FACTS ON NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

Sept. 1962

PARTICULARLY PROPOSED I-35 IN HAMILTON COUNTY

NATIONAL INTERSTATE SYSTEM

The Interstate System is the common name for the National System of Interstate and Defense Highways.

When these highways are completed, they will total 41,000 miles and will connect 90% of all the cities of 50,000 population or more. Although they will total only 1.2% of the total highway mileage, they will carry 20% of the nation's traffic. These will be non-stop highways from coast to coast and from the Gulf of Mexico to Canada. They will directly serve 65% of the nation's urban population and 50% of the rural population.

The United States has the largest fleet of motor vehicles in the world traveling on the largest highway network in the world. In 1960 there were 73,868,000 vehicles registered in the United States. These millions of vehicles traveled an estimated 700 billion vehicle miles per year on 3,500,000 miles of highways. By 1971 the Bureau of Public Roads estimates that there will be 101,000,000 vehicles traveling 1 trillion vehicle miles per year. This is one of many reasons the Interstate System is given such high priority in the highway construction field.

The Interstate System was established after careful consideration of the total mileage necessary to connect the principal cities, to serve the most important defense requirements, and to serve the principal agricultural and industrial areas of the United States. The authroized system totaled the smallest mileage which would accomplish this purpose and which would provide geographic distribution such that all principal inter-regional areas might be served.

In the design and construction of the Interstate System, definite standards will be observed. The standards require that full control of access of roads in the system shall be secured. Full control of access means that the highway user may enter or leave the highway only at an interchange. This wise provision insures safety features, the retention of traffic capacity and utility, and flexibility to provide for future expansion.

Each traffic lane on the Interstate System shall be 12 feet in width. The completed roadway will consist of two or more traffic lanes in each direction, separated by medians of a

minimum width of 4 feet in highly developed areas and 50 feet in rural areas. Outside shoulders shall provide all-weather support for all vehicles and shall be at least 10 feet wide. Inside shoulders may be narrower. The right-of-way must be wide enough to accommodate the roadway and its additional features.

Bridges and overpasses on the Interstate System will allow a minimum of 16 feet vertical clearance above the roadways and shoulders. The full width of the traffic lanes and shoulders will be carried across bridges which are 150 feet or less in length. The underpasses will span the entire roadway section.

Iowa's Interstate System

Iowa's Interstate System is designed to serve the greatest number of motorists possible with comfort and ease of driving. It is also designed to save them money by providing a more accident free type of facility as well as a more economical road on which to drive.

At the present time there are 221 miles of the Interstate System open to traffic in Iowa. These sections are located in Woodbury, Monona, Pottawattamie and Harrison Counties on Route I-29, Clarke, Warren, and Polk Counties on Route I-35, and Scott, Cedar, Johnson, Jasper, Polk, Adair, Dallas, Madison, and Cass Counties on Route I-80. The 221 miles of Iowa Interstate that are open to traffic represents approximately 31% of the total mileage of Iowa's Interstate System.

Controlled access makes the Interstate highways far more safe than conventional routes. Bureau of Public Roads studies find the accident rate per 100 million vehicle miles at 164 accidents and 3.1 fatalities on controlled access roads, compared with 420 accidents and 7.4 fatalities on roads with no control, and 286 accidents and 6.1 fatalities on partially controlled roads.

Iowa will have 709 miles of Interstate highways. There are seven numbered Interstate routes in Iowa. To better acquaint you with the Iowa Interstate System as a whole, a brief description of each route follows. You may follow the description of these routes on the map.

I-29 - From the Missouri State Line at or near Hamburg, north via Council Bluffs to Sioux City, a distance of approximately 151.5 miles, 21% of the total system mileage. This route serves the western counties of Iowa. There are 59 miles of this route open to traffic.

I-35 - From the Missouri State Line south of Lamoni, north via Des Moines to the Minnesota State Line south of Albert Lea, Minnesota, a distance of approximately 217.1 miles, 31% of the total system mileage. This route is the major north-south route. There are 54 miles of this route open to traffic.

I-80 - From the Nebraska State Line at Council Bluffs, northeasterly to a junction with I-80N near Neola, thence easterly via Des Moines and Iowa City to the Illinois State Line near LeClaire, Iowa, a distance of approximately 291.1 miles, 41% of the total system mileage. It is estimated that 38% of the population of Iowa lives within 25 miles of this important east-west route. There are 108 miles of this route open to traffic.

I-80N - From I-29 near Loveland, Iowa, to I-80 near Neola, Iowa, a distance of approximately 16.6 miles, 2% of the total system mileage. The route serves as a connection between I-29 and I-80.

I-235 - From I-35 west of Des Moines, east and north through Des Moines to I-80, a distance of approximately 13.7 miles, 2% of the total system mileage. The route serves the heavy traffic generated in Des Moines and is commonly called the Des Moines Freeway.

The routes that make up the remaining 3% are I-74, I-280W, I-280E, and I-480. I-74 and I-280E serve the Davenport urban area. I-280W and I-480 serve the Council Bluffs-Omaha urban area.

PROPOSED INTERSTATE ROUTE 35 IN HAMILTON COUNTY

The section of Interstate Route 35 under consideration at this hearing which is a corridor location begins at the Story-Hamilton County Line, the south line of Section 31, Township 86 north, Range 23 west of the 5th P.M., the proposed route extends in a northerly direction approximately one-half mile east of the west lines of Scott, Lincoln, and Rose Grove Townships, to the junction of U.S. Highway 20 on the north line of Section 6, Township 88 north, Range 23 west of the 5th P.M., the end of the proposed project. This location passes just east of the town of Ellsworth where it crosses Iowa 175. The length of the proposed project is approximately 18 miles.

The description given above is for a corridor approximately one mile wide. The specific location of the line will not be established until a later date and for that reason, it will be impossible for us at this time to say exactly where the final line will be and to tell you which properties it will be necessary to purchase for construction.

The display map located on the wall shows that there are 4 interchanges, four highway grade separations, and one railroad grade separation between the Story-Hamilton County Line and U.S. Highway 20.

The interchanges are at the following locations:

F.A.S. Route 268 - Provides access to the community of Randall.

Iowa 175 - Provides access to Ellsworth, Radcliffe and Jewell.

Co. Rd. "D" - Provides access to Kamrar and Buckeye.

U.S. 20 - Provides access for Webster City, Blairsburg, Williams, and other communities.

All of the interchanges listed above serve the rural areas in which they are located as well as the through traffic. There is an average of one interchange every four and a half miles on this project.

Construction of interchanges naturally requires additional right-of-way varying for the different types of interchanges. The diamond type interchanges, the predominate type to be built in Iowa, require up to 40 acres of right-of-way. The cloverleaf type of interchange, like the one located at U.S. 6 and I-35 southwest of Des Moines, requires up to 75 acres of right-of-way. The trumpet type interchange generally used where a major route and an Interstate route come together in a "T" intersection requires up to 45 acres. The fourth type of interchange is the directional interchange. This type interchange is generally used where there are large volumes of left turning traffic and where the other types of interchanges cannot fulfill the desires of the traffic. This type of interchange requires up to 140 acres of right-of-way.

GLOSSARY

Access: A means of ingress and/or egress to a property.

Fully controlled access highway: A highway or street especially designed for through traffic to which owners or occupants of abutting land or others shall have no right or easement of access by the reason of the fact their property abuts upon such highway. Access to a fully controlled access highway shall be via interchanges at designated public roads. Used on Interstate system in Iowa.

Planned controlled access highway: A highway planned or designated by the Commission to give preference to through traffic, but, in addition to selected public road intersections at grade, allowing access to the highway at approved points.

Frontage road: A local street or road or equivalent thereof, for service to abutting property and adjacent areas. Such facility shall connect to public roads or streets. The Interstate requires these roads for local traffic.

Interchange: A system of roadways and ramps, with one or more separations, which allows traffic to get on and off the main highway.

Median: Sometimes called the "dividing strip", the median separates oncoming lanes of traffic. A median can vary from 4 feet to 50 feet or more.

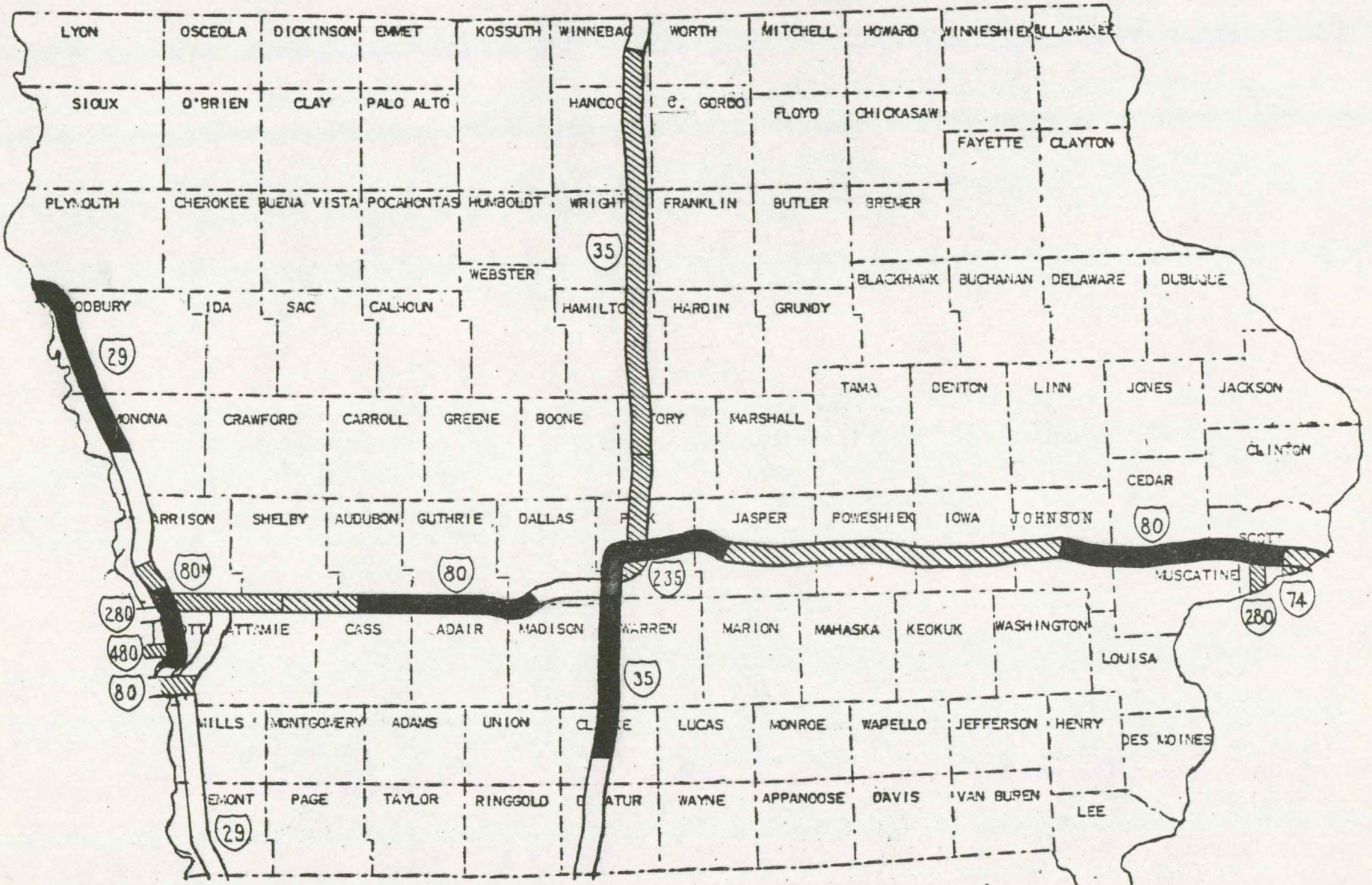
Ramps: A roadway connecting the Interstate Highway with an intersecting road. Ramps are directional, providing movements either on or off the Interstate.

Separation: Used to separate a crossroad from Interstate traffic. There is no traffic connection to Interstate.

Acceleration lane: A connecting lane leading from an on-ramp to the Interstate Highway, enabling motorists to attain speed and merge with the main line of traffic.

Deceleration lane: A connecting lane leading to an off-ramp, enabling the motorist to leave the main line of traffic at highway speed, then slow down and exit from the Interstate Highway without interruption to traffic.

IOWA INTERSTATE SYSTEM



OFFICIAL ROUTE NUMBERING FOR THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

AS ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS