freeway will be returned to local jurisdiction.

SUMMARY

The proposed primary road extensions in the Ottumwa urban area will provide direct service to the central business district as well as to the industrial areas of the community. The medical, educational, and recreational areas of the community will receive close proximity service and the air terminal will be directly served.