

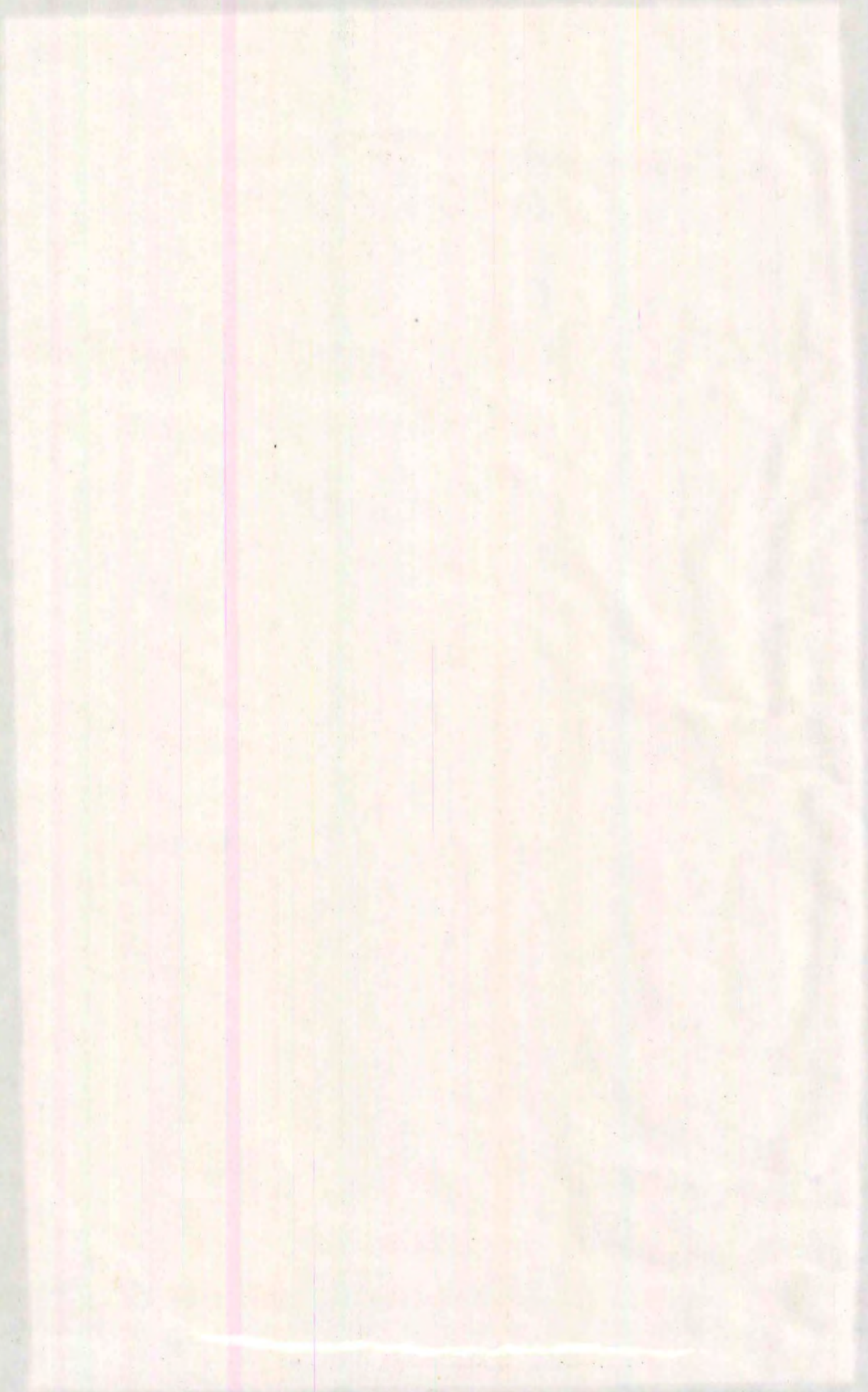
Iowa State Highway Commission

HIGHWAY SAFETY

IMPROVEMENT PROGRAM

FOR

1966



PREPARED BY
TRAFFIC AND HIGHWAY PLANNING DEPARTMENT
DIVISION OF PLANNING - PROGRAMING SECTION
IOWA STATE HIGHWAY COMMISSION
IN COOPERATION WITH THE
UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REPRODUCTION COST \$2.45

17-H53 TH
2: H535

FORWARD

In recent years the mounting problem of highway safety has commanded ever-increasing attention and concern. There are many elements in the total problem, and any effort at improving highway safety will be effective only to the degree that each of these elements can be favorably altered. One of these elements is the physical characteristic of the highway itself.

The Iowa General Assembly and its highway agency have long understood the need for removal or modification of all substandard physical features on the primary road system. This is evidenced by a number of legislative actions in the recent past. In 1955, additional motor fuel tax was provided expressly for the purpose of widening narrow bridges and pavements. In 1959, in legislation governing the advance programing of highway improvements, the Highway Commission was directed to publish a five year program. This same legislation directed that an annual sufficiency rating report be published showing the relative conditions of the primary roads and that the relative urgency of proposed improvements shall be determined by a consideration of the physical condition, safety, and service characteristics of the primary roads. In 1965, the legislature again provided an additional one cent of fuel tax for the primary road system with the stipulation that at least 50 per cent of this amount be used to widen narrow pavements and bridges 20 ft. or less in width.

More recently the Federal Government through its road agency, the Bureau of Public Roads, has become officially concerned about progress in the elimination of safety hazards on the Federal Aid Systems.

In the current construction program as in the past, the most urgent hazards existing on the primary road system in Iowa are included for elimination to the full extent permitted by the total State and Federal funds available.

The enclosed material is a formal safety inventory showing the pre-improvement physical characteristics and safety history for each project on which activity is scheduled in 1966. An evaluation has been made for each of these projects and the amount of the estimated cost of improvement attributed to enhancement of safety is shown. In addition to the programed items an emergency safety reserve fund has been established to provide flexibility in alleviating any emergency hazard situations which may develop during the year.

The following publications are made a part of this inventory and analysis procedure for the reason that they constitute the perpetual inventory of all sub-standard conditions on the primary road system and thus are the basic resource from which construction programs are developed: Rural Primary Road Sufficiency Guide 1964; Sufficiency Guide of the Municipal Extensions on the Primary Road System (Thru June 30, 1965); Sufficiency Rating of Bridges on the Primary Road System and Extensions (Thru December 31, 1963); and Deficiency Rating of Iowa Primary Highway Railroad Grade Crossings (as of May 1, 1963). The Iowa State Highway Commission Five Year Primary Road Construction Program, 1966 through 1970, is also made a part of this 1966 safety improvement program.

SUMMARY INFORMATION

A. Estimated cost of projects scheduled to be completed in 1966	\$ 24,683,500
B. That portion of above amount assigned to enhancement of safety	15,604,000
C. Estimated 1966 Expenditure on projects underway but not scheduled for completion in 1966	24,412,500
D. That portion of above amount assigned to enhancement of safety	15,857,000
E. Total Estimated 1966 Non-Interstate construction expenditure (A+C)	49,096,000
F. Total Assigned to Enhancement of Safety (B+D)	31,461,000
G. 1966 Fund reserved for emergency hazard elimination	500,000
H. Total 1966 commitment for enhancement of Safety (F+G)	31,961,000

ESTIMATED RESOURCES AVAILABLE FOR PRIMARY ROAD CONSTRUCTION

I. Federal Aid Primary Funds - Calendar 1966	10,196,000
J. Federal Aid Urban Funds - Calendar 1966	2,636,000
K. State of Iowa (From Road Use Tax Fund and Miscellaneous)	36,264,000
TOTAL	49,096,000

The inventory and evaluation procedure employed in this survey reveals that 65 percent of the anticipated 1966 non-interstate construction expenditure by the Iowa State Highway Commission is directly attributable to the enhancement of the safety of the road user. The remaining 35 percent is related to upgraded structural and drainage qualities, maintenance economy and motor vehicle operating benefits. As shown in the above table, approximately 26 percent of the Iowa non-interstate construction resources are derived from federal funds. Thus it is apparent that the major part of the federal non-interstate resources available to the Primary Road System in Iowa will be committed to the enhancement of safety.

HIGHWAY CONSTRUCTION PROGRAM FOR 1966

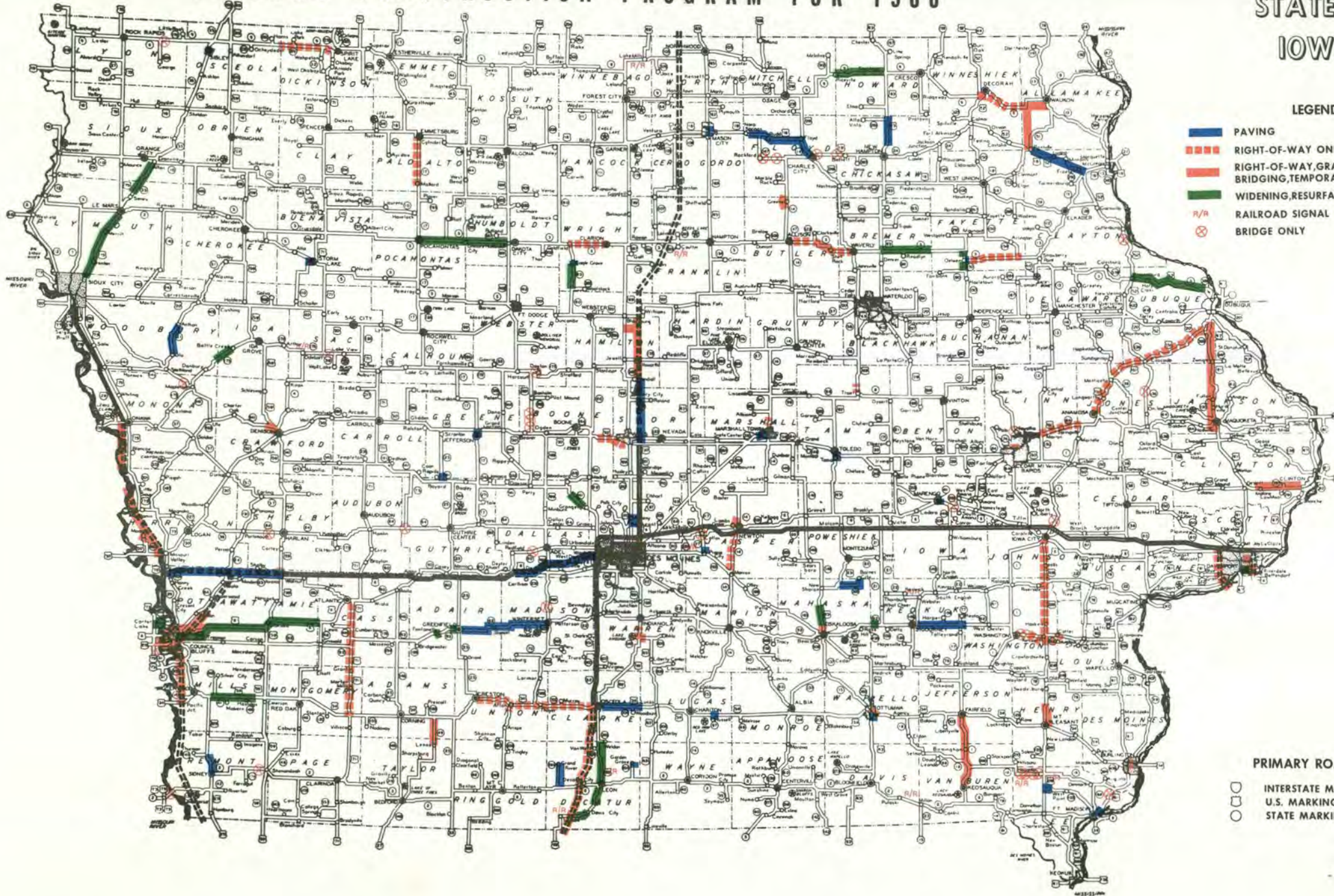
STATE OF
IOWA

LEGEND

- █ PAVING
- ▬▬▬ RIGHT-OF-WAY ONLY
- ▬ RIGHT-OF-WAY, GRADING, CULVERTS, BRIDGING, TEMPORARY SURFACING
- ▬ WIDENING, RESURFACING, SHOULDERING
- R/R RAILROAD SIGNAL
- ⊗ BRIDGE ONLY

PRIMARY ROADS

- INTERSTATE MARKINGS
- U.S. MARKINGS
- STATE MARKINGS



KEY TO CODE USED TO IDENTIFY
ITEMS OF WORK ON FOLLOWING SHEETS

1. Right of Way
2. Bridges
3. Culverts
4. Grading
5. Temporary Surfacing
6. Paving
7. Pavement Widening
8. Resurfacing of Pavement
9. Shoulder Widening
10. Railroad Crossing Signals
11. Erosion Control
12. Curb Elimination Resurfacing
13. Building
14. Intersection Lighting
15. Signing
16. Miscellaneous

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Adair</u>		PROJECT LOCATION <u>In Fontanelle from Dodge Street East 1.7 Mi.</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>1.7</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION
	F	92	3	1	1
					1964 SUFFICIENCY RATING <u>20</u>
					1962 A. D. T. <u>2100</u>

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1966	7
	2	(Pavement Widening)	
	3		
	4		
	5		
	TOTAL		

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
	1963	0		0			4		4
1964	0		1		1		2		
	0		1		5		6		

R-RURAL M-MUNICIPAL

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL 217

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS <u>50</u> M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>5.10</u>
		RETAINED SECTIONS <u>6.00</u>

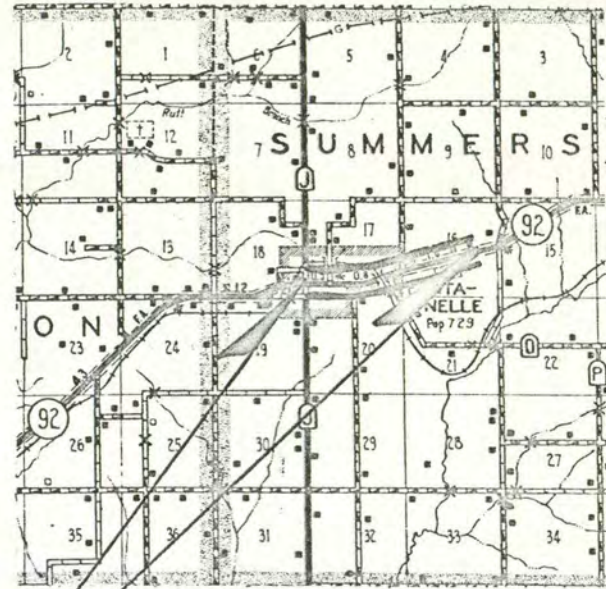
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	2	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 51	2	0.44
	PASSING (2000' FT.) 100	1	0.86
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	1.7
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	39,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	39,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



This project is to widen the existing 18 ft. pavement to 24 ft. It is being done in connection with the reconstruction from the east end of this project to Greenfield.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Adair</u>		PROJECT LOCATION <u>From Iowa 25 in Greenfield to Madison Co. Line</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>11.8</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	92	3	1	2	
						1964 SUFFICIENCY RATING <u>17</u>
						1962 A. D. T. <u>1440</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	2-3-4-6-8-11
2		(Grading and Paving)	
3			
4			
5			
TOTAL			1,309,700

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>78</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	0	8	8	
	1962	0	1	3	4	
	1963	0	2	3	5	
	1964	0	0	2	2	
		0	3	16	19	
		R-RURAL M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS <u>60</u> M.P.H.
	BRIDGE WIDTH <u>30 Min.</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6</u> RETAINED SECTIONS <u>6</u>

SAFETY INVENTORY

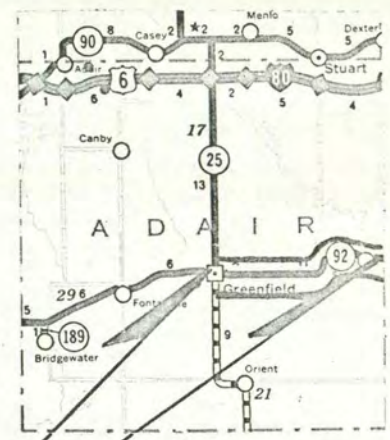
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	44	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	44	5.20
	PASSING (2000' FT.)	86	10.15
4. SUB-STANDARD BRIDGES	_____	3	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	11.8
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	917,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
TOTAL		917,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



This section of Iowa 92 is being reconstructed, widened and resurfaced as part of the improvement from Fontanelle to Winterset. A 24 ft. pavement will be provided along with 10 ft. wide shoulders and wider bridges.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Adair</u>		PROJECT LOCATION <u>In Greenfield - From S.W. 5th St. to Jct. Iowa 25</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>0.8</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	92	3	1	1	
						1964 SUFFICIENCY RATING <u>58</u>
						1962 A. D. T. <u>4110</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	8
2		(Resurfacing)	
3			
4			
5			
TOTAL			11,500

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL <u>672</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	M
	1963	0		0		5		5	
1964	0		3		5		8		
1965	0		3		7		10		
		0		6		17		23	
R-RURAL M-MUNICIPAL									

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>--</u> M.P.H.	
	PAVEMENT WIDTH <u>31</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.	RETAINED SECTIONS <u>40</u> M.P.H.
	BRIDGE WIDTH <u>None</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>--</u>	RETAINED SECTIONS <u>5.50</u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	7	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	Municipal	
	PASSING (2000' FT.)	"	
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES	NO <input checked="" type="checkbox"/>
9. AVERAGE SHOULDER WIDTH		Curbed	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	_____
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	0

SPECIAL SAFETY FEATURES BEING PROPOSED



The extension of Iowa 92 into Greenfield from 5th Street to Iowa 25 is being resurfaced to improve riding quality.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Adams</u>		PROJECT LOCATION <u>From Taylor County Line to Jct. US 34.</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>5.5</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	1984 SUFFICIENCY RATING <u>28</u>
	F	49	2	2	10	1962 A. D. T. <u>790</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-3-4-5-11 (Right of Way and Grading)
2	1967	6-11-14 (Paving)	523,200
3			
4			
5			
TOTAL			837,600

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>193</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	0	2	2	
	1962	0	3	1	4	
	1963	0	2	1	3	
	1964	0	1	2	3	
		0	6	6	12	
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>3.88</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

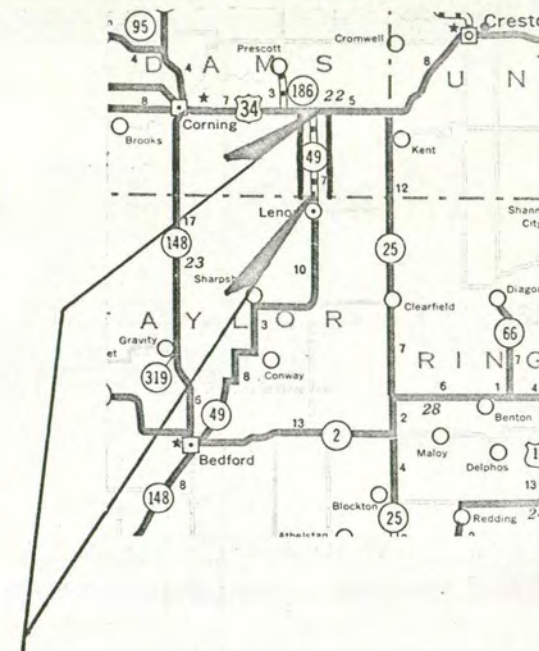
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	13	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 33	8	1.8
	PASSING (2000' FT.) 67	4	3.7
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18' 18' A.C.	_____	5.5
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____

8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	7 FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	226,000
	1967	376,000
	1968	_____
	1969	_____
	1970	_____
	TOTAL	602,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
 Intersection with U.S. 34 to be channelized and lighted.



The section of Iowa 49 from the Taylor Co. Line to U.S. 34 is being reconstructed. A new 24 ft. wide pavement with ten foot wide shoulders will be constructed. See Taylor County for the companion project from Lenox north to this section.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Adams</u>		PROJECT LOCATION <u>Junction U.S. 34 and Iowa 25</u>			
	PROJECT NUMBER _____					PROJECT LENGTH _____
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING _____
	F	34	3	2	2	
					1962 A. D. T. _____	

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966 Safety Emergency	14 (Lighting)
2			
3			
4			
5	NOTE: Authorized by Commission 5-20-65		
TOTAL			7,300

SAFETY HISTORY	ACCIDENT STATISTICS							NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____	
	YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL	MUNICIPAL _____
		R	M	R	M	R	M		

Rebuilt in 1964

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY _____	RETAINED SECTIONS _____	

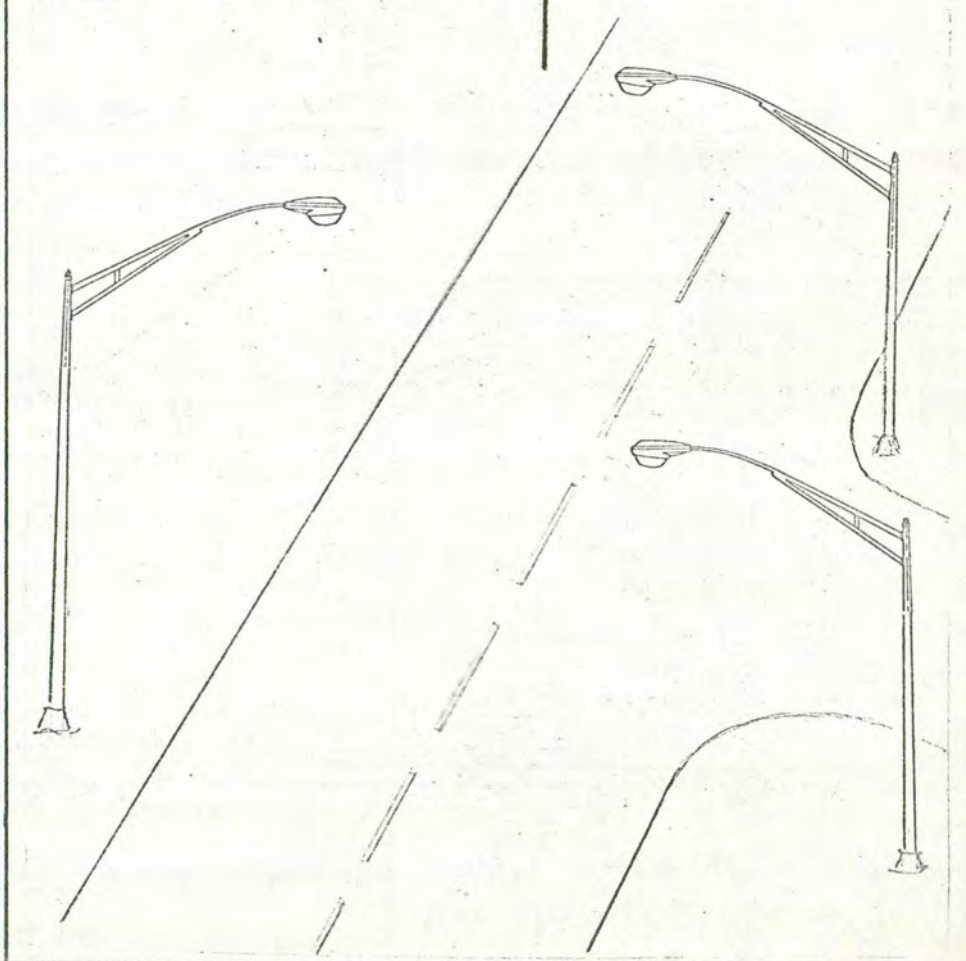
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	_____	_____	_____
	STOPPING (YELLOW LINE) PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	7,300	
	1967	_____	
	1968	_____	
	1969	_____	
	1970	_____	
	TOTAL	7,300	

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Allamakee</u>		PROJECT LOCATION <u>Reloc. from NCL Postville N. to Proposed Reloc Ia 9</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>10.7</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	51	3	3	6
1964 SUFFICIENCY RATING <u>18</u>					
1962 A. D. T. <u>1130</u>					

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	2-3-4-5-11 (Grading)
2	1967	6-11-14 (Paving)	1,003,700
3			
4			
5			
TOTAL			2,146,300

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>401</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	4	11	15	
	1962	0	5	6	11	
	1963	1	2	6	9	
	1964	0	10	9	19	
		1	21	32	54	
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30 Min.</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

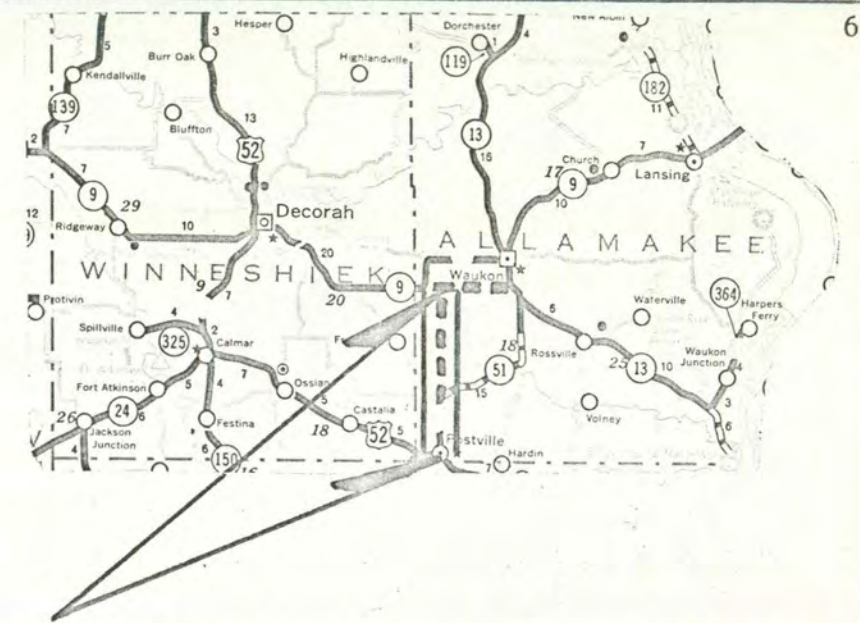
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	69	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	40	_____
3. RESTRICTED SIGHT DISTANCE	68	18	9.9
	93	9	13.7
4. SUB-STANDARD BRIDGES	_____	5	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	27	3.92
	20'	-	-
	22'	72	10.60
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO <input checked="" type="checkbox"/>
9. AVERAGE SHOULDER WIDTH		5	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	963,000
	1967	844,000
	1968	_____
	1969	_____
	1970	_____
	TOTAL	1,807,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
 Intersection with relocated Iowa 9 to be channelized and lighted.



This is the reconstruction and relocation of Iowa 51 from Postville north to a junction with relocated Iowa 9. A 24 ft. pavement will be provided along with 10 ft. wide shoulders. This project is being done along with the Iowa 9 relocation in Allamakee County and the relocation and reconstruction of Iowa 9 from Decorah east. This is a section of the Hiawatha Pioneer Trail.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Allamakee</u>		PROJECT LOCATION <u>Reloc. from Winneshiek Co. Line to Jct. Iowa 13.</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>6.5</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	9	9	3	2	
1964 SUFFICIENCY RATING <u>25</u>						
1962 A. D. T. <u>1100</u>						

PROGRAM DATA	PROGRAM YEAR(S)		ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	3-4-5-11	(Grading)
2	1967	4-6-11-14	(Paving)	690,000
3				
4				
5				
TOTAL				1,111,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>112</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	0	2	2	
	1962	0	2	4	6	
	1963	0	0	4	4	
	1964	0	1	1	2	
		0	3	11	14	
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>12</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30 Min.</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u> RETAINED SECTIONS _____

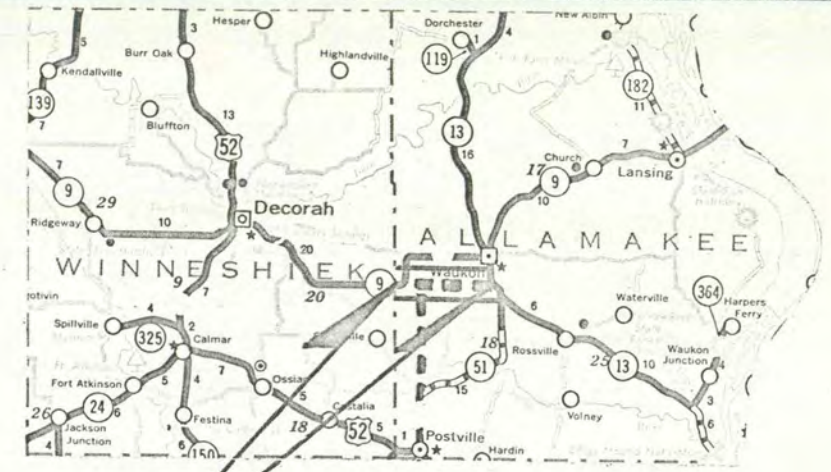
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	53	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	44	20
	PASSING (2000' FT.)	96	7
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	_____
	20'	_____	7.22
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	232,000
	1967	380,000
	1968	_____
	1969	_____
	1970	_____
	TOTAL	612,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
 Intersections with relocated Iowa 51 and Iowa 13 to be channelized and lighted



This relocation and reconstruction of Iowa 9 is a companion project with similar work in Winneshiek County and the relocation of Iowa 51 north of Postville. 24 ft. pavement with 10 ft. wide shoulders will be provided. The east end of this project will extend to the recently completed new pavement on Iowa 13 and a new connection north to Waukon is also programmed. This is a section of the Hiawatha Pioneer Trail.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Audubon</u>		PROJECT LOCATION <u>Junction US 71 and Iowa 64 at Hamlin</u>			
	PROJECT NUMBER _____					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>--</u>
	F	71	4	5	4	
					1962 A. D. T. _____	

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1965	
	Safety Emergency	14 (Lighting)	5,800
2			
3			
4			
5	NOTE: Authorized by Commission 5-20-65		5,800
TOTAL			

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	1	1	2	
	1962	0	1	2	3	
	1963	0	0	3	3	
	1964	0	0	2	2	
		0	2	8	10	
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY _____	RETAINED SECTIONS _____	

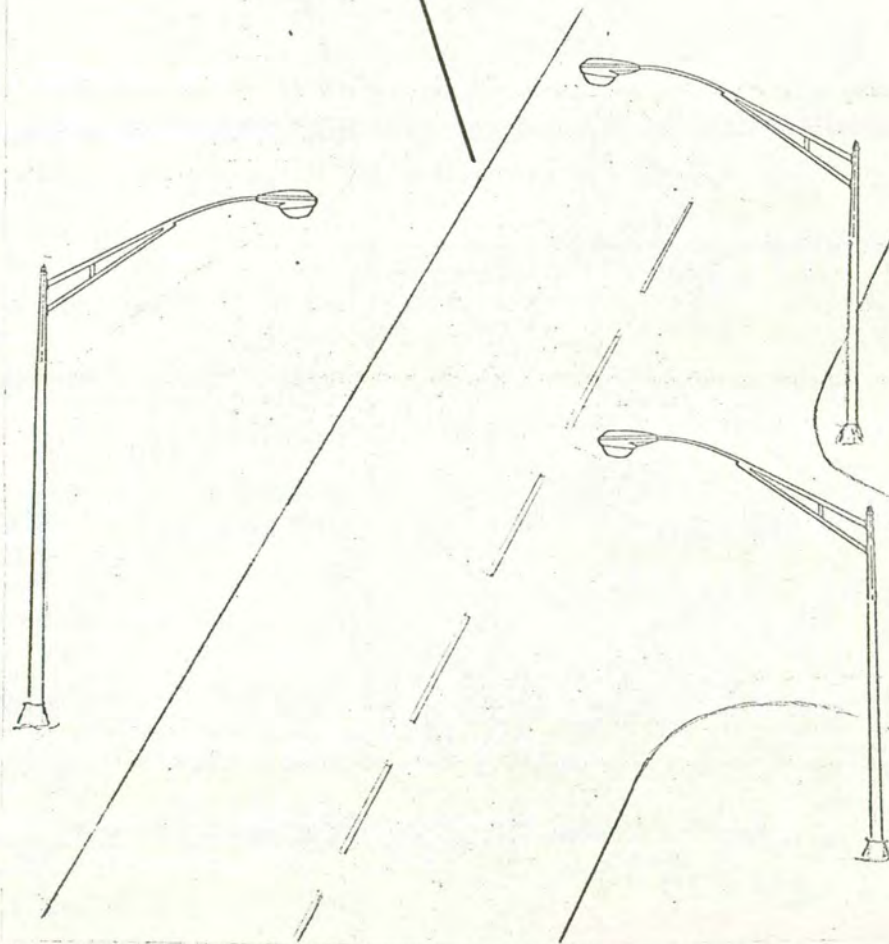
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	5,800
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	5,800

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Black Hawk</u>		PROJECT LOCATION <u>North Junction of U.S. 63 and Iowa 58 Near Hudson</u>				
	PROJECT NUMBER _____					PROJECT LENGTH _____	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL		1964 SUFFICIENCY RATING _____
					SECTION	SUB.- SEC.	
F	63	6	7	13		1962 A. D. T. _____	

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1965 Safety Emergency	14 (Lighting)	5,800
	2			
	3			
	4			
	5	NOTE: Authorized by Commission 5-20-65		
TOTAL			5,800	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1963	1	0	1	2	
	1964	0	0	1	1	
	1	0	2	3	Rebuilt in 1962	
R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY	RETAINED SECTIONS _____	

SAFETY INVENTORY

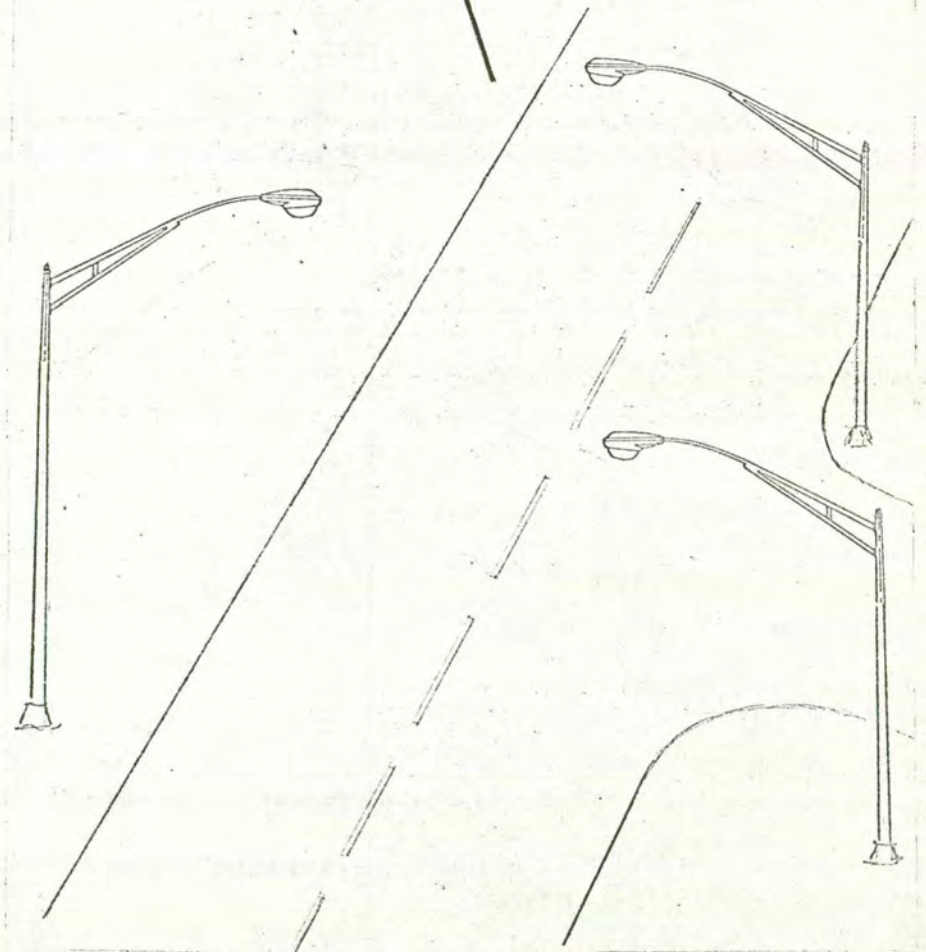
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	5,800	
1967		
1968		
1969		
1970		
TOTAL	5,800	

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Black Hawk</u>		PROJECT LOCATION <u>28x24.6 Bridge at S.E. Corner of Janesville</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>0.5</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB. - SEC.
	F	218	7	7	19
					1964 SUFFICIENCY RATING <u>B-40</u>
					1962 A. D. T. <u>3620</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1965 Emergency	1-2-4-6-11
2		(Right-of-Way, Bridge, Grade, Pave)	
3			
4			
5	Authorized by	Commission on 5-5-65	
TOTAL			131,500

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	1	0	1	
	1962	0	2	0	2	
	1963	0	0	1	1	
	1964	0	3	6	9	
		0	6	7	13	
R-RURAL M-MUNICIPAL						

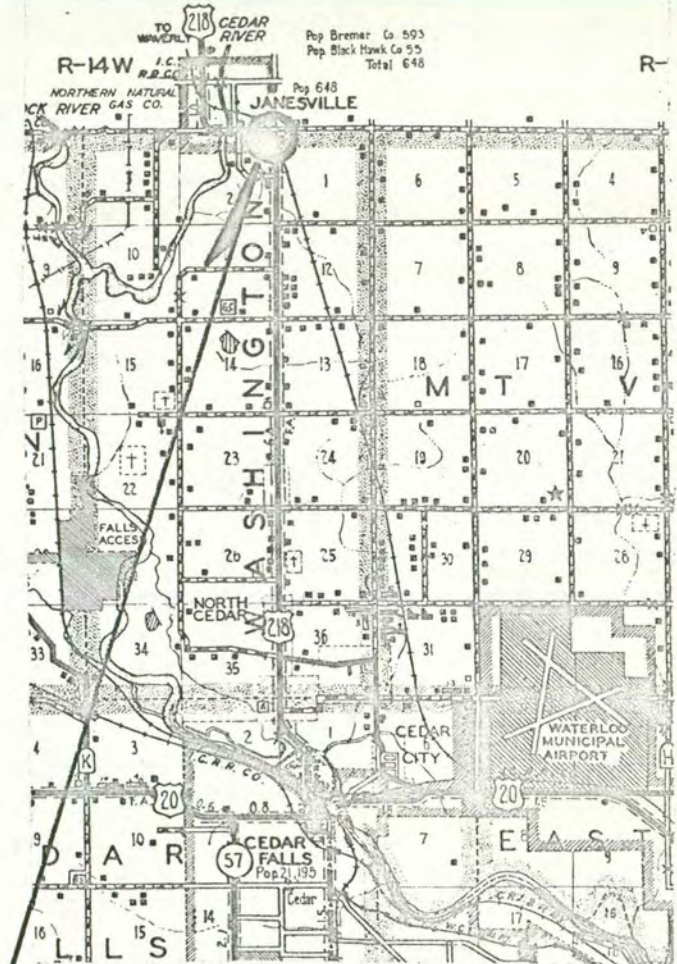
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
	<u>IMPROVE CURVATURE & REPLACE BRIDGE</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH	_____	_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	_____
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	_____

SPECIAL SAFETY FEATURES BEING PROPOSED



This bridge and curve are being revised due to the accident experience at this location.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Boone</u>		PROJECT LOCATION <u>Bridges North of Jct, U.S, 30</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>B-39</u>
	F	169	5	8	10	
					1962 A. D. T. <u>1429</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	2	82,500
2		(Bridge)	
3			
4			
5			
TOTAL			82,500

SAFETY HISTORY	ACCIDENT STATISTICS						
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		R	M	R	M		
1961	0	0	1	1			
1962	0	1	0	1			
1963	0	0	0	0			
1964	0	0	0	0			
	0	0	1	2			
R-RURAL M-MUNICIPAL							

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL --
MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u> </u> M.P.H.
	PAVEMENT WIDTH <u> </u> FT.	SHOULDER WIDTH <u> </u> FT.
	BRIDGE WIDTH <u>44</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u> </u> RETAINED SECTIONS <u> </u>

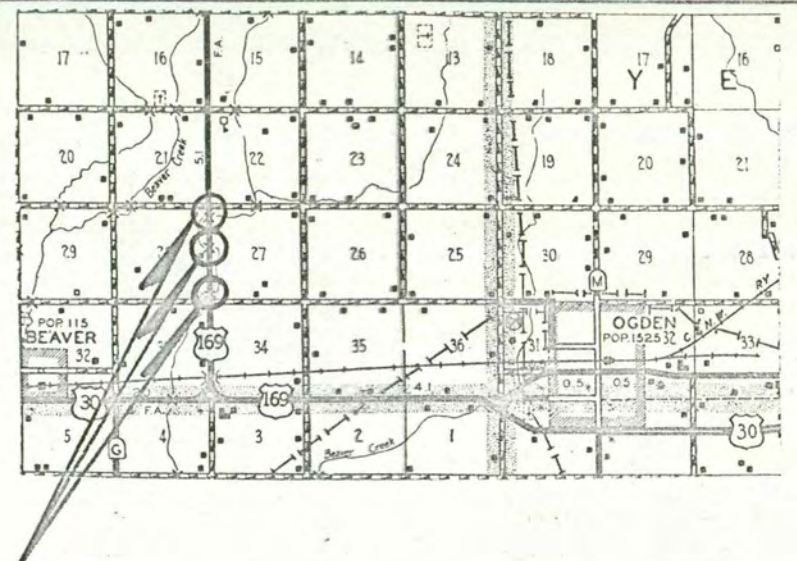
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	3	_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	_____	82,500	_____
	1967	_____		_____
	1968	_____		_____
	1969	_____		_____
	1970	_____		_____
	TOTAL	_____	82,500	_____

SPECIAL SAFETY FEATURES BEING PROPOSED

Bridges being widened to full shoulder to shoulder width. X



These three narrow bridges are being widened.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Boone</u>		PROJECT LOCATION <u>From present 4-Lane Pavement E. to Story Co. Line.</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>4.6</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	30	4	8	4	1984 SUFFICIENCY RATING <u>56</u>
1962 A. D. T. <u>4520</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	2-3-4-11 (Grade)	478,000
3	1968	6-11-14 (Pave)	660,000
4			
5			
TOTAL			1,338,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>126</u>	
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		FATAL R M	R M	R M	R M	R M	
	1961	1	2	8		11	MUNICIPAL _____
	1962	0	5	4		9	
	1963	1	3	1		5	
1964	0	5	8		13		
	2	15	21		38		
	R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	4-Lane	10-Outside
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>6-Inside</u> FT.
BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>4.00</u>	RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

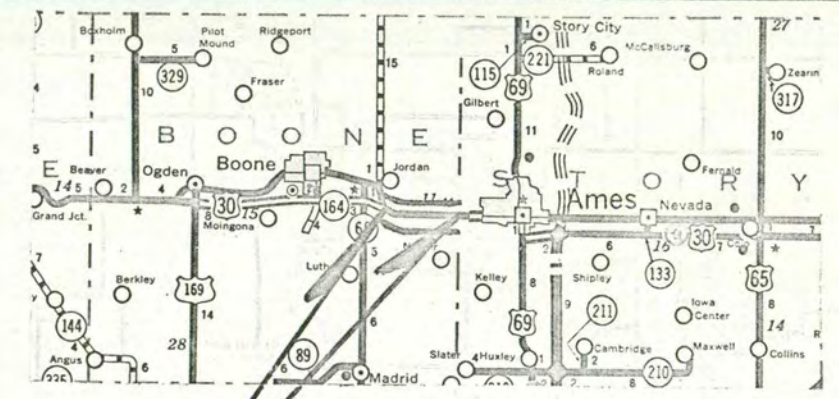
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	8	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 10	3	0.45
	PASSING (2000' FT.) 50	4	2.30
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES <input checked="" type="checkbox"/>	NO
9. AVERAGE SHOULDER WIDTH		8	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	70,000
	1967	168,000
	1968	231,000
	1969	_____
	1970	_____
	TOTAL	469,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
 Access control and intersection design to be according to expressway standards.



This is a part of the final section of the major improvement to U.S. 30 from Ogden east to Iowa 64 in Marshall County. It is to be of four lane divided construction and joins the Ames by-pass at the east county line, which is concurrently programed.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Boone</u>		PROJECT LOCATION <u>Jct, US 30 and old US 30 West of Ogden</u>			
	PROJECT NUMBER					PROJECT LENGTH _____
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
	F	30	4	8	SECTION 2	SUB.- SEC.
						1964 SUFFICIENCY RATING _____
						1962 A. D. T. _____

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1965 Safety Emergency	14 (Lighting) 5,100
	2		
	3		
	4		
	5	NOTE: Authorized by Commission 5-20-65	
TOTAL			5,100

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____ Constructed in 1964 as part of US 30 relocation	
	YEAR	FATAL		PERSONAL INJURY			TOTAL
		R	M	R	M		R
	PROPERTY DAMAGE	R	M	R	M		R
_____ _____ _____ _____ _____							
R-RURAL M-MUNICIPAL							

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY		RETAINED SECTIONS _____ M.P.H.	
		RETAINED SECTIONS _____		

SAFETY INVENTORY

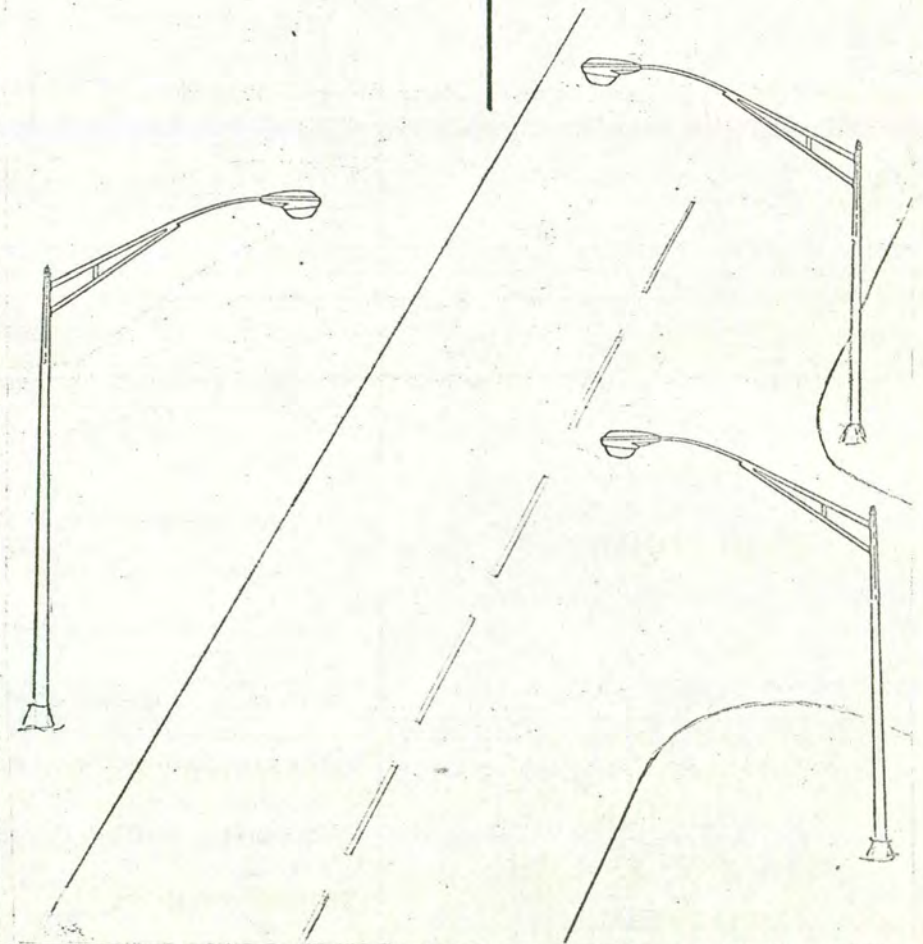
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	_____	_____	_____
	_____	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	_____	YES	NO
9. AVERAGE SHOULDER WIDTH	_____	_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	5,100
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	5,100

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one Intersection.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Boone</u>		PROJECT LOCATION <u>Junction U.S. 30, Iowa 164 at Boone</u>			
	PROJECT NUMBER					PROJECT LENGTH _____
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB. - SEC.
	F	30	4	8	3	1964 SUFFICIENCY RATING _____
1962 A. D. T. _____						

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1966		
	1	Safety Emergency	14 (Lighting)
	2		
	3		
	4		
5	NOTE: Authorized by Commission 5-20-65		
TOTAL			7300

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
						New Location in 1964
R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
Lighting Only		RETAINED SECTIONS _____ M.P.H.		RETAINED SECTIONS _____

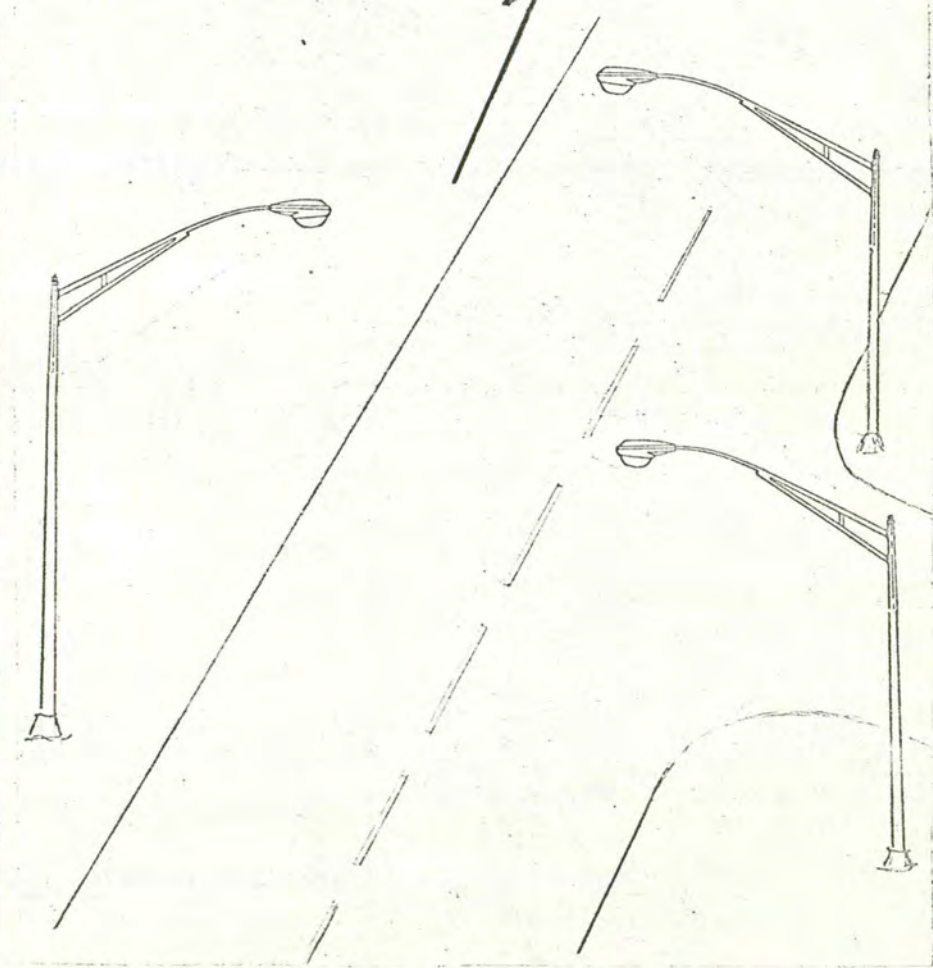
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	73000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	7300

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Bremer</u>		PROJECT LOCATION <u>From Jct, Iowa 241 to Fayette County Line</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>7.3</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
	<u>F</u>	<u>3</u>	<u>6</u>	<u>9</u>	<u>3</u>	<u> </u>
1984 SUFFICIENCY RATING <u>S-34</u>						
1962 A. D. T. <u>1950</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	<u>1966</u>	<u>1-2-3-9-11</u>
2		<u>(Right-of-Way, Shoulder Widening)</u>	
3			
4			
5			
TOTAL			<u>243,000</u>

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>193</u> MUNICIPAL <u> </u>
	YEAR	PERSONAL		PROPERTY		
	FATAL R M	INJURY R M	DAMAGE R M			R M
1961	0	4	6			10
1962	2	3	6			11
1963	0	6	2			8
1964	0	5	7			12
	<u>2</u>	<u>18</u>	<u>21</u>			<u>41</u>
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u> </u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS <u>60</u> M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u> </u> RETAINED SECTIONS <u>6.00</u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	0	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 7	3	0.50
	PASSING (2000' FT.) 39	8	2.95
4. SUB-STANDARD BRIDGES	_____	3	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH None	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES	NO X
9. AVERAGE SHOULDER WIDTH		_____ 5 _____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	
This is the third stage shoulder widening of a road which has previously been widened and resurfaced.	1966 _____ 243,000
	1967 _____
	1968 _____
	1969 _____
	1970 _____
TOTAL	_____ 243,000

SPECIAL SAFETY FEATURES BEING PROPOSED
 Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



This project is contiguous with a similar project from U.S. 63 east to Iowa 241 and will provide 10 ft. wide shoulders on the existing 24. ft. pavement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Bremer</u>		PROJECT LOCATION <u>From Jct. U.S. 63 East to Jct. Iowa 241</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>5.4</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>S-56</u>
	F	3	6	9	3	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1966	1-3-9-11-14	262,400
	2		(Right-of-Way, Shoulder Widening)	
	3			
	4			
	5			
	TOTAL			262,400

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		6		10		16		
1962	1		2		3		6		
1963	0		1		8		9		
1964	1		1		2		4		
	2		10		23		35		
	R-RURAL		M-MUNICIPAL						

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 196
MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30 Min.</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
		RETAINED SECTIONS <u>60</u> M.P.H.
		RETAINED SECTIONS <u>6.00</u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	0	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	11	4
	PASSING (2000' FT.)	44	6
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	7	_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
This is the third stage shoulder widening of a road which has previously been widened and resurfaced.	1966	_____	262,400	_____
	1967	_____		_____
	1968	_____		_____
	1969	_____		_____
	1970	_____		_____
TOTAL			262,400	_____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
The Junction with Iowa 241 is to be lighted.



This project is contiguous with a similar project from Iowa 241 east to the Fayette County Line, and will provide 10 ft. wide shoulders on the existing 24. ft. pavement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Bremer</u>		PROJECT LOCATION <u>From Butler Co. Line Easterly to W. Jct, US 218</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>3.6</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1984 SUFFICIENCY RATING <u>19</u>
	F	3	6	9	1	
					1962 A. D. T. <u>1540</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1966	1 (Right-of-Way)	58,000
	2	1967	2-3-4-5-6-7-8-9-11-14	482,500
	3		(Grading and Paving)	
	4			
	5			
TOTAL			540,500	

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>196</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL	MUNICIPAL _____
		R	M	R	M		R	M		R
1961	0		2		6		8			
1962	1		1		1		3			
1963	0		1		1		2			
1964	0		0		3		3			
	<u>1</u>		<u>4</u>		<u>11</u>		<u>16</u>			
R-RURAL M-MUNICIPAL										

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS <u>60</u> M.P.H.
		RETAINED SECTIONS <u>6.00</u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	9	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	34	1.2
	PASSING (2000' FT.)	79	2.8
4. SUB-STANDARD BRIDGES	_____	2	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	3.56
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	5	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
	1966	44,000	_____	_____
	1967	362,000	_____	_____
	1968	_____	_____	_____
	1969	_____	_____	_____
	1970	_____	_____	_____
TOTAL		406,000	_____	_____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
Junction with US 218 to be lighted.



Right-of-Way to be purchased in 1966 with total reconstruction of this section in 1967. This is the easterly segment of an improvement extending from the west junction with Iowa 14 near Allison and including a relocation to by-pass Shellrock. 24 ft. pavement will be provided along with 10 ft. wide shoulders.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Bremer</u>		PROJECT LOCATION <u>Junction of US 218 and Radar Installation Entrance</u>			
	PROJECT NUMBER				PROJECT LENGTH _____	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	1964 SUFFICIENCY RATING _____
	F	218	8	9	7	
					1962 A. D. T. _____	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1965		
	Safety Emergency	14 (Lighting)	800
2			
3			
4			
5	NOTE: Authorized by Commission 5-20-65		
TOTAL			800

SAFETY HISTORY	ACCIDENT STATISTICS						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____		
	YEAR	PERSONAL		PROPERTY			TOTAL	MUNICIPAL _____	
		FATAL	INJURY	DAMAGE	TOTAL			R	M
	1961	0	0	1	1				
	1962	0	0	1	1				
	1963	0	1	0	1				
	1964	0	0	0	0				
		0	1	2	3				
		R-RURAL M-MUNICIPAL							

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY		RETAINED SECTIONS _____ M.P.H.	
			RETAINED SECTIONS _____	

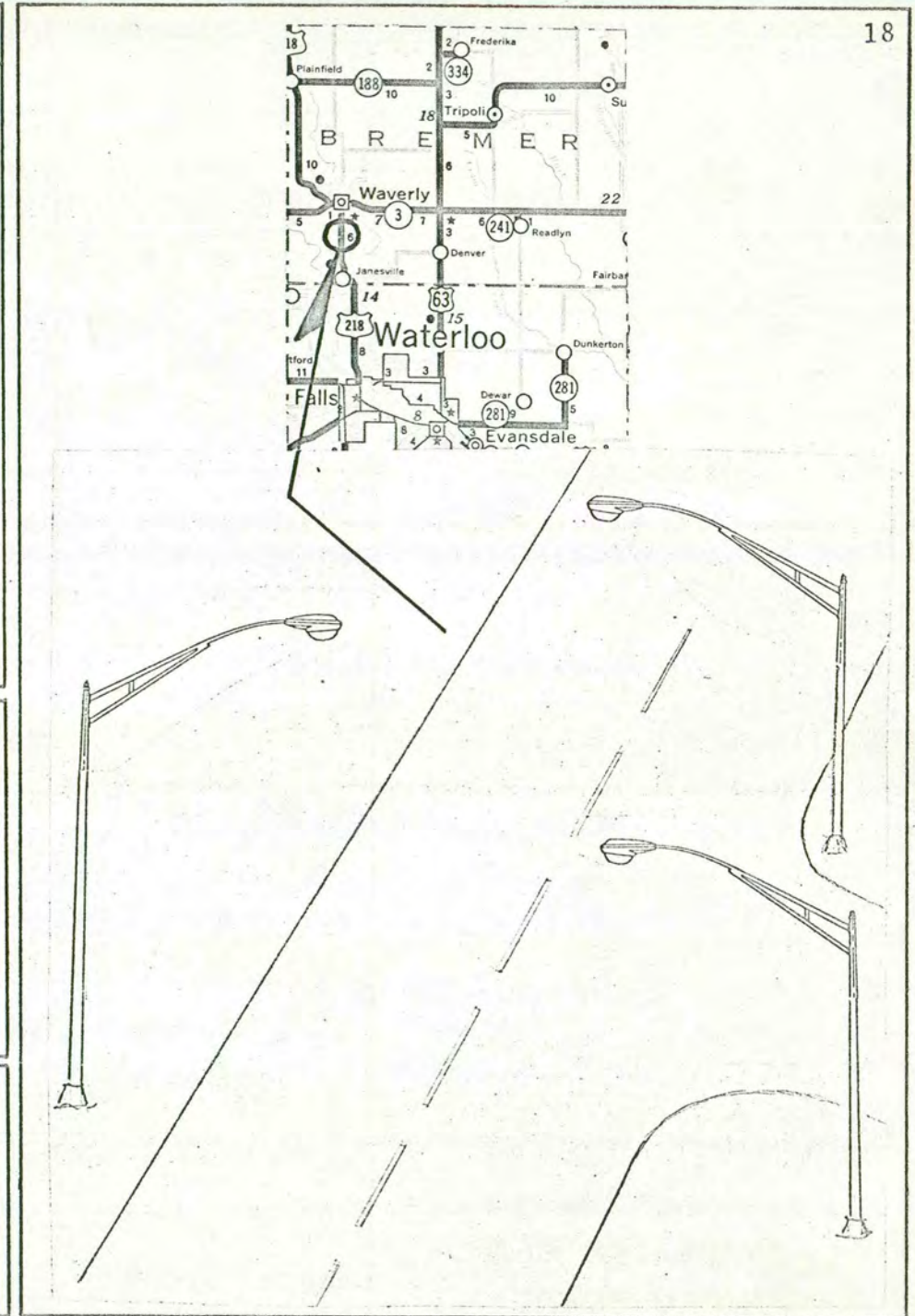
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	1967	1968	1969	1970	TOTAL
	_____	_____	_____	_____	_____	800
	_____	_____	_____	_____	_____	_____
	_____	_____	_____	_____	_____	_____
	_____	_____	_____	_____	_____	_____
	_____	_____	_____	_____	_____	_____
	_____	_____	_____	_____	_____	800

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Bremer</u>		PROJECT LOCATION <u>26x24 I-beam bridge 2 Mi. NW of Waverly</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>B-44</u>
	F	218	8	9	8	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1965 Emergency	2 (Bridge) 11,700
	2		
	3		
	4		
	5	NOTE: Authorized by Commission on 12/30/64	
TOTAL			11,700

SAFETY HISTORY	ACCIDENT STATISTICS						
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		R	M	R	M		
1961	0	0	1	1			
1962	0	0	0	0			
1963	2	0	0	2			
1964	0	0	0	0			
	2	0	1	3			
	R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH <u>44</u> FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	BRIDGE ONLY		RETAINED SECTIONS _____ M.P.H.	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966 11,700

1967 _____

1968 _____

1969 _____

1970 _____

TOTAL 11,700

SPECIAL SAFETY FEATURES BEING PROPOSED



This is a 24 ft. wide bridge on a 24 ft. wide pavement. It is being widened to full roadway width.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Buena Vista</u>				PROJECT LOCATION <u>In Storm Lake - W.C.L. East to W. Jct. U.S. 71</u>	
	PROJECT NUMBER					PROJECT LENGTH <u>1.4</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	U	5	2	11	1	
						1964 SUFFICIENCY RATING <u>31</u>
						1962 A. D. T. <u>3610</u>

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	4-6-7-8-11	147,900
2		(Grading and Paving)	
3			
4			
5			
TOTAL			147,900

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1963	0		8		13		21		
1964	0		4		21		25		
1/2 1965	0		0		18		18		
	0		12		52		64		
R-RURAL M-MUNICIPAL									

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL 1370

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH <u>59</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.
	BRIDGE WIDTH <u>None</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
		RETAINED SECTIONS <u>50</u> M.P.H.
		RETAINED SECTIONS _____

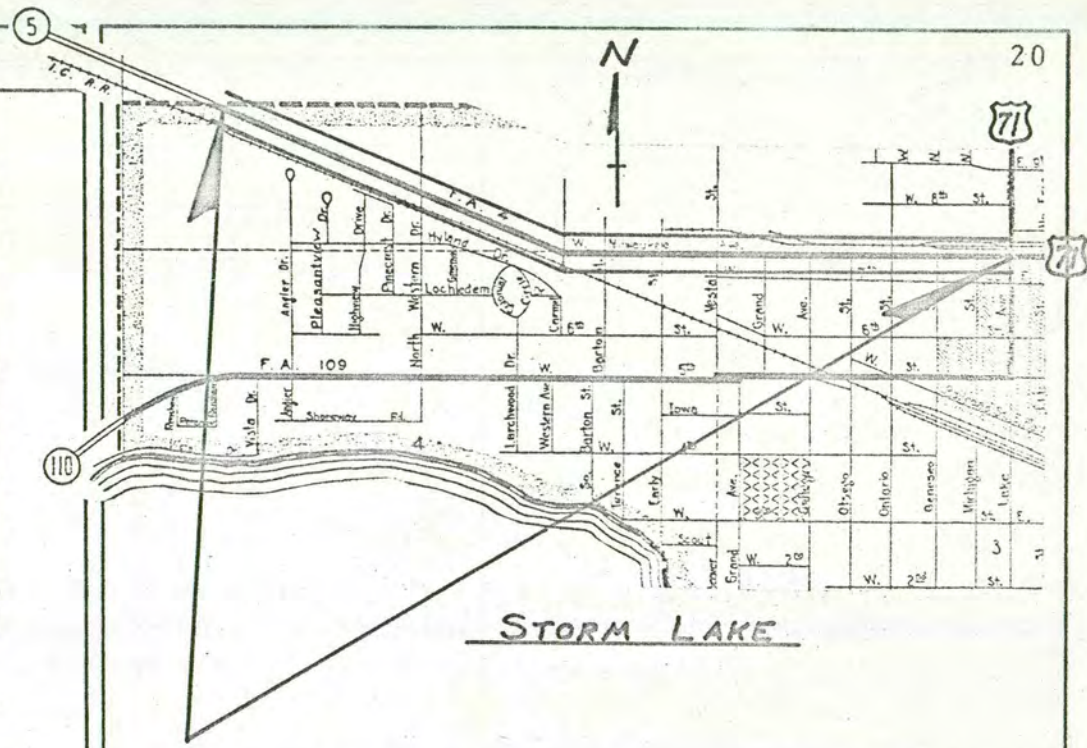
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	0	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	0	—
3. RESTRICTED SIGHT DISTANCE	—	Municipal	—
	—	"	—
4. SUB-STANDARD BRIDGES	—	0	—
5. SUB-STANDARD INTERSECTIONS	—	0	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	—	—
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	—	YES	NO
9. AVERAGE SHOULDER WIDTH	—	_____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	74,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	74,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
Access points being defined by means of curb construction.



Four traffic lanes will be provided with this improvement. The project extends from U.S. 71 west to the city limits, and will feature improved control of access and increased capacity.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Butler</u>		PROJECT LOCATION <u>From West Jct, Iowa 14 East to Jct, Iowa 188</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>8.0</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	3	5	12	4
1964 SUFFICIENCY RATING <u>27</u>					
1962 A. D. T. <u>1050</u>					

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	3-4-6-11 (Grade and Pave)	1,327,900
3			
4			
5			
TOTAL			1,408,900

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>168</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	2	5	7	
	1962	0	3	6	9	
	1963	0	1	2	3	
	1964	0	2	1	3	
		0	8	14	22	
	R-RURAL		M-MUNICIPAL			

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	20	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	34	16
	PASSING (2000' FT.)	65	16
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	2	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	86	_____
	20'		_____
	22'		_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES	NO
			X
9. AVERAGE SHOULDER WIDTH		7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	45,000
1967	730,000
1968	_____
1969	_____
1970	_____
TOTAL	775,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



This is the west segment of a project that to improve Iowa 3 from the west junction with Iowa 14 to Waverly. A 24 ft. pavement surface will be provided along with 10 ft. wide shoulders and up-to-date intersection design.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Butler</u>		PROJECT LOCATION <u>Reloc. from Jct. Ia. 188 E. to Bremer County Line</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>6.1</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	3	5	12	4
					1964 SUFFICIENCY RATING <u>31</u>
					1962 A. D. T. <u>1510</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2-3-4-5-11 (Right-of-Way and Grading)
2	1967	6-11-14 (Paving)	555,600
3			
4			
5			
TOTAL			1,187,900

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>228</u> MUNICIPAL <u>124</u>	
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			
		FATAL R M	R M	R M	R M	R M	R M
	1961	0	2	3	5		
1962	0	4	4	8			
1963	0 0	0 0	4 2	4 2			
1964	0 0	2 0	3 2	5 2			
	0 0	8 0	14 4	22 4			
	R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	3	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	5	—
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 33	8	1.9
	PASSING (2000' FT) 53	11	3.0
4. SUB-STANDARD BRIDGES	—	3	—
5. SUB-STANDARD INTERSECTIONS	—	1	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	6.1
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	—	7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966		443,000
1967		389,000
1968		—
1969		—
1970		—
TOTAL		832,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices. The intersection with Iowa 188 will be lighted and the connection at Shellrock will be channelized and lighted.



This project is the central segment of the improvement of Iowa 3 extending from the west junction with Iowa 14 to Waverly. This is the relocated portion to by-pass Shell Rock, will be of the latest design.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Butler</u>		PROJECT LOCATION <u>Relocation to by-pass Greene</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>2.1</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	14	7	12	9	
1964 SUFFICIENCY RATING <u>24</u>						
1962 A. D. T. <u>2190</u>						

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2-3-4-5-11 (Right-of-Way and Grading)
2	1967	6-11-14(Paving)	239,200
3			
4			
5			
TOTAL			754,200

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>282</u>	
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	MUNICIPAL <u>172</u>	
1961	0	2	1	3			
1962	0	0	0	0			
1963	0	0	0 3	0 3			
1964	0	0	2 1	2 1			
	0	2	3 4	5 4			
	R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	RETAINED SECTIONS _____ M.P.H.
		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	4	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	1	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 56	2	0.45
	PASSING (2000' FT.) 75	2	0.60
4. SUB-STANDARD BRIDGES	_____	3	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18' 50	_____	0.4
	20' 50	_____	0.4
	22' _____	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES _____	NO X	_____
9. AVERAGE SHOULDER WIDTH	_____	6	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	376,000
1967	175,000
1968	_____
1969	_____
1970	_____
TOTAL	551,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



This relocation of Iowa 14 is to by-pass Greene on the west side. A new railroad overpass will be provided along with 24 ft. pavement and 10 ft. wide shoulders.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Cass</u>		PROJECT LOCATION <u>From Montgomery Co. Line North to Jct. U.S. 6</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>17.1</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	71	3	15	17	1964 SUFFICIENCY RATING <u>15</u>
						1962 A. D. T. <u>1730</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1) Right-of-Way)
2	1967	1-2-3-4-5-11 (Grading)	1,835,400
3	1968	6-11-14-16 (Paving)	1,767,500
4			
5			
TOTAL			3,802,900

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>267</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	14	24	38	A special accident history was obtained in 1963 for the five-year period from Sept., 1958 thru Aug. 1963 at the South Junction of U.S. 71 & Ia. 92. During that five year period there were 4 personal injury accidents and 8 property damage accidents at that junction.
	1962	0	10	19	29	
	1963	0	8	18	26	
	1964	1	8	13	22	
		1	40	74	115	
		R-RURAL M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>4.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

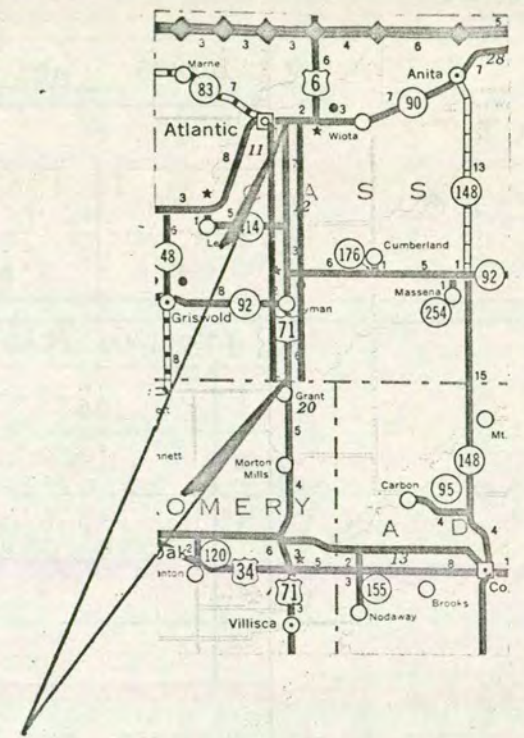
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	104	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 60	23	10.2
	PASSING (2000' FT.) 82	13	14.0
4. SUB-STANDARD BRIDGES	_____	5	_____
5. SUB-STANDARD INTERSECTIONS	_____	5	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	100	17.1
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	6	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	160,000
	1967	1,469,000
	1968	1,414,000
	1969	_____
	1970	3,043,000
	TOTAL	_____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
The Major Primary Road intersections are to be lighted.



The upgrading of U.S. 71 in Cass County is the northerly part of a route improvement programed from the Missouri State Line north to U.S. 6 near Atlantic. This route is part of the future Iowa expressway system announced by the Commission in late 1965.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Cass</u>		PROJECT LOCATION <u>From Pott, Co. Line East to Jct, Ia, 48</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>1.0</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>14</u>
	F	6	2	15	4	
					1962 A. D. T. <u>1880</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1 1966	8	9,000
	2	(Resurfacing)	
	3		
	4		
	5		
TOTAL			9,000

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					
	PERSONAL INJURY		PROPERTY DAMAGE			
	YEAR	FATAL	INJURY	DAMAGE	TOTAL	NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____
		R M	R M	R M	R M	MUNICIPAL _____
R-RURAL M-MUNICIPAL						

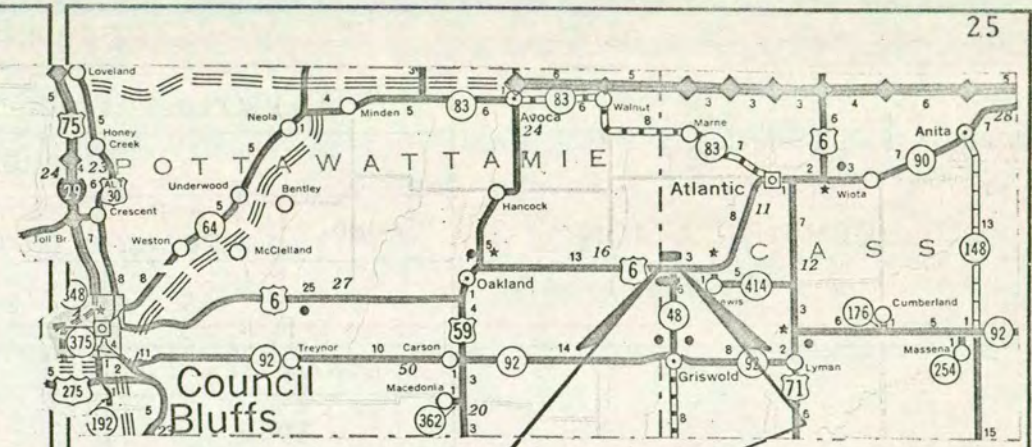
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	NOT APPLICABLE - RESURFACING ONLY		RETAINED SECTIONS _____	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
	1966	_____	0	_____	_____
	1967	_____	_____	_____	_____
	1968	_____	_____	_____	_____
	1969	_____	_____	_____	_____
	1970	_____	_____	_____	_____
	TOTAL	_____	0	_____	_____

SPECIAL SAFETY FEATURES BEING PROPOSED



Surface restoration is to be done by means of a thin asphaltic concrete resurfacing of the existing pavement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Cerro Gordo</u>		PROJECT LOCATION <u>In Mason City - From S. 19th St. to S. 8th St.</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>0.7</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	U	65	8	17	7	
						1964 SUFFICIENCY RATING <u>18</u>
						1962 A. D. T. <u>13,970</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-4-6-7-8-10-16
2		(Right-of-Way, Grade, Pave, Resurface)	
3			
4			
5			
TOTAL			84,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL <u>2130</u>
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1963	0	9	55	64	
	1964	0	9	67	76	
	1965	0	13	72	85	
		0	31	194	225	
		R-RURAL	M-MUNICIPAL			

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.	
	PAVEMENT WIDTH <u>49</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS <u>4.9</u>

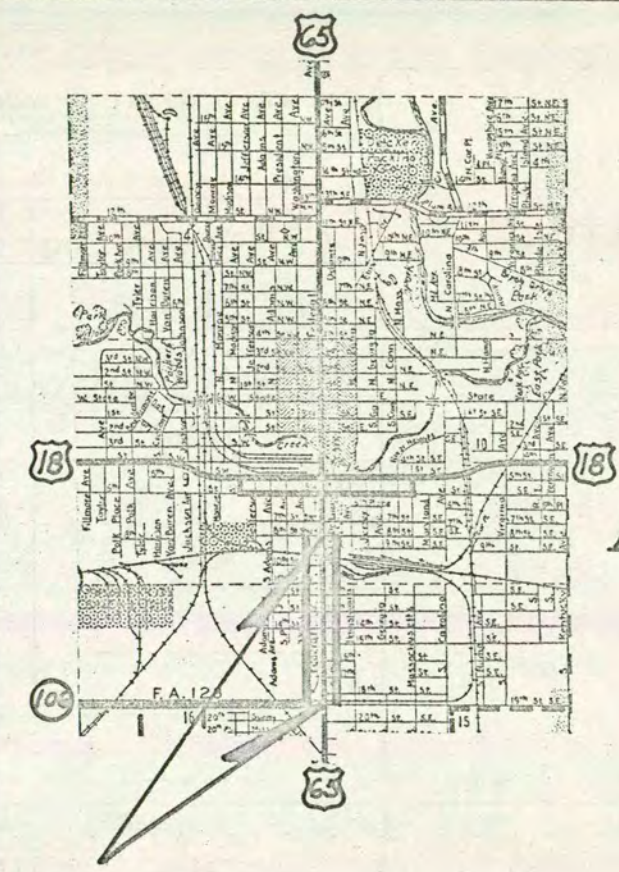
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____	Municipal	
	_____	"	
4. SUB-STANDARD BRIDGES	_____	--	_____
5. SUB-STANDARD INTERSECTIONS	_____	2	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES <input checked="" type="checkbox"/> NO	
9. AVERAGE SHOULDER WIDTH		--	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
This figure represents that part of the state share of the total project cost chargeable to safety. The city share of the total cost is not included.	1966	_____	42,000	_____	_____
	1967	_____		_____	_____
	1968	_____		_____	_____
	1969	_____		_____	_____
	1970	_____		_____	_____
	TOTAL	_____	42,000	_____	_____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices. Left-Turn storage and signals being provided at major street intersections.



MASON CITY

Four traffic lanes, improved access control and turning movements are to be provided by this joint city-state project. The pavement work to be done in 1966 and the widening of the Milwaukee Road underpass is programmed in 1967. This is part of a general plan to improve traffic flow on U.S. 65 in Mason City.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Cerro Gordo</u>		PROJECT LOCATION <u>In Mason City from North 5th to North 17th</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>0.9</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	<u>U</u>	<u>65</u>	<u>8</u>	<u>17</u>	<u>8</u>	1964 SUFFICIENCY RATING <u>35</u> 1962 A. D. T. <u>8690</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1-4-6-8-16	77,300 (State Share)
	2		(Right-of-Way, Grade, Pave, Resurface)	
	3			
	4			
	5			
TOTAL			77,300	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL <u>2420</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	M
	1963	0		17		52		69	
	1964	0		21		44		65	
	1965	1		10		62		73	
	1		48		158		207		
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.	
	PAVEMENT WIDTH <u>49</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS <u>1.0</u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____	Municipal	
	_____	"	
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	2	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES <input checked="" type="checkbox"/> NO	
9. AVERAGE SHOULDER WIDTH		_____ FT.	

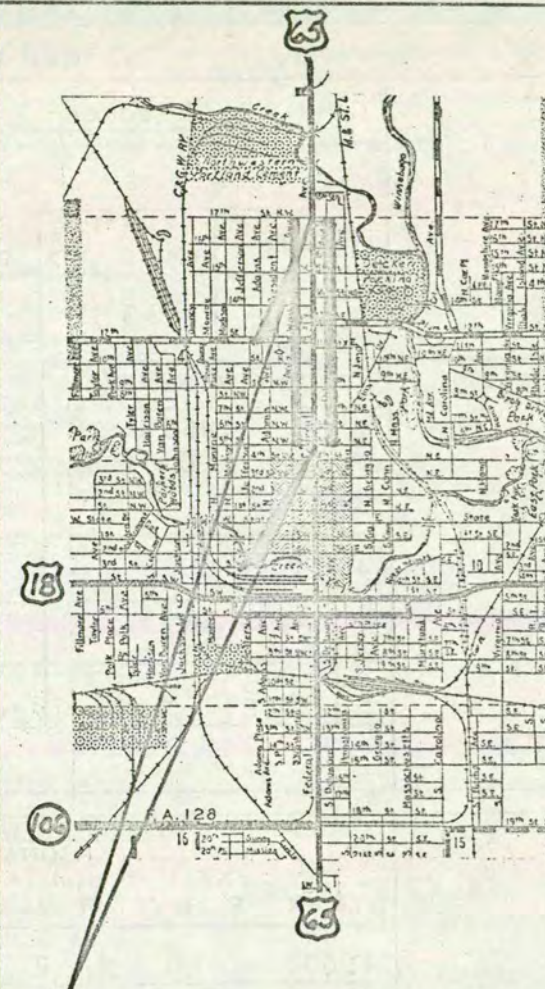
AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This figure represents that part of the state share of the total project cost chargeable to safety. The city share of the total cost is not included.

1966	38,600	
1967		
1968		
1969		
1970		
TOTAL	38,600	

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



MASON CITY

The City and State are joining forces to provide four traffic lanes and improved access control by means of this project. It is part of a general plan to improve traffic flow on U.S. 65 in Mason City.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Cherokee</u>		PROJECT LOCATION <u>Junction of Iowa 3 with US 59 and with Old Iowa 5 connection to Cherokee</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
	F	3	2	18	SECTION 3	SUB.- SEC.
						1964 SUFFICIENCY RATING <u>--</u>
						1962 A. D. T. <u>--</u>

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1965 Safety Emergency	14 9,500
	2	(Lighting)	
	3		
	4		
	5	NOTE: Authorized by Commission 5-20-65	
TOTAL			9,500

	ACCIDENT STATISTICS						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____		
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
SAFETY HISTORY	1963	0		2		2	4		
	1964	0		2		2	4	US 59	
	1963	0		0		2	2		
	1964	0		1		3	4	Old Iowa 5	
R-RURAL M-MUNICIPAL									

These intersections rebuilt in 1962 with Cherokee bypass of Iowa 3

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT. SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	<u>LIGHTING ONLY</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

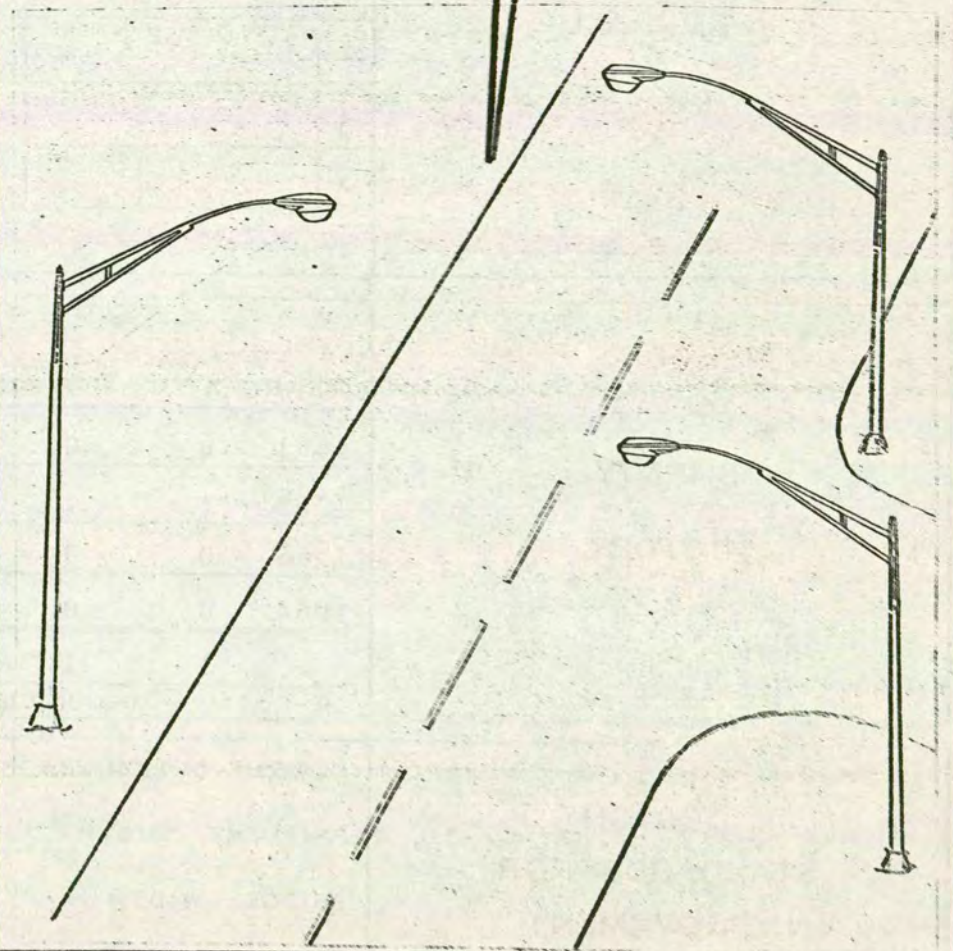
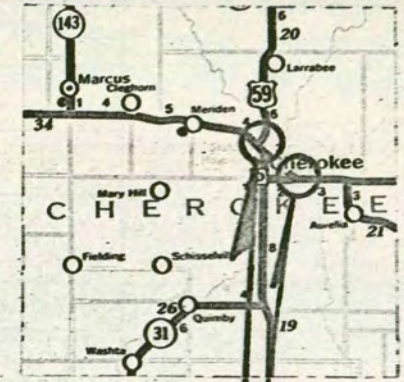
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	_____	_____	_____
	_____	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	9,500
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	9,500

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting for two intersections



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Chickasaw</u>		PROJECT LOCATION <u>204x18.7' H.T. Bridge 1/2 Mile E. of Floyd Co. Line</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>0.6</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB. → SEC.
	F	18	7	19	2
					1964 SUFFICIENCY RATING <u>B-31</u>
					1962 A. D. T. <u>1510</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2-3-4-6-11
2		(Right-of-Way, Bridge, Grade, Pave)	
3			
4			
5			
TOTAL			234,200

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u>	MUNICIPAL <u>---</u>
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			
		FATAL R M	R M	R M	R M	R M	
	1961	0	0	1	1		
1962	1	1	0	2			
1963	0	0	0	0			
1964	0	0	0	0			
	1	1	1	3			
R-RURAL M-MUNICIPAL							

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS <u>---</u> M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS <u>---</u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	3	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	_____	_____	_____
	_____	_____	_____
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	FT.	_____

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966 234,200

1967 _____

1968 _____

1969 _____

1970 _____

TOTAL 234,200

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



A narrow high truss bridge is to be replaced with a wide structure.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Chickasaw</u>		PROJECT LOCATION <u>From 24' Pavt. N. of New Hampton to Howard Co. Line</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>8.1</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	63	8	19	10	1964 SUFFICIENCY RATING <u>26</u> 1962 A. D. T. <u>1310</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2-3-4-6-7-9-11 (Right-of-Way Grade, Pave, widen)
2	1967	8 (Resurface)	84,300
3			
4			
5			
TOTAL			880,900

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>244</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	1	6	7	
	1962	1	3	6	10	
	1963	0	3	3	6	
	1964	1	3	4	8	
		2	10	19	31	
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u> RETAINED SECTIONS _____

SAFETY INVENTORY

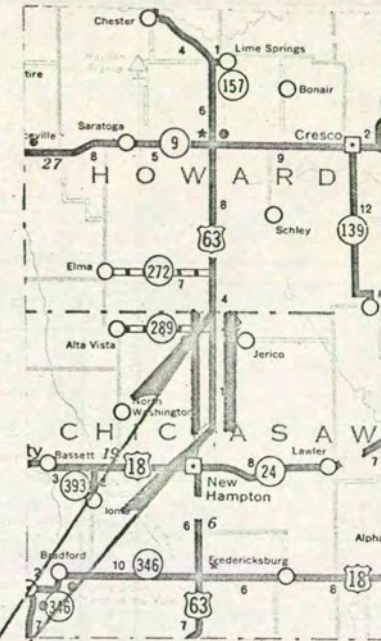
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	15	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	25	10
	PASSING (2000' FT.)	48	15
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	2	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	_____
	20'	_____	8.1
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	0	NO X
9. AVERAGE SHOULDER WIDTH	_____	6	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	598,000
1967	64,000
1968	_____
1969	_____
1970	_____
TOTAL	662,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



This is the continuation of the moderization of U.S. 63 to the north from the newly relocated section. The section in Howard County South of Iowa 9 is scheduled for renovation in 1968-1969. A 24 ft. pavement will be provided along with 10 ft. wide shoulders and up-to-date intersection design.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Chickasaw</u>		PROJECT LOCATION <u>Jct. US 63, US 18, Iowa 346</u>			
	PROJECT NUMBER _____					PROJECT LENGTH _____
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING _____
	F	63	8	19	8	
					1962 A. D. T. _____	

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966 Safety Emergency	14 (Lighting)
2			
3			
4			
5	Authorized by Commission 5-20-65		
TOTAL			3,700

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		0		1		1		
1962	0		2		4		6		
1963	0		0		2		2		
1964	0		2		3		5		
	0		4		10		14		

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY _____	RETAINED SECTIONS _____	

SAFETY INVENTORY

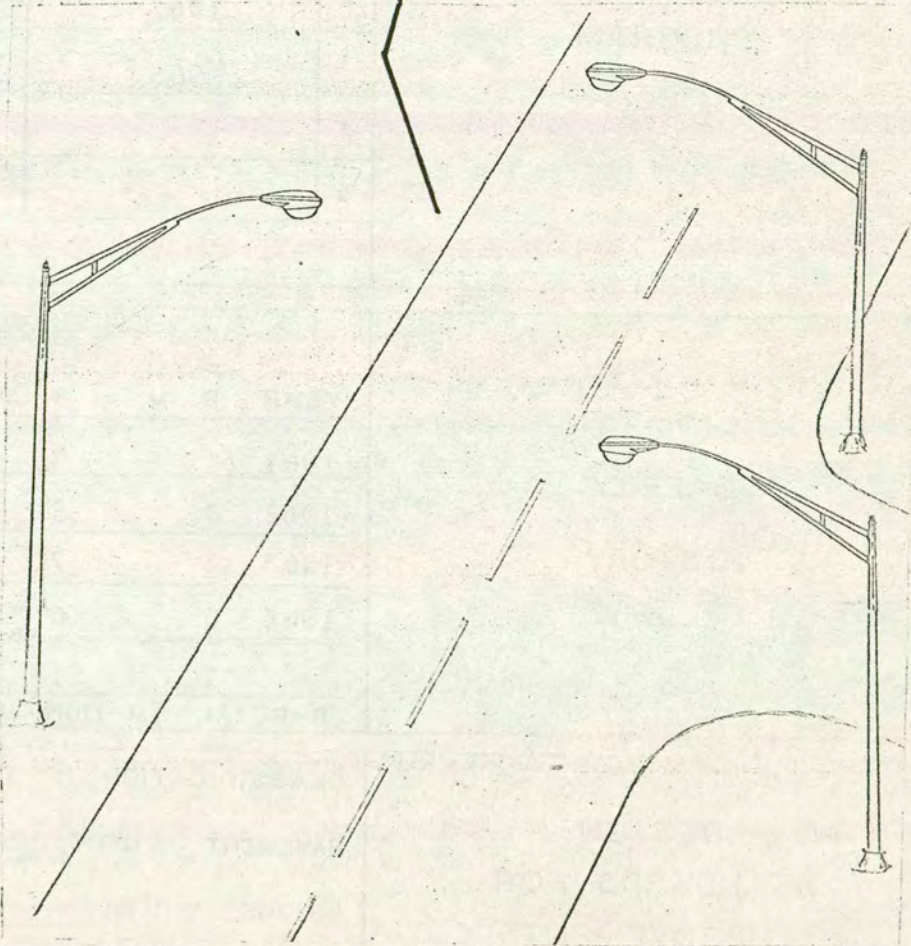
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	3,700
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	3,700

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Clarke</u>		PROJECT LOCATION <u>Union County Line to Jct. I-35</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>11.7</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>21</u>
	F	34	5	20	1	1962 A. D. T. <u>1580</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	2-3-4-5-11 (Grading)	630,300
3	1968	6-11 (Paving)	1,053,000
4			
5			
TOTAL			1,814,800

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>260</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	1	3	13	17	
	1962	0	5	12	17	
	1963	0	7	19	26	
	1964	0	6	6	12	
		1	21	50	72	
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	49	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	38	22	4.45
	81	11	9.40
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	100	_____	11.7
	18'	_____	_____
	20'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES	NO <input checked="" type="checkbox"/>
9. AVERAGE SHOULDER WIDTH		5	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966 99,000

1967 473,000

1968 790,000

1969 _____

1970 _____

TOTAL 1,362,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
Eastbound approach to I-35 being improved.



This project is a segment in the scheduled modernization of U.S. 34 from Creston to the Lucas County Line. A 24 ft. pavement will be provided along with 10 ft. shoulders.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Clarke</u>		PROJECT LOCATION <u>In Osceola From 44' Section to 1/4 Mi. E. of E.C.L.</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.5</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>59</u>
	F	34	5	20	2	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1966	1-3-4-6-11-16	165,500
	2		(Right-of-Way, Grade, Pave)	
	3			
	4			
	5			
	TOTAL			165,500

SAFETY HISTORY	ACCIDENT STATISTICS						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____		
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1963	0		0		1		1		
1964	0		0		1		1		
1965	0		0		1		1		
	0		0		3		3		
R-RURAL M-MUNICIPAL									

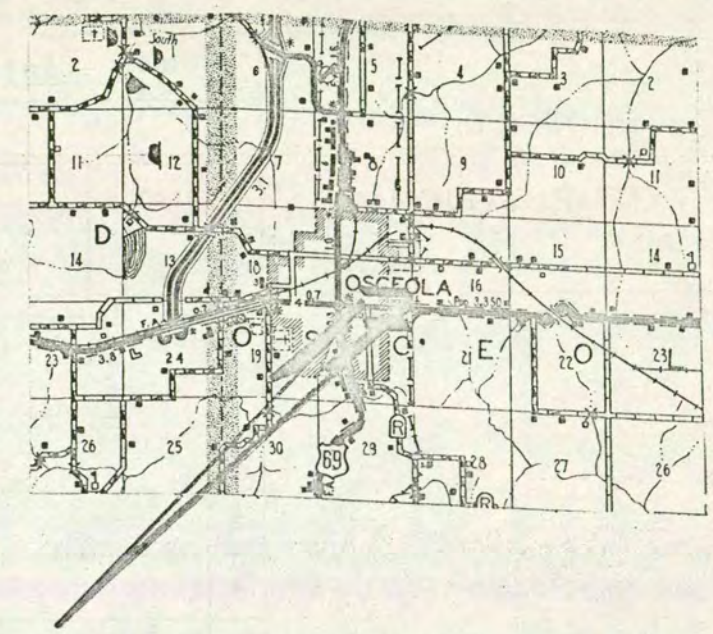
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>Urban</u> M.P.H.	
	PAVEMENT WIDTH <u>45</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	3	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 100	1	0.25
	PASSING (2000' FT.) 100	1	0.25
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18' 50	_____	0.25
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO X
9. AVERAGE SHOULDER WIDTH		7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	83,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	83,000

SPECIAL SAFETY FEATURES BEING PROPOSED
 Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



A four lane segment is being constructed here to complete the improvement of U.S. 34 through Osceola. This is a segment in the overall improvement of U.S. 34 from Creston to the Lucas County Line which will complete the modernization of the central part of this route in Iowa.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Clarke</u>		PROJECT LOCATION <u>From 1/4 Mi. E. of Osceola E. to Lucas Co. Line</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>9.7</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB. - SEC.	
	F	34	5	20	2	1964 SUFFICIENCY RATING <u>11</u>
						1962 A. D. T. <u>1100</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1-2-3-4-5-6-11-14	1,840,300
	2		(Right-of-Way, Grade, Pave)	
	3			
	4			
	5			
TOTAL			1,840,300	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>247</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	M
	1961	0		3		6		9	
	1962	0		1		4		5	
	1963	0		9		9		18	
1964	1		3		2		6		
	1		16		21		38		
R-RURAL M-MUNICIPAL									

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.0</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	56	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	4	_____
3. RESTRICTED SIGHT DISTANCE	46	21	4.72
	92	7	9.32
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	9.7
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	1,289,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	1,289,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Device
Shoulders are being stabilized full width on this project using crushed stone material.



This project constitutes the easterly segment of the scheduled modernization of U.S. 34 from Creston to the Lucas County Line. A 24 ft. pavement will be provided along with 10 ft. stabilized shoulders.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Clayton</u>		PROJECT LOCATION <u>From Postville Southeasterly to 1/2 Mi. S. of E. Jct. U.S. 18</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>14.7</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1984 SUFFICIENCY RATING <u>27</u>
	F	18	9	22	7	
					1962 A. D. T. <u>1810</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1966	2-3-4-6-7-8-9-11-14
	2		(Grade, Pave, Widen, Resurface)
	3		
	4		
	5		
TOTAL			1,701,200

	ACCIDENT STATISTICS									
	YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL		
		R	M	R	M	R	M	R		M
1961	0		5		10		15			NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>189</u> MUNICIPAL <u>332</u>
1962	1		5		13		19			
1963	1	0	5	2	13	6	19	8		
1964	1	0	2	2	13	5	16	7		
	3	0	17	4	49	11	69	15		
	R-RURAL		M-MUNICIPAL							

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.0</u>
		RETAINED SECTIONS <u>60</u> M.P.H.
		RETAINED SECTIONS _____

SAFETY INVENTORY

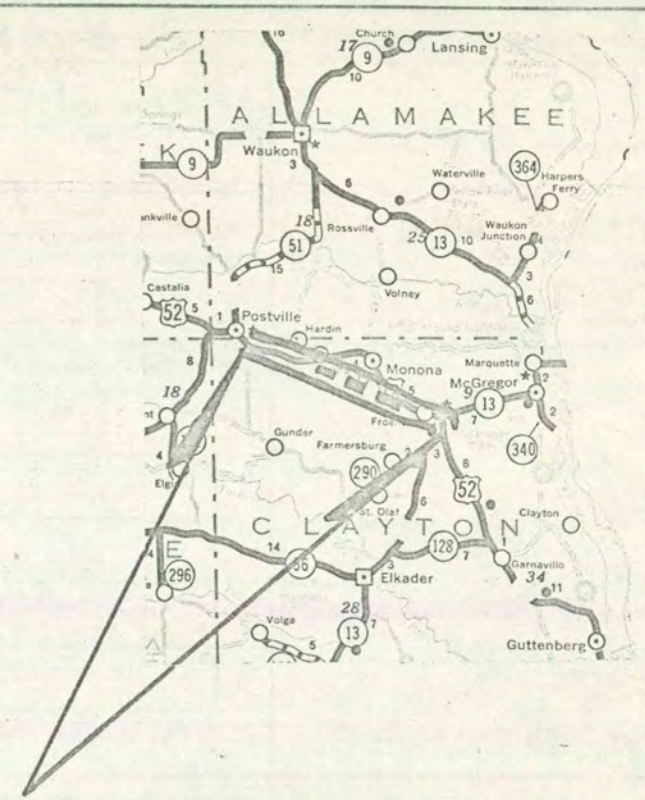
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	30	_____
3. RESTRICTED SIGHT DISTANCE	37	29	5.00
	73	22	9.90
4. SUB-STANDARD BRIDGES	_____	2	_____
5. SUB-STANDARD INTERSECTIONS	_____	2	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	5	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	1,225,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	1,225,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
 Intersection with U.S. 52 to be channelized and lighted.



This segment carries U.S. 18 and U.S. 52 traffic and is being reconstructed with partial relocation. The reconstruction of the section into McGregor is scheduled in 1968. A 24 ft. pavement will be provided with 10 ft. wide shoulders modern alignment and intersection design.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Clayton</u>		PROJECT LOCATION <u>241x16.9 H.T. Bridge North of Millville</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>1.0</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	1964 SUFFICIENCY RATING <u>B-26</u>
	F	52	2	22	13	1962 A. D. T. <u>1380</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2-4-6-11
2		(Right-of-Way, Bridge, Grave, Pave)	
3			
4			
5			
TOTAL			790,700

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u> MUNICIPAL <u> </u>
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	0	1	1	
	1962	0	0	2	2	
	1963	0	0	3	3	
	1964	0	0	2	2	
		0	0	8	8	
		R-RURAL M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS <u> </u> M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u> RETAINED SECTIONS <u> </u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	2	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO <input checked="" type="checkbox"/>
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	790,700
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	790,700

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



While the section of U.S. 52 from Luxemburg to near Guttenberg is scheduled for reconstruction beginning in 1970, this narrow bridge and a mile of adjacent roadway is being reconstructed in 1966 to enhance the safety at this location at an earlier date.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Clinton</u>		PROJECT LOCATION <u>From 4 Mi. E. of DeWitt to 14th St. in Clinton</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>12.2</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>18</u>
	F	30	9	23	2	
					1962 A. D. T. <u>4760</u>	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1-2-3-4-11 (Right-of-Way and Grading)	1,091,000
2	1967	2-3-4-6-8-11-14-16 (Grading and Paving)	2,094,000
3	1968	8 (Resurfacing)	208,500
4			
5			
TOTAL			3,393,500

SAFETY HISTORY	ACCIDENT STATISTICS						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>145</u>		
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL	MUNICIPAL <u>418</u>	
		R	M	R	M			R	M
1961	1		6		10		17		
1962	0		7		15		22		
1963	0	1	9	4	20	22	29	27	
1964	0	1	15	4	16	15	31	20	
	1	2	37	8	61	37	99	47	
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u> (4-Lane)		DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.		SHOULDER WIDTH <u>6</u> Inside FT.	
	BRIDGE WIDTH <u>New 30</u> FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>4.00</u>	
		Retained <u>24</u>		RETAINED SECTIONS <u>6.00</u> M.P.H.

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	51	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	1	_____
3. RESTRICTED SIGHT DISTANCE	19	12	1.90
	55	10	5.50
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES <input checked="" type="checkbox"/>	NO
9. AVERAGE SHOULDER WIDTH		9	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	459,000
	1967	880,000
	1968	88,000
	1969	_____
	1970	_____
	TOTAL	1,427,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
 Access Control and intersections to be in accord with expressway standards.



This is a segment of U.S. 30 programed for improvement to expressway standards. The segment from Wheatland to Clinton is currently programed. A four lane divided roadway is featured with interchanges at major intersections. Safety will be enhanced by high degree of access control.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Clinton</u> PROJECT LOCATION <u>Junction of US 61 with Iowa 136</u>					
	PROJECT NUMBER					PROJECT LENGTH _____
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING _____
	F	61	6	23	7	
					1962 A. D. T. _____	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1965 Safety Emergency	14 (Lighting)	2,900
	2			
	3			
	4			
	5	NOTE: Authorized by Commission 5-20-65		
	TOTAL			2,900

SAFETY HISTORY	ACCIDENT STATISTICS						
	YEAR	PERSONAL		PROPERTY			TOTAL
		FATAL	INJURY	DAMAGE	TOTAL		
	R	M	R	M	R		M
1962	0	1	1	1	2	NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____ Rebuilt in 1961	
1963	0	1	1	1	2		
1964	0	3	3	3	6		
	0	5	5	5	10		
	R-RURAL		M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____ DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT. SHOULDER WIDTH _____ FT. RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT. MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	LIGHTING ONLY RETAINED SECTIONS _____

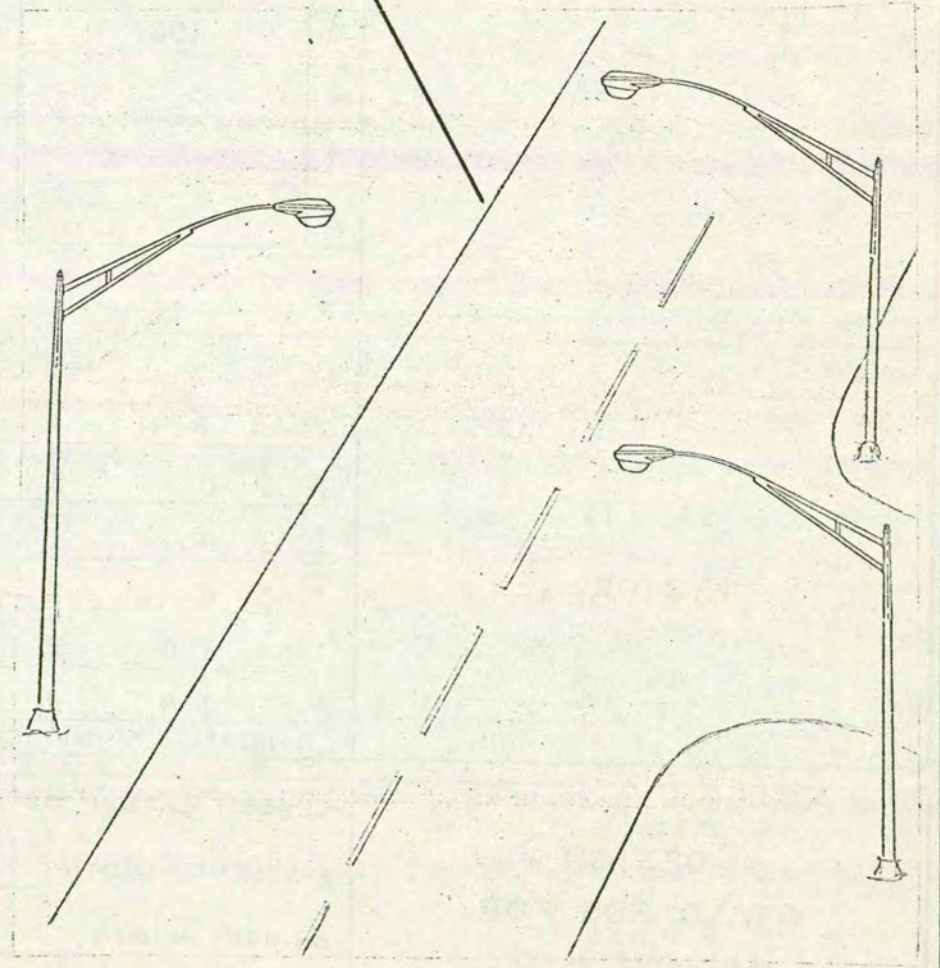
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH	_____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	2,900
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	2,900

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Crawford</u>		PROJECT LOCATION <u>From U.S. 30 in Denison N.W. to Jct. Iowa 141</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>2.9</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	59	5	24	8	
1964 SUFFICIENCY RATING <u>S-17</u>						
1962 A. D. T. <u>4380</u>						

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2-3-4-11 (Right-of-Way & Grading)
2	1967	6-11-14 (Paving)	610,000
3			
4			
5			
TOTAL			1,918,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>366</u>	
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	MUNICIPAL <u>704</u>	
	1961	0	3	5	8		
	1962	0	1	5	6		
	1963	0	3	2	5		
	1964	1 0	1 1	1 11	3 12		
		1 0	8 1	13 11	22 12		
		R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	(4-Lane)	RETAINED SECTIONS _____ M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10 Outside</u> <u>6 Inside</u> FT.
BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	9	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 75	2	1.20
	PASSING (2000' FT.) 100	1	1.60
4. SUB-STANDARD BRIDGES	_____	2	_____
5. SUB-STANDARD INTERSECTIONS	_____	2	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES <input checked="" type="checkbox"/>	NO	_____
9. AVERAGE SHOULDER WIDTH	_____	6	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	851,000
	1967	397,000
	1968	_____
	1969	_____
	1970	_____
	TOTAL	1,248,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
 The Intersections at US 141 and Iowa 4 are to be channelized and lighted.



A four-lane divided highway is to be constructed from U.S. 30 northwesterly to the junction of U.S. 59 and Iowa 141. A partial relocation is involved and an extension of Iowa-4 to a new intersection with relocated U.S. 59.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Dallas</u>		PROJECT LOCATION <u>From Moran Southeasterly to Granger</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>4.9</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.-> SEC.
	F	141	6	25	10
					1964 SUFFICIENCY RATING <u>S-46</u>
					1962 A. D. T. <u>2760</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	3-9-11
2		(Shoulder Widening)	
3			
4			
5			
TOTAL			129,300

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>207</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	1	5	6	12	
	1962	1	6	6	13	
	1963	0	3	8	11	
	1964	0	3	2	5	
		2	17	22	41	
	R-RURAL		M-MUNICIPAL			

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	0	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 3	1	0.20
	PASSING (2000' FT.) 36	5	2.10
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	None		
	18'	_____	_____
	20'	_____	_____
22'	_____	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO <input checked="" type="checkbox"/>
9. AVERAGE SHOULDER WIDTH		4	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This is the third stage shoulder widening adjacent to a pavement that has been widened and resurfaced.

1966		129,300
1967		
1968		
1969		
1970		
TOTAL		129,300

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices:



Ten foot wide shoulders will be constructed adjacent to the present 24 ft. pavement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Dallas</u>		PROJECT LOCATION <u>100x18.5 H.T. Bridge 3.5 Mi. West of Adel</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.3</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>B-28</u>
	F	90	3	25	4	
					1962 A. D. T. <u>1030</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1 1966	1-2-3-4-6-11	136,700
	2	(Right-of-Way, Bridge, Grade, Pave)	
	3		
	4		
	5		
TOTAL			136,700

SAFETY HISTORY	ACCIDENT STATISTICS						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>---</u>		
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		MUNICIPAL <u>---</u>
		R	M	R	M		R	M	
	1961	0		0		0			
	1962	0		0		0			
	1963	0		0		1			
	1964	0		0		1			
		0		0		2			
		R-RURAL M-MUNICIPAL							

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	1	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	_____		

4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES	NO X
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	136,700
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	136,700

SPECIAL SAFETY FEATURES BEING PROPOSED



This narrow bridge to be replaced with a wider structure. New approach pavement is included.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Davis</u>		PROJECT LOCATION <u>Signals at CBO Crossing 2 Mi. East of Pulaski</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>D-22</u>
	F	2	8	26	2	1962 A. D. T. <u>880</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	10
2		(Railroad Signal)	
3			
4			
5			
TOTAL			15,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u> MUNICIPAL <u> </u>
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	1	0	1	2	
	1962	0	1	0	1	
	1963	0	0	1	1	
	1964	0	0	0	0	
		1	1	2	4	
		R-RURAL M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	15,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	15,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Install Automatic Signals

42

MILTON No 609

C.R. & P.R. CO.

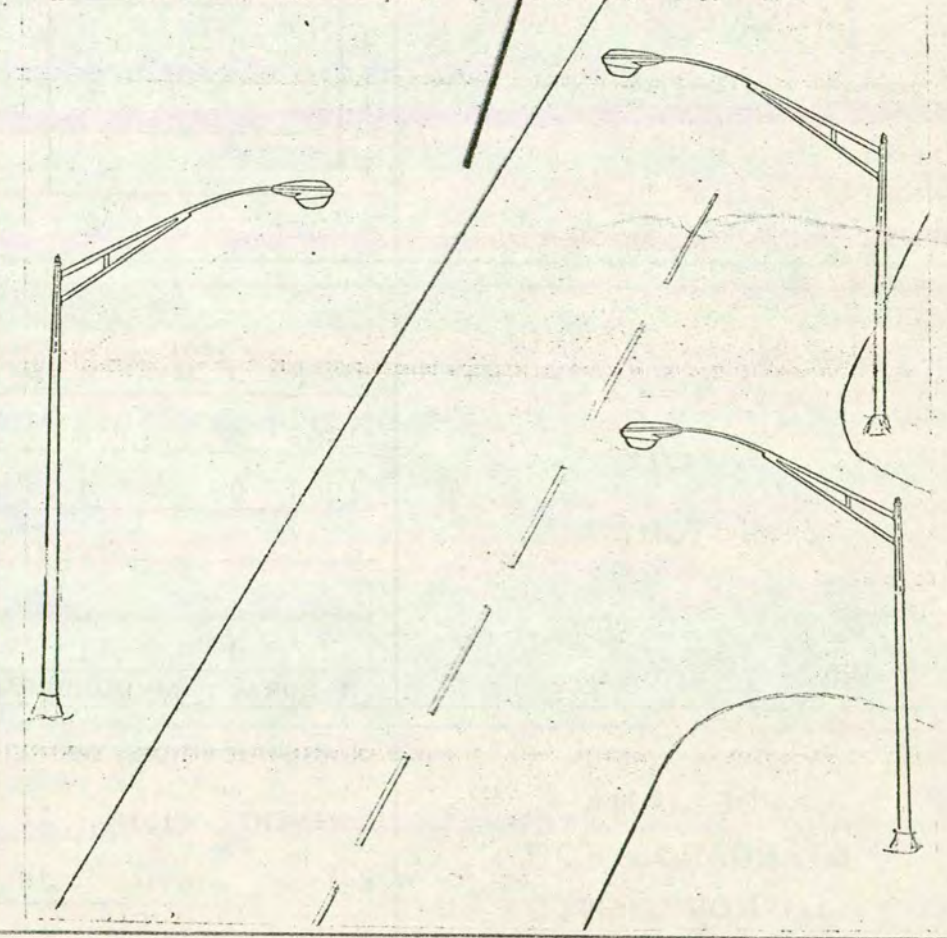
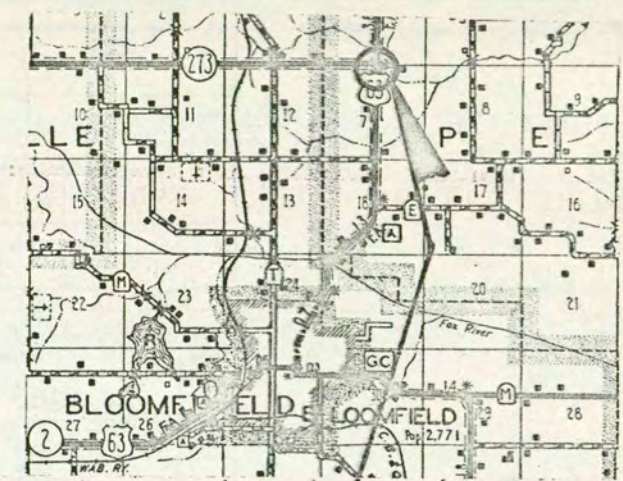
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
	1966	_____	7,300	_____	_____
	1967	_____	_____	_____	_____
	1968	_____	_____	_____	_____
	1969	_____	_____	_____	_____
	1970	_____	_____	_____	_____
	TOTAL	_____	7,300	_____	_____

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of the one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Decatur</u>		PROJECT LOCATION <u>In Garden Grove - E.C.L. to West End of Route</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.9</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>33</u>
	F	204	27	10	SUB.- SEC.	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1 1966	1-3-4-6-11-16	127,000
	2	(Right-of-Way, Grade, Pave)	
	3		
	4		
	5		
TOTAL			127,000

SAFETY HISTORY	ACCIDENT STATISTICS										
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL		
		R	M	R	M		R	M		R	M
	1963	0		0		0	0				
	1964	0		1		1	2				
		0		1		1	2				

R-RURAL M-MUNICIPAL

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL 302

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>5</u>	DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.	
	PAVEMENT WIDTH <u>22</u> FT.	SHOULDER WIDTH <u>6</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>28</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	
		RETAINED SECTIONS _____	

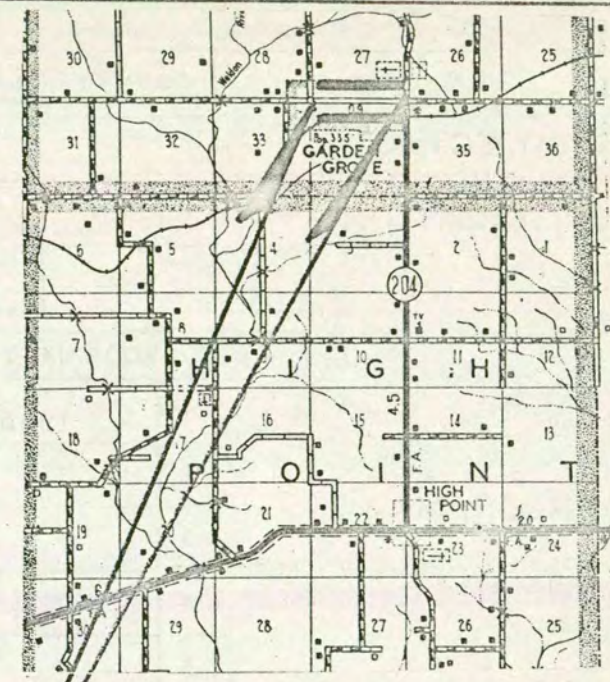
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	2	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	1	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES	NO <input checked="" type="checkbox"/>
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
	1966	64,000	_____	_____	_____
	1967	_____	_____	_____	_____
	1968	_____	_____	_____	_____
	1969	_____	_____	_____	_____
	1970	_____	_____	_____	_____
	TOTAL	64,000	_____	_____	_____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



The east west portion of Iowa 204 is to be paved to complete the improvement of the route.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Decatur</u>		PROJECT LOCATION <u>From I-35 E. and N. to Leon-Except 24' Pavement</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>7.4</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	69	1	27	5	1964 SUFFICIENCY RATING <u>21</u>
						1962 A. D. T. <u>2260</u>

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1 1966	8 (Resurface)	44,000
	2		
	3		
	4		
	5		
TOTAL			44,000

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	1		12		17		30		
1962	1		6		10		17		
1963	0		8		11		19		
1964	2		10		11		23		
	4		36		49		89		
	R-RURAL		M-MUNICIPAL						

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 397
MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	RESURFACING ONLY		RETAINED SECTIONS _____	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	6	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	6	_____
3. RESTRICTED SIGHT DISTANCE	70	6	2.78
	97	6	3.90
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	4.00
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES <input checked="" type="checkbox"/>	NO
9. AVERAGE SHOULDER WIDTH		7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966 _____

1967 _____

1968 _____

1969 _____

1970 _____

TOTAL 0

SPECIAL SAFETY FEATURES BEING PROPOSED

This is a surface treatment only - this section to be bypassed by I-35 in 1969.



The existing pavement surface is to be renovated by means of a thin asphaltic concrete resurfacing.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Decatur</u>		PROJECT LOCATION <u>In Lamoni - Signals at C.B.O. Crossing</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB. SEC.
	F	69	1	27	5
					1964 SUFFICIENCY RATING <u>D-9</u>
					1962 A. D. T. <u>4250</u>

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1966	10
	2	(Railroad Signal)	
	3		
	4		
	5		
TOTAL			15,000

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>							NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M			
	_____					No Accidents reported from January 1963 thru June 1965		

R-RURAL M-MUNICIPAL								

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		RETAINED SECTIONS _____ M.P.H.	
			MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____ RETAINED SECTIONS _____	

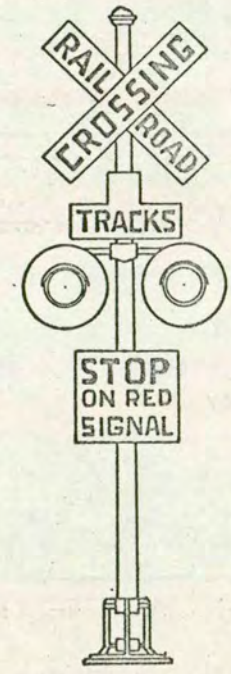
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	15,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	15,000

SPECIAL SAFETY FEATURES BEING PROPOSED

New Automatic Signals



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Decatur</u>		PROJECT LOCATION <u>From Leon North to Clarke County Line</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>10.6</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	69	1	27	6	1964 SUFFICIENCY RATING <u>18</u>
						1962 A. D. T. <u>2140</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	8 (Resurfacing)
2			
3			
4			
5			
TOTAL			64,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>237</u>	MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M		
	1961	0	5	10	15		
	1962	1	3	11	15		
	1963	0	11	14	25		
	1964	1	12	11	24		
		2	31	46	79		
		R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	RESURFACING ONLY.		RETAINED SECTIONS _____ M.P.H.	

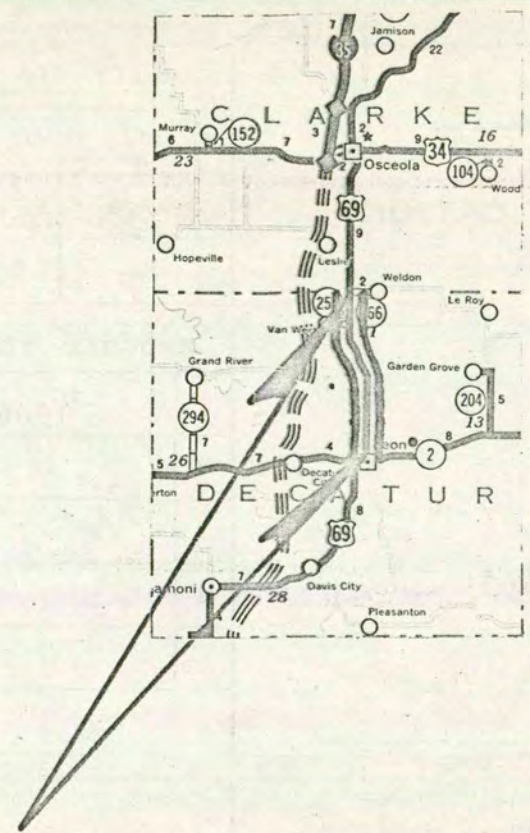
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 27	14	2.88
	PASSING (2000' FT) 56	8	5.95
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	--	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	10.6
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES <input checked="" type="checkbox"/>	NO
9. AVERAGE SHOULDER WIDTH		7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	0
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	0

SPECIAL SAFETY FEATURES BEING PROPOSED

This is a surface treatment only. This section to be bypassed by I-35 in 1968



The existing pavement surface is to be renovated by means of a thin asphaltic concrete resurfacing.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Decatur</u>		PROJECT LOCATION <u>From Jct. Iowa 2 to Grand River</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>6.5</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>58</u>
	F	294	1	27	7	1962 A. D. T. <u>210</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1-3-4-6-11	545,800
	2		(Right-of-Way, Grade, Pave)	
	3			
	4			
	5			
TOTAL			545,800	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>206</u>	MUNICIPAL _____		
	YEAR	FATAL		PERSONAL INJURY				PROPERTY DAMAGE	
		R	M	R	M	R	M	R	M
	1961	0		0		1		1	
	1962	0		0		0		0	
	1963	0		0		2		2	
1964	0		1		0		1		
	0		1		3		4		
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.	
	PAVEMENT WIDTH <u>22</u> FT.	SHOULDER WIDTH <u>6</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>24</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.0</u>	RETAINED SECTIONS _____

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Decatur</u>		PROJECT LOCATION <u>Signals at CBO Crossing North of Leon</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>D-27</u>
	F	69	1	27	6	1962 A. D. T. <u>2230</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	10	15,000
	2		(Railroad Signal)	
	3			
	4			
	5			
TOTAL			15,000	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>---</u>	MUNICIPAL <u>---</u>		
	YEAR	FATAL		PERSONAL INJURY				PROPERTY DAMAGE	
		R	M	R	M	R	M	R M	
	1961	0		1		0		1	
	1962	0		0		0		0	
	1963	0		0		0		0	
1964	0		1		1		2		
	0		2		1		3		
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS _____
	RAILROAD SIGNAL ONLY		

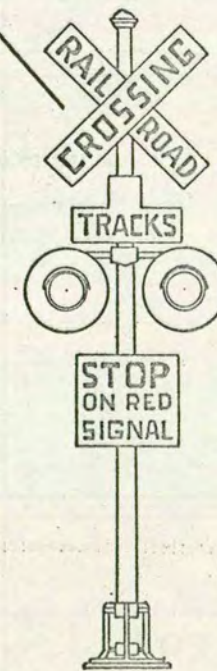
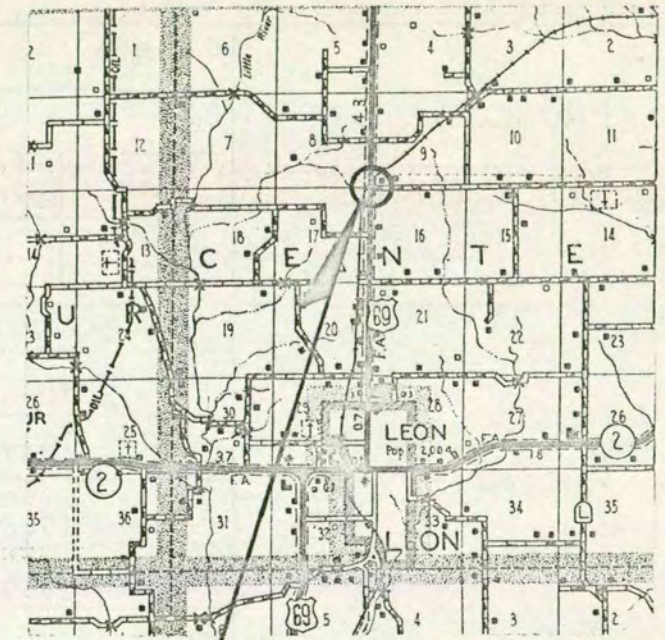
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	15,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	15,000

SPECIAL SAFETY FEATURES BEING PROPOSED

New Automatic Signal to be installed.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Des Moines</u>		PROJECT LOCATION <u>Prop. Relocation in Burlington and West Burlington</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>4.6</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	U	34	9	29	3	1964 SUFFICIENCY RATING <u>17</u> 1962 A. D. T. <u>9020</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	1 (Right-of-Way)	1,000,000
3	1968	1-2-3-4 (Grading)	2,000,000
4	1969	2-3-4-11 (Grading)	2,000,000
5	1970	6-11 (Paving)	2,500,000
TOTAL			7,600,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL <u>481</u>
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1963	0	27	41	68	
	1964	0	33	47	80	
	1965 (1/2)	0	16	22	38	
		0	76	110	186	
		R-RURAL	M-MUNICIPAL			

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>1</u> (4-Lane)	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>6</u> Inside FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>4.00</u> RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE		Municipal	
	STOPPING (YELLOW LINE) PASSING (2000' FT.)	"	
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES X NO	
9. AVERAGE SHOULDER WIDTH		--	F.T.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	50,000	_____
	1967	500,000	_____
	1968	1,000,000	_____
	1969	1,000,000	_____
	1970	1,250,000	_____
TOTAL		3,800,000	_____

SPECIAL SAFETY FEATURES BEING PROPOSED

Design in accord with freeway standards with full control of access and no intersections at grade.



A four lane divided facility with full control of access to serve the river crossing of U.S. 34 and central Burlington and provide a connection to the proposed Iowa Freeway System.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Des Moines</u>		PROJECT LOCATION <u>Junction US 34 and Iowa 406</u>			
	PROJECT NUMBER _____					PROJECT LENGTH _____
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	34	9	29	2	
1964 SUFFICIENCY RATING _____						
1962 A. D. T. _____						

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1965 Safety Emergency	14 (Lighting)
2			
3			
4			
5	NOTE: Authorized by Commission 5-20-65		
TOTAL			4400

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	1	2	3	
	1962	0	0	1	1	
	1963	0	1	2	3	
	1964	0	4	4	8	
		0	6	9	15	
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS _____
	LIGHTING ONLY _____		

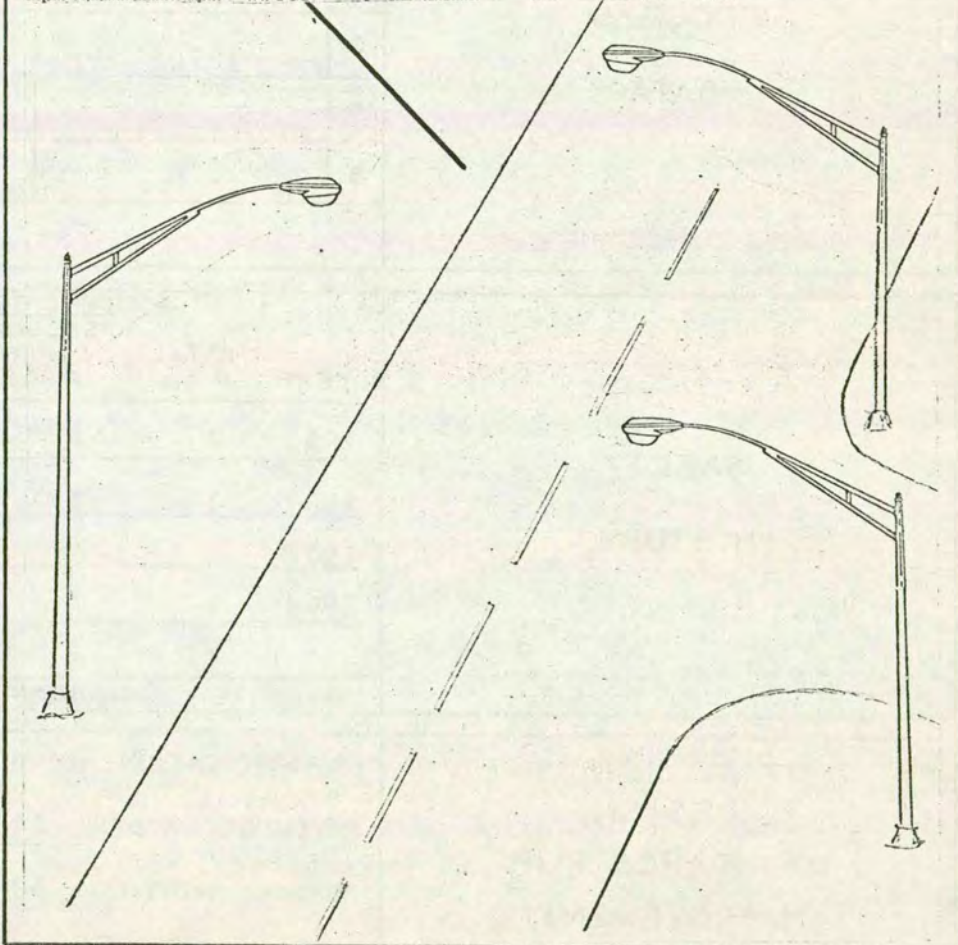
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	4,400
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	4,400

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Dickinson</u>		PROJECT LOCATION <u>From Osceola Co, Line East to Jct. U.S. 71</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>13.3</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	9	3	30	1	
1964 SUFFICIENCY RATING <u>S-21</u>						
1962 A. D. T. <u>2190</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	(Grade, Pave, 2-3-4-6-7-9-11-14 Widen)	1,783,000
3	1970	8 (Resurface)	230,000
4			
5			
TOTAL			2,213,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>181</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	7	18	25	A special accident history was obtained in 1963 for the five-year period from Nov. 1958 thru Oct. 1963 at the junction of Ia. 9 with Ia. 219 and with Co. Rd. "C". During the five year period there was 1 fatal accident, 5 personal injury accidents and 10 property damage accidents at the two intersections.
	1962	1	2	13	16	
	1963	1	8	8	17	
	1964	1	7	11	19	
		3	24	50	77	
	R-RURAL		M-MUNICIPAL			

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2 and 3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>6 Inside</u> FT.	RETAINED SECTIONS <u>56</u> M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.0</u> RETAINED SECTIONS _____

SAFETY INVENTORY

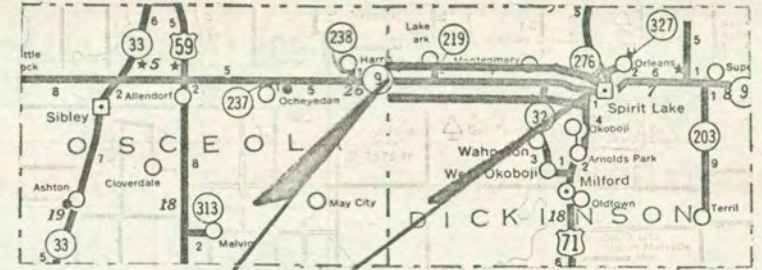
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	30	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	0	—
3. RESTRICTED SIGHT DISTANCE	31	18	4.21
	67	15	9.00
4. SUB-STANDARD BRIDGES	—	2	—
5. SUB-STANDARD INTERSECTIONS	—	4	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	—	—
	20'	78	10.50
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	8 FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	120,000
	1967	1,070,000
	1968	138,000
	1969	—
	1970	—
	TOTAL	1,328,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices. The county road is being relocated to intersect Iowa 9 opposite Iowa 219 and this intersection is being channelized and lighted along with the intersections at Iowa 32 and US 71. The section between Iowa 32 and US 71 is being converted to a four lane section.



This section of Iowa 9 is being reconstructed to the latest standards including 24 ft. pavement and 10 ft. wide shoulders and improved gradients and curvature for maximum sight distance.

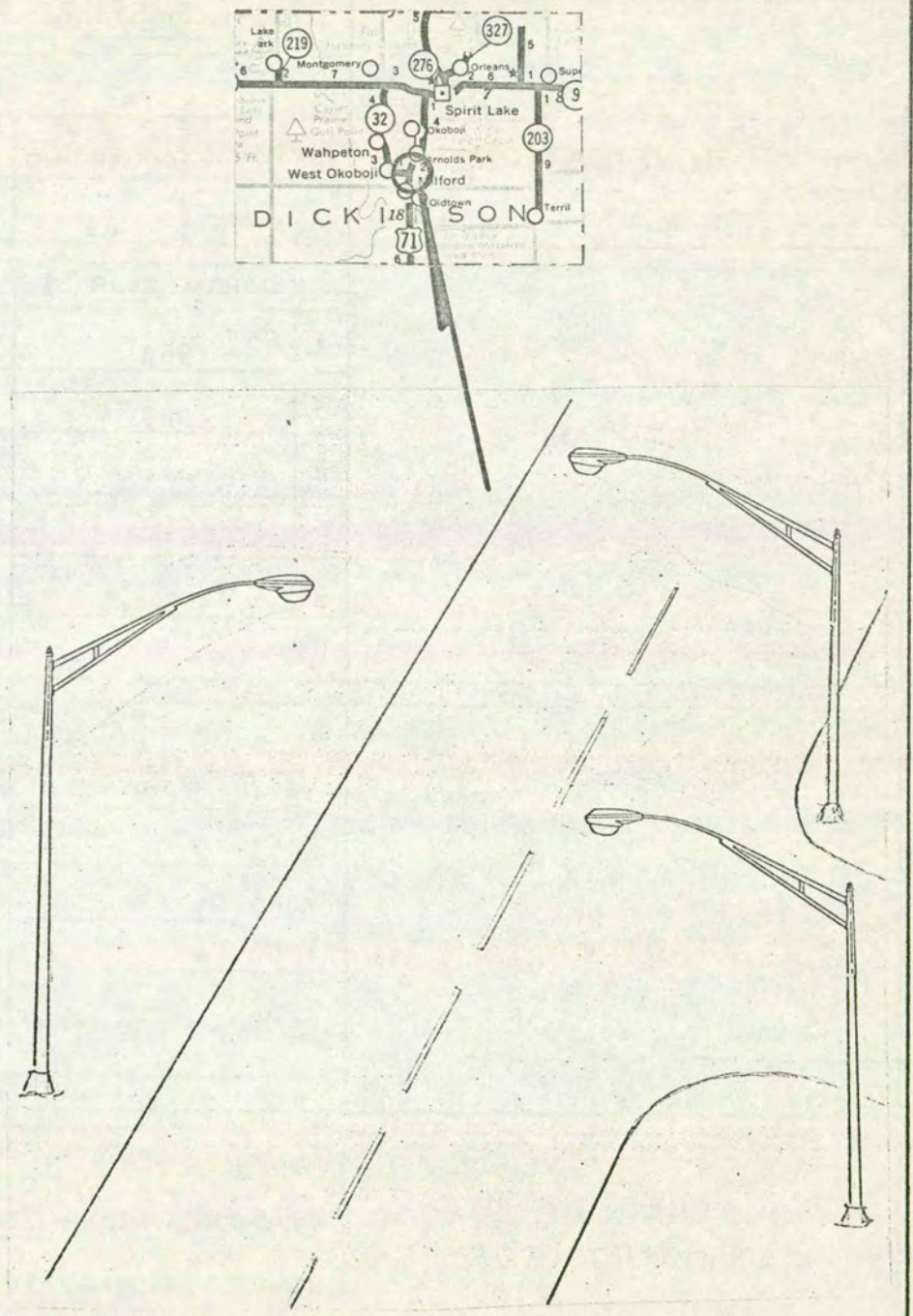
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	7,300
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	7,300

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Dubuque</u>		PROJECT LOCATION <u>From Zwingle North to Just North of Key West</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>12.2</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	61	8	31	11	
1964 SUFFICIENCY RATING <u>9</u>						
1962 A. D. T. <u>1570</u>						

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	2-3-4-5-11 (Grading)
2	1967	3-4-6-7-8-9-11 (Paving)	1,809,000
3			
4			
5			
TOTAL			2,024,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>245</u> MUNICIPAL _____			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	M
	1961	0		6		16		22	
	1962	1		5		16		22	
	1963	0		7		11		18	
	1964	0		12		13		25	
		1		30		56		87	
		R-RURAL		M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30 Min</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

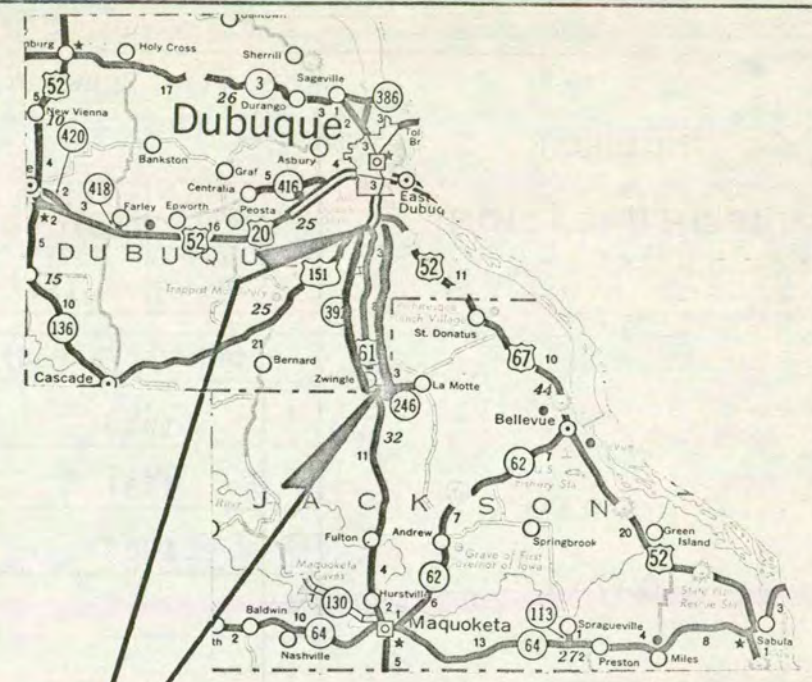
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	57	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	16	—
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	13	7.00
	PASSING (2000' FT.)	8	9.20
4. SUB-STANDARD BRIDGES	—	2	—
5. SUB-STANDARD INTERSECTIONS	—	2	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	12.2
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	—	3	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
	1966	—	178,000	—	—
	1967	—	1,501,000	—	—
	1968	—	—	—	—
	1969	—	—	—	—
	1970	—	—	—	—
	TOTAL	—	1,679,000	—	—

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices. Intersection at Iowa 246 to be channelized and lighted. Interchange to be constructed at U.S. 151 intersection with that project.



This improvement is the northerly segment of the total route improvement from Davenport to Dubuque which has been underway in recent years. Along with the section north from Maquoketa, and the Maquoketa bypass, it constitutes the final stage of the process of upgrading the route standards between these cities. (See Jackson and Clinton Counties)

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Dubuque</u>		PROJECT LOCATION <u>From Cascade Northeasterly to Jct, U.S. 61</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>18.9</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	151	3	31	1
					1964 SUFFICIENCY RATING <u>23</u>
					1962 A. D. T. <u>1740</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	2-3-4-5-9-11 (Grading)	2,340,700
3	1968	6-7-8-11-14 (Paving)	2,184,100
4			
5			
TOTAL			5,029,200

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>259</u>
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE		
		FATAL R M	R M	R M	R M	R M
	1961	3	7	27	37	
1962	0	5	24	29		
1963	0	5	24	29		
1964	3	17	20	40		
	6	34	95	135		
	R-RURAL M-MUNICIPAL					MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>5.00</u> RETAINED SECTIONS _____

SAFETY INVENTORY

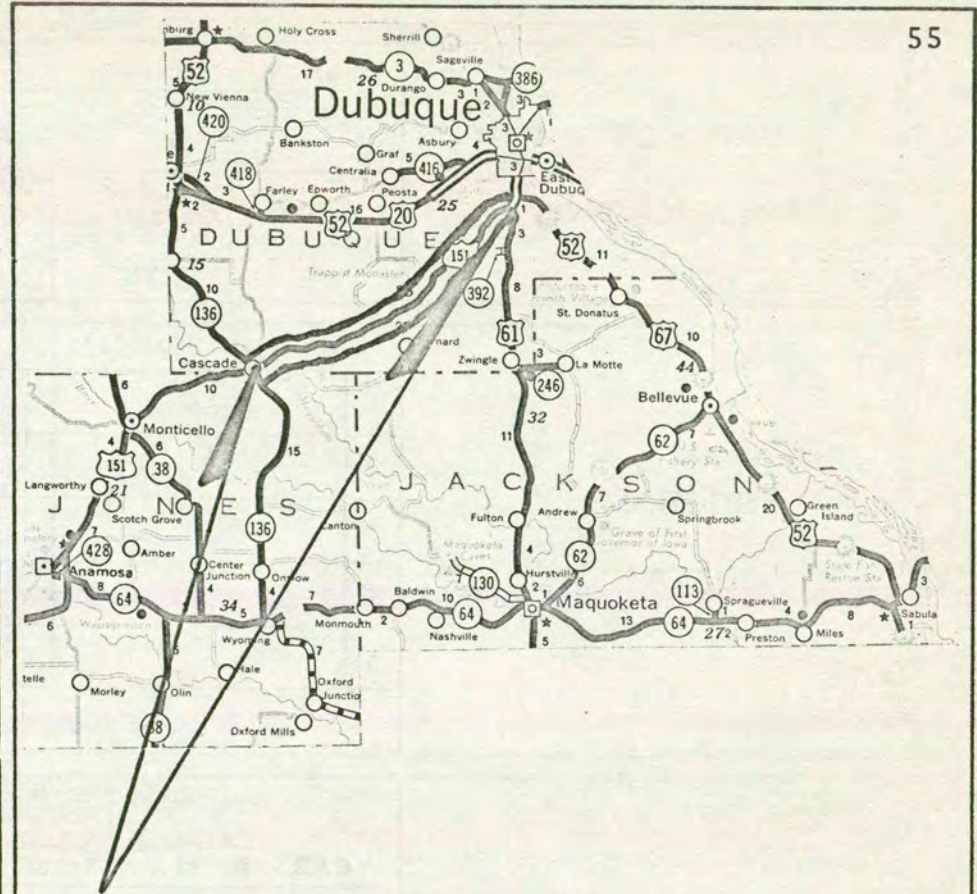
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	99	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	14	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 59	26	11.9
	PASSING (2000' FT.) 92	10	18.7
4. SUB-STANDARD BRIDGES	_____	3	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	_____	YES	NO <input checked="" type="checkbox"/>
9. AVERAGE SHOULDER WIDTH	_____	5	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	404,000
1967	1,872,000
1968	1,747,000
1969	_____
1970	_____
TOTAL	4,023,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
Junction with U.S. 61 at Key West to be an interchange with lighted ramps.



This section of U.S. 151 is the final segment of the route from Cedar Rapids to Dubuque to be upgraded. With this improvement and the construction of ten foot wide shoulders on the balance of the route which has previously been widened, resurfaced or reconstructed, the entire route will have been modernized. (see Jones and Linn Counties)

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Dubuque</u>		PROJECT LOCATION <u>From Luxemburg Easterly to Jct. Iowa 386</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>20.4</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	3	9	31	7
1964 SUFFICIENCY RATING <u>5</u>					
1962 A. D. T. <u>1910</u>					

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1-2-3-4-6-7-8-11	1,344,200
	2		(Widening and Resurfacing)	
	3			
	4			
	5			
TOTAL			1,344,200	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>218</u>				
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL	MUNICIPAL
		R	M	R	M	R	M	R	M	
	1961	1		13		24		38		
	1962	1		7		15		23		
	1963	1		10		10		21		
1964	0		10		19		29			
	3		40		68		111			
R-RURAL M-MUNICIPAL										

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	BEING IMPROVED TO A DEGREE SATISFACTORY FOR A SCENIC ROUTE	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	39	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	20	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 67	38	13.5
	PASSING (2000' FT) 97	6	19.6
4. SUB-STANDARD BRIDGES	_____	4	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18' 73	_____	14.69
	20' 25	_____	5.14
	22' 2	_____	0.45
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____ 3 _____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	269,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	269,000

SPECIAL SAFETY FEATURES BEING PROPOSED

The roadway is being widened and resurfaced to serve as a scenic route. Speed limitations will be maintained and turnouts at scenic overlooks will be provided



This road section is part of the Hiawatha Pioneer Trail. The scheduled improvement is limited in scope to preserve the scenic characteristics of this area.

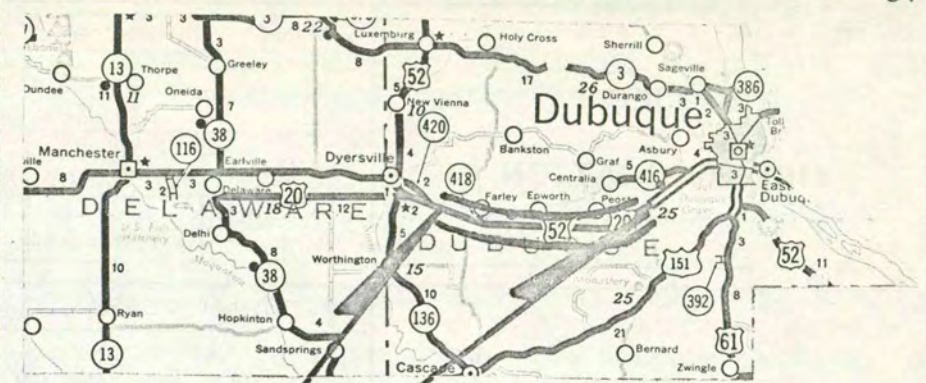
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	73,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	73,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Stabilization of shoulders 6 ft. wide with crushed stone material.



Earth shoulders along this recently constructed relocation of U.S. 20 are to be replaced with stabilized material in the six feet adjacent to the pavement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Dubuque</u>		PROJECT LOCATION <u>Junction of US 61, US 52, US 67 Near Dubuque</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	151	3	31	2	1984 SUFFICIENCY RATING <u>--</u>
						1962 A. D. T. <u>--</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1965 Safety Emergency	14 (Lighting)
2			
3			
4			
5	NOTE: Authorized by Commission 5-20-65		
TOTAL			5,800

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____	
	YEAR	FATAL		PERSONAL INJURY			TOTAL
		R	M	R	M	R	
	1961	1		1		0	2
	1962	0		2		1	3
	1963	0		3		1	4
1964	0		3		1	4	
	1		9		3	13	
R-RURAL M-MUNICIPAL							

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	LIGHTING ONLY _____	RETAINED SECTIONS _____

SAFETY INVENTORY

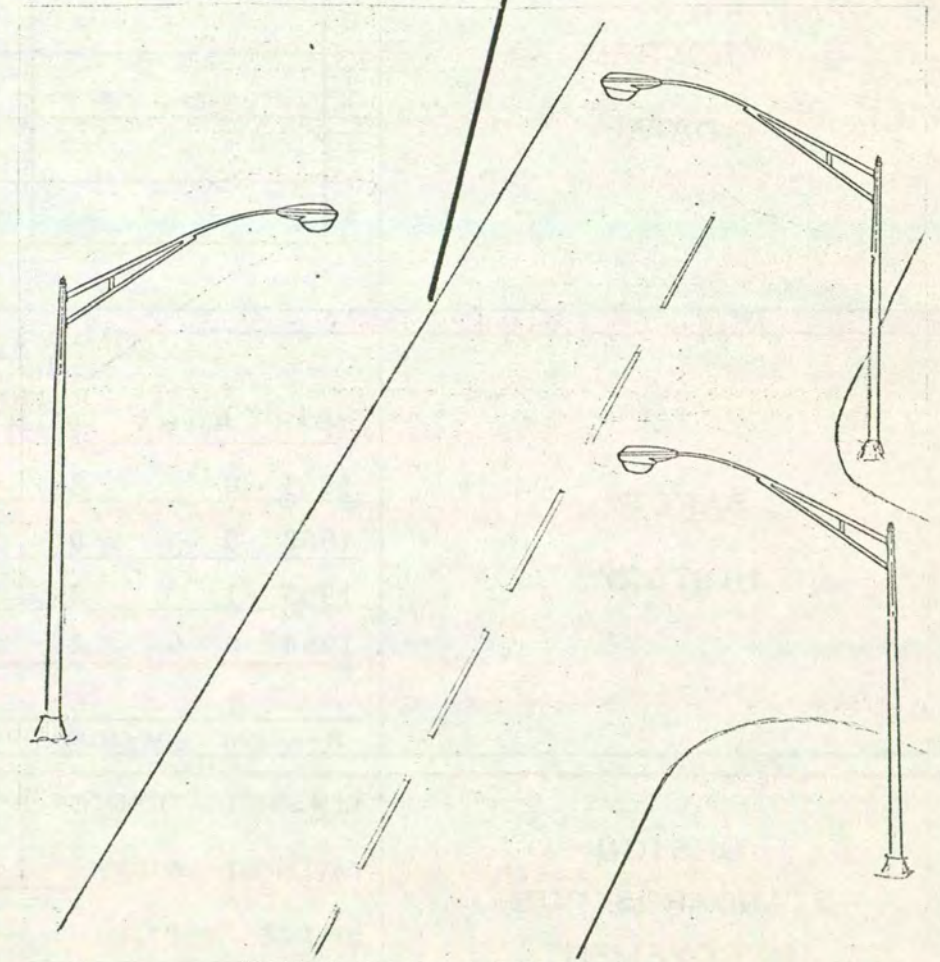
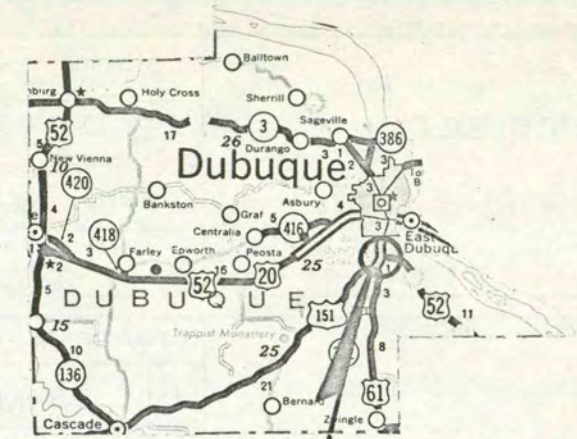
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	_____	5800
1967	_____	
1968	_____	
1969	_____	
1970	_____	
TOTAL	_____	5800

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Fayette</u>		PROJECT LOCATION <u>From Buchanan Co. Line to S.C.L. Oelwein</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>2.2</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	150	6	33	11	
1964 SUFFICIENCY RATING <u>S-27</u>						
1962 A. D. T. <u>4500</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-3-9-11
2		(Right-of-Way, Shoulder widening)	
3			
4			
5			
TOTAL			52,800

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>242</u> MUNICIPAL _____
	YEAR	PERSONAL		PROPERTY		
		FATAL	INJURY	DAMAGE		
		R M	R M	R M	R M	
	1961	0	2	3	5	
	1962	0	0	2	2	
	1963	1	2	4	7	
	1964	0	2	5	7	
		1	6	14	21	
		R-RURAL M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS <u>1.5</u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	1	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	19	1	0.25
	27	1	0.35
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____ 5 _____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This is the third stage shouldering of a pavement that has been previously widened and resurfaced.

1966	52,800
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	52,800

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



Ten foot wide shoulders will be provided for this section of Iowa 150.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Fayette</u>		PROJECT LOCATION <u>In Oelwein From C.R.I.P. Crossing to S.E. 8th St.</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>0.4</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	<u>U</u>	<u>3</u>	<u>7</u>	<u>33</u>	<u>2</u> <u></u>
1964 SUFFICIENCY RATING <u>19</u>					
1962 A. D. T. <u>5350</u>					

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-4-6-11-16
2		(Right-of-Way, Grade, Pave)	
3			
4			
5			
TOTAL			167,200

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE		
		FATAL R M	R M	R M	R M	R M
	1963	0	0		2	2
1964	0	0		0	0	
1965	0	0		1	1	
	0	0		3	3	
R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.
	PAVEMENT WIDTH <u>45</u> FT. SHOULDER WIDTH <u>Curbed</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
		RETAINED SECTIONS <u>3.8</u>

SAFETY INVENTORY

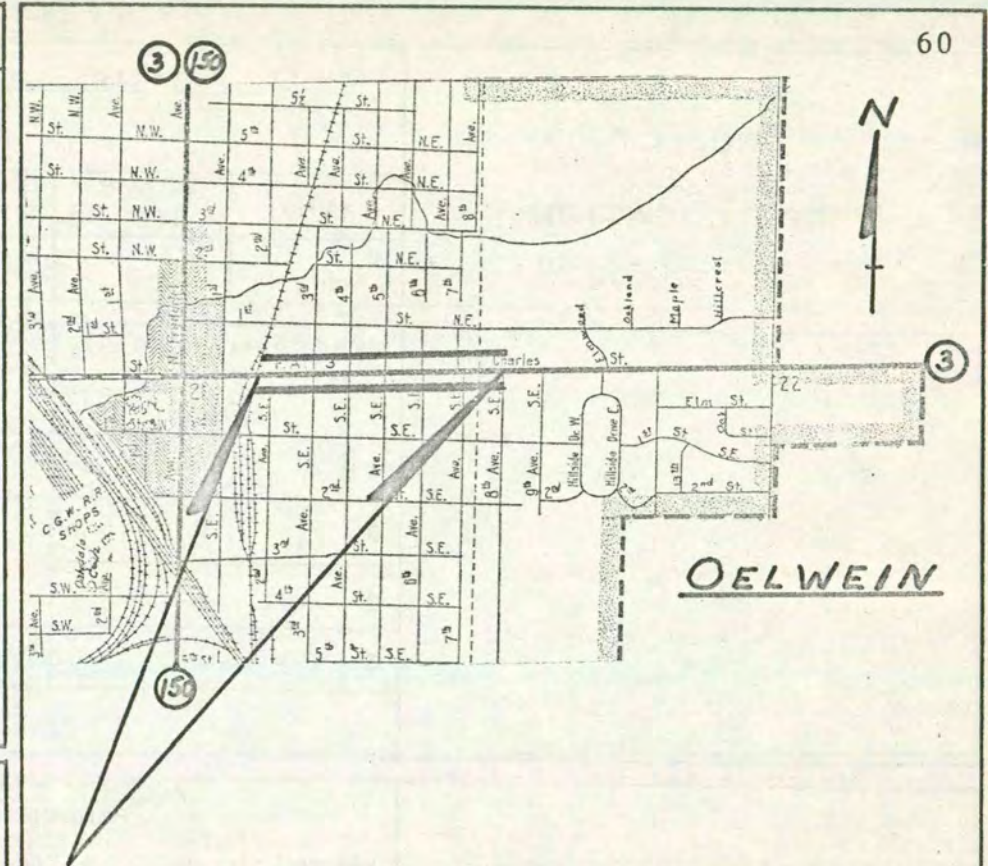
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	1	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	0	—
3. RESTRICTED SIGHT DISTANCE	—	Municipal	—
	—	"	—
4. SUB-STANDARD BRIDGES	—	—	—
5. SUB-STANDARD INTERSECTIONS	—	0	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	—	—
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	—	YES X NO	—
9. AVERAGE SHOULDER WIDTH	—	—	— FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	84,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	84,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Four traffic lanes are to be constructed to provide greater capacity. Access control will be upgraded as part of this project.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Fayette</u>		PROJECT LOCATION <u>From Oelwein North to North Jct. Iowa 150</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>1.4</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>S-47</u>
	F	3	7	33	1	1962 A. D. T. <u>3450</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-3-9-11
2		(Right-of-Way, Shoulder Widening)	
3			
4			
5			
TOTAL			33,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>348</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	0	6	6	
	1962	1	3	6	10	
	1963	0	3	3	6	
	1964	0	3	5	8	
		1	9	9	30	
		R-RURAL M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____ RETAINED SECTIONS <u>5.00</u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	0	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 22	1	0.40
	PASSING (2000' FT.) 33	1	0.60
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH	_____ 5 _____		FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This is the third stage shoulder widening adjacent to a pavement which has previously been widened and resurfaced.

1966 _____ 33,000 _____

1967 _____

1968 _____

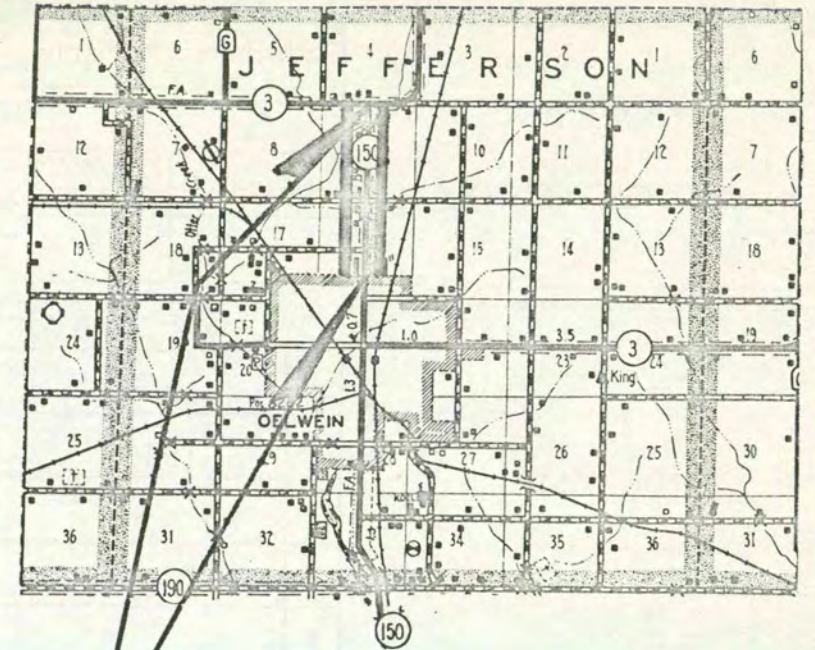
1969 _____

1970 _____

TOTAL _____ 33,000 _____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Ten foot wide shoulders will be provided from the north junction of Iowa 3 - Iowa 150 to Oelwein.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Fayette</u>		PROJECT LOCATION <u>From Oelwein E. to 3/4 Mi. W. of Clayton Co. Line</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>14.9</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	3	7	33	2	1964 SUFFICIENCY RATING <u>19</u>
1962 A. D. T. <u>1580</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	3-9-11 (Shoulder Widening)	123,700
3			
4			
5			
TOTAL			184,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>148</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	2	11	13	
	1962	0	5	4	9	
	1963	0	4	8	12	
	1964	0	9	8	17	
		0	20	31	51	
	R-RURAL		M-MUNICIPAL			

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	RETAINED SECTIONS _____ M.P.H.
	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS <u>3.0</u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	3	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	17	2.40
	PASSING (2000' FT.)	30	4.30
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	7	FT.

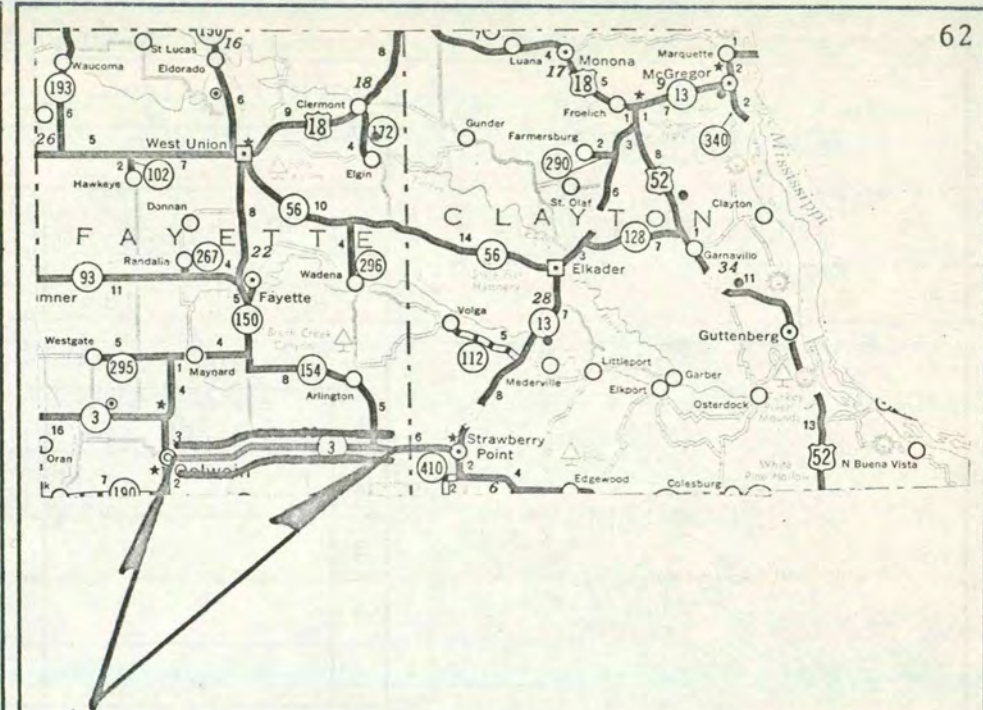
AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This is the third stage shoulder widening adjacent to a pavement that has previously been widened and resurfaced.

1966	60,000	_____
1967	124,000	_____
1968	_____	_____
1969	_____	_____
1970	_____	_____
TOTAL	184,000	_____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



Ten foot wide shoulders will be provided adjacent to those sections previously widened and resurfaced. This is the final stage in the modernization of this route section.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Floyd</u>		PROJECT LOCATION <u>From Nora Springs East to Charles City</u>				
	PROJECT NUMBER				PROJECT LENGTH <u>17.3</u>		
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL		1964 SUFFICIENCY RATING <u>26</u>
					SECTION	SUB.- SEC.	
F	18	6	34	3		1962 A. D. T. <u>2750</u>	

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-3-4-6-8-11-14
2		(Right-of-Way, Grading, Paving, Resurfacing)	
3			
4			
5			
TOTAL			907,200

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>203</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	2	7	22	31	
	1962	1	9	18	28	
	1963	1	14	16	31	
	1964	3	13	27	43	
		7	43	83	133	
		R-RURAL M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. <u>22' Retained</u>	RETAINED SECTIONS <u>50</u> M.P.H.
	SHOULDER WIDTH <u>10</u> FT. <u>24 Retained</u>	
BRIDGE WIDTH <u>30</u> New FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	28	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	5	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	14	10
	PASSING (2000' FT.)	66	12
4. SUB-STANDARD BRIDGES	_____	2	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	84	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	8	FT.

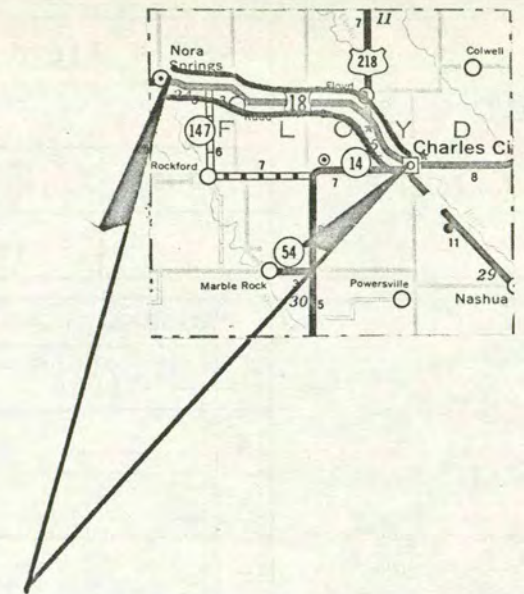
AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	390,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
TOTAL		390,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices. Section with bad geometrics from Charles City to the north Junction with US 218 to be reconstructed.

Shoulders are being stabilized on this project. The material will be a stabilized crushed stone. Some of the shoulders will be stabilized full width and some 6 ft. wide.



The portion of this project from the North Junction with U.S. 218 to Charles City is being reconstructed to reduce horizontal curvature and improve sight distance.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Floyd</u>		PROJECT LOCATION <u>In Charles City - Cedar River Bridge & Approaches</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>0.4</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	U	18	6	34	4
					1964 SUFFICIENCY RATING <u>B-48</u>
					1962 A. D. T. <u>4090</u>

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1-2-4-6-11	577,600
2		(Right-of-Way, Grade, Bridge, Pave)	
3			
4			
5			
TOTAL			577,600

SAFETY HISTORY	ACCIDENT STATISTICS						
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		R	M	R	M		
1963	0	0	5	5			
1964	0	0	4	4			
1965	0	1	1	2			
	0	1	10	11			
	R-RURAL M-MUNICIPAL						

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL 494

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.
	PAVEMENT WIDTH <u>49</u> FT. SHOULDER WIDTH <u>Curbed</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>53</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____ RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	--	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	--	_____
3. RESTRICTED SIGHT DISTANCE	_____	Municipal	_____
	_____	"	_____
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	0.4
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	_____	YES <input checked="" type="checkbox"/>	NO
9. AVERAGE SHOULDER WIDTH	_____	--	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966 577,600

1967 _____

1968 _____

1969 _____

1970 _____

TOTAL 577,600

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
 New intersection with U.S. 218 to be constructed in connection with new Cedar River bridge.



CHARLES CITY

The present narrow truss bridge is being replaced by a new wide structure on a new location. The new intersection with U.S. 218 is a part of this project.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Floyd</u>		PROJECT LOCATION <u>Two Narrow Bridges Between Rockford and Iowa 14</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.4</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>B-30</u>
	F	147	1	34	2	
					1962 A. D. T. <u>1090</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1 1966	1-2-4-6-11	150,300
	2	(Right-of-Way, Grade, Bridge, Pave)	
	3		
	4		
	5		
TOTAL			150,300

SAFETY HISTORY	ACCIDENT STATISTICS						
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		FATAL R M	R M	R M	R M		
1961	0	0	0	0	0	NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>---</u> MUNICIPAL <u>---</u>	
1962	0	0	0	0	0		
1963	0	0	1	1	1		
1964	0	0	0	0	0		
	0	0	1	1	1		
R-RURAL M-MUNICIPAL							

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS _____

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Franklin</u>		PROJECT LOCATION <u>Signals at C.G.W. Crossing in Coulter</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	263	1	35	5	1964 SUFFICIENCY RATING <u>D-127</u> 1962 A. D. T. <u>970</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	10	15,000
	2		(Railroad Signals)	
	3			
	4			
	5			
TOTAL			15,000	

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____ No Accidents reported from January 1963 through June 1965.		
		PERSONAL INJURY		PROPERTY DAMAGE				
	YEAR	FATAL	R	M	R		M	TOTAL
		R	M	R	M		R	M
R-RURAL M-MUNICIPAL								

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
		RETAINED SECTIONS _____ M.P.H.

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	15,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	15,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Automatic Signals to be installed.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Fremont</u>		PROJECT LOCATION <u>N.C.L. of Sidney North to Jct. Iowa 145</u>				
	PROJECT NUMBER					PROJECT LENGTH <u>4.9</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL		1964 SUFFICIENCY RATING <u>17</u>
					SECTION	SUB.- SEC.	
F	275	1	36	11		1962 A. D. T. <u>1230</u>	

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-3-4-6-7-8-9-11
2		(Right of Way, Grade and Paving)	
3			
4			
5			
TOTAL			858,600

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>283</u> MUNICIPAL _____	
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		FATAL R M	R M	R M	R M		
	1961	0	5	6	11		
1962	1	2	2	5			
1963	0	1	3	4			
1964	0	2	3	5			
	1	10	14	25			
	R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	RETAINED SECTIONS _____

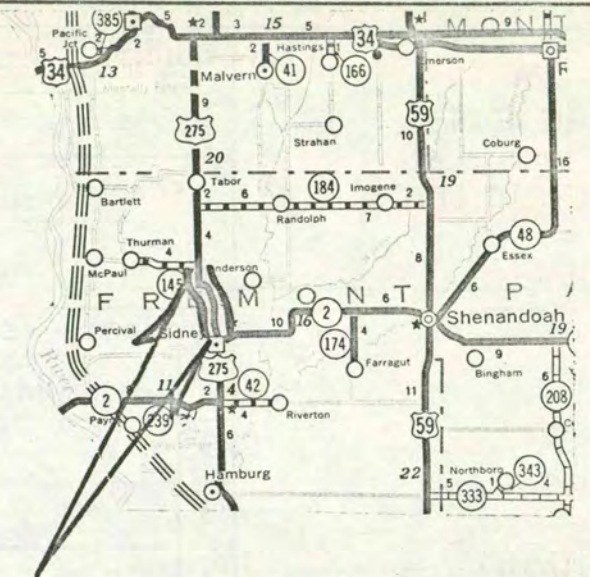
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	34	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	5	—
3. RESTRICTED SIGHT DISTANCE	68	10	3.36
	97	4	4.78
4. SUB-STANDARD BRIDGES	—	0	—
5. SUB-STANDARD INTERSECTIONS	—	1	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	4.9
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	—	7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	550,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	550,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.
The intersection with Iowa 145 to be channelized and lighted.



The section of U.S. 275 from Sidney north to Iowa 145 is to be entirely reconstructed. The new pavement will be 24 ft. wide with 10 ft. shoulders. This road section is part of the newly created Lewis and Clark Trail.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Fremont</u>		PROJECT LOCATION <u>Missouri River Bridge - Nebraska City</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	2	1	36	2	
1964 SUFFICIENCY RATING <u>B-43</u>						
1962 A. D. T. <u>1980</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	2-14
2		(Bridge - Lighting)	
3			
4			
5			
TOTAL			13,700

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u> MUNICIPAL <u> </u>
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	0	0	0	
	1962	0	0	0	0	
	1963	0	0	1	1	
	1964	0	0	0	0	
		0	0	1	1	
		R-RURAL M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS _____
	BRIDGE REPAIR AND LIGHTING _____		

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	_____ 6800 _____
	1967	_____
	1968	_____
	1969	_____
	1970	_____
TOTAL		_____ 6800 _____

SPECIAL SAFETY FEATURES BEING PROPOSED

Bridge Deck to be Lighted.



This bridge to be lighted.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Fremont</u>		PROJECT LOCATION <u>292x20 H.T. Bridge West of Shenandoah</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.9</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	1964 SUFFICIENCY RATING <u>B-36</u>
	F	2	1	36	2	1962 A. D. T. <u>1200</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2-4-6-11
2		(Right-of-Way, Bridge, Grave, Pave)	
3	NOTE: THIS PROJECT DEFERRED DUE TO DETOUR PROBLEM		
4			
5			
TOTAL			240,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u>	MUNICIPAL <u> </u>	
	YEAR	FATAL		PERSONAL INJURY				PROPERTY DAMAGE
		R	M	R	M	R	M	R
	1961	0		6		5		11
1962	0		0		0		0	
1963	0		0		1		1	
1964	0		1		0		1	
	0		7		6		13	

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES NO	
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966 _____

1967 _____

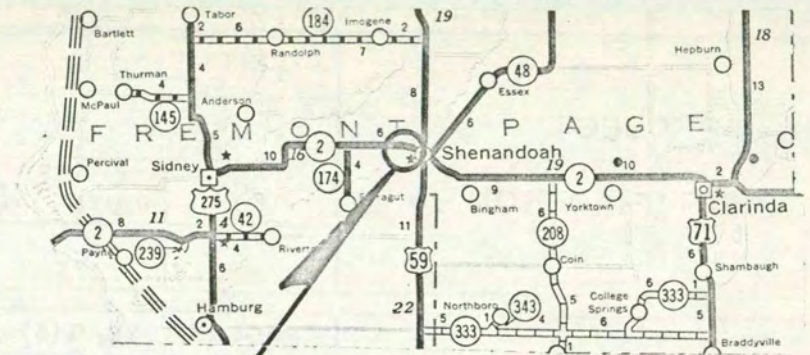
1968 _____

1969 _____

1970 _____

TOTAL _____

SPECIAL SAFETY FEATURES BEING PROPOSED



THIS PROJECT DEFERRED DUE TO DETOUR PROBLEM.

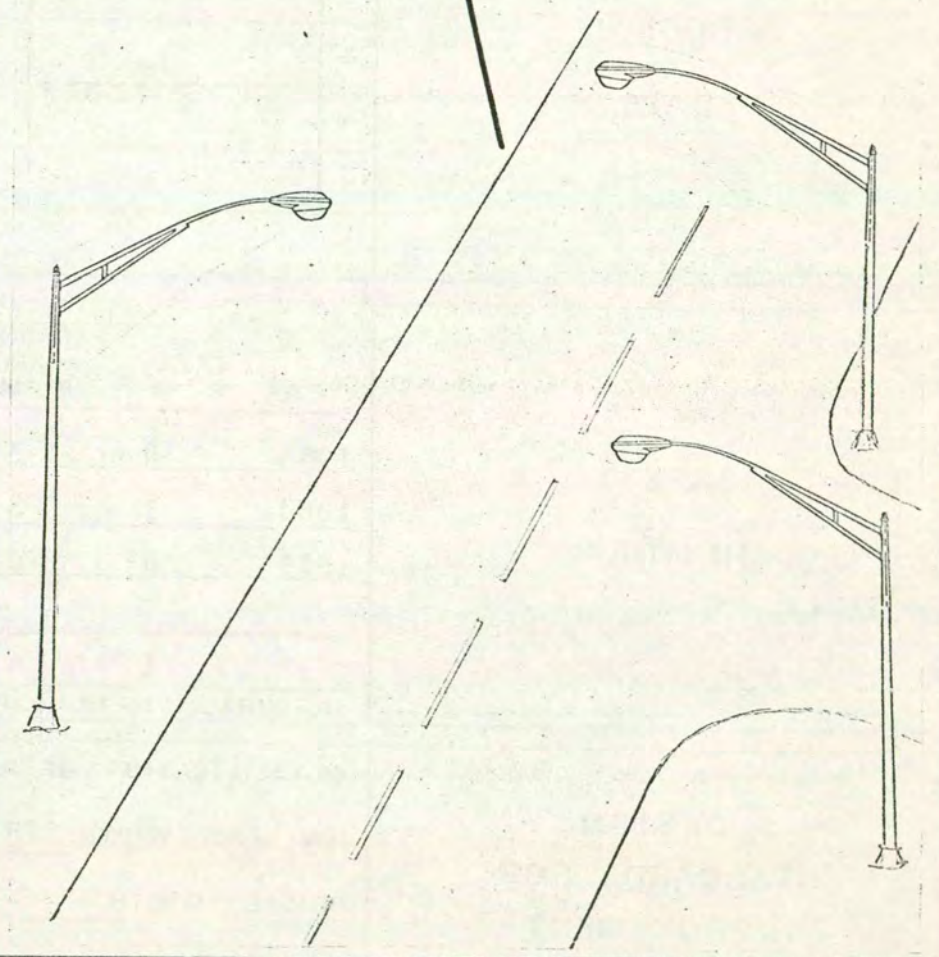
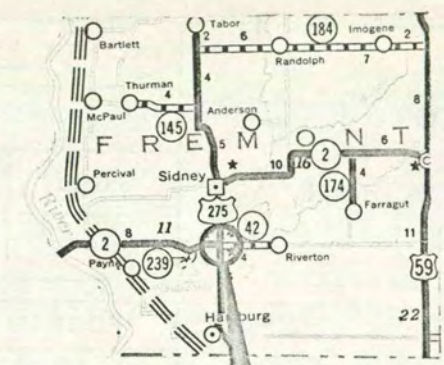
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH	_____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	_____	7,300
	1967	_____	
	1968	_____	
	1969	_____	
	1970	_____	
	TOTAL	_____	7,300

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Greene</u>		PROJECT LOCATION <u>From U.S. 30 South to Main St. in Jefferson</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>1.1</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
	<u>F</u>	<u>17</u>	<u>2</u>	<u>37</u>	SECTION <u>5</u>	SUB.- SEC. _____
1984 SUFFICIENCY RATING <u>25</u>						
1962 A. D. T. <u>3960</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-3-6-10-11-16
2		(Right-of-Way, Grade, Pave)	
3			
4			
5			
TOTAL			414,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____	MUNICIPAL <u>678</u>	
	YEAR	FATAL		PERSONAL INJURY				PROPERTY DAMAGE
		R	M	R	M	R	M	R
	1963	0		3		9		12
1964	1		3		2		6	
1965	0		0		5		5	
		1		6		16	23	
	R-RURAL		M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.	
	PAVEMENT WIDTH <u>49</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	--	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	--	_____
3. RESTRICTED SIGHT DISTANCE		Municipal	
STOPPING (YELLOW LINE)		"	
PASSING (2000' FT.)		"	
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	1.1
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES X NO	
9. AVERAGE SHOULDER WIDTH		--	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	207,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	207,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



Four traffic lanes to be provided along with improved control of access.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Greene</u>		PROJECT LOCATION <u>From Guthrie Co. Line North 1 Mile</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>1.0</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>46</u>
	F	25	5	37	4	1962 A. D. T. <u>520</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-3-4-6-11
2		(Right-of-Way, Grade, Pave)	
3			
4			
5			
TOTAL			140,800

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u>	
	PERSONAL INJURY PROPERTY DAMAGE						MUNICIPAL <u> </u>
	YEAR	FATAL R M	INJURY R M	DAMAGE R M	TOTAL R M	No Accidents reported - 1961 through 1964	

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>5</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS <u> </u> M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS <u> </u>

SAFETY INVENTORY

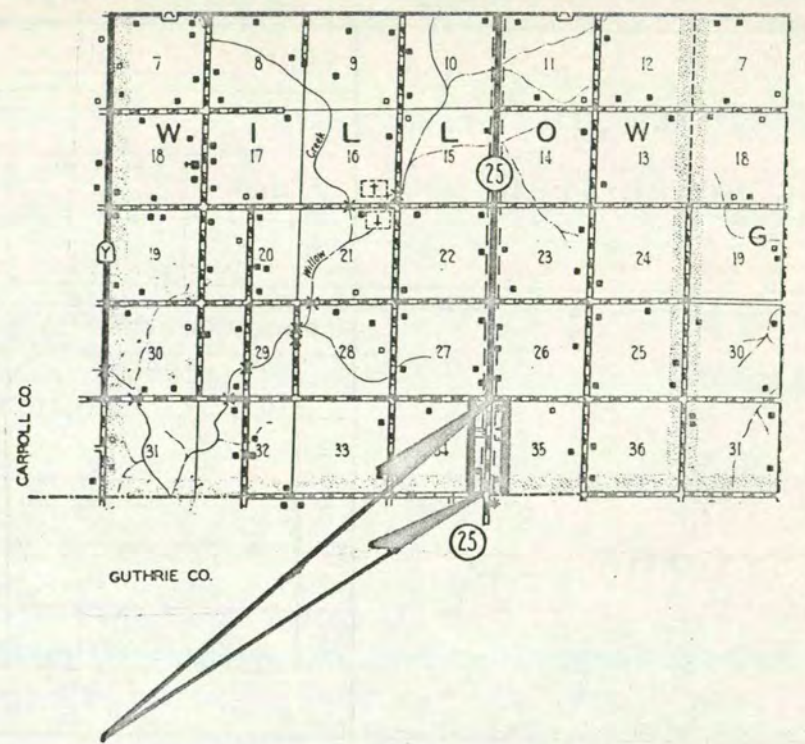
	PERCENT	NUMBER	LENGTH
1 SUB-STANDARD VERTICAL ALIGNMENT	_____	1	_____
2 SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3 RESTRICTED SIGHT DISTANCE	_____		

4 SUB-STANDARD BRIDGES	_____		_____
5 SUB-STANDARD INTERSECTIONS	_____	0	_____
6 SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	80	0.8
7 SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8 SUB-STANDARD CAPACITY		YES	NO
9 AVERAGE SHOULDER WIDTH		3	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
	1966	_____	56,000	_____	
	1967	_____		_____	
	1968	_____		_____	
	1969	_____		_____	
	1970	_____		_____	
	TOTAL	_____	56,000	_____	

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



Twenty four foot pavement with ten foot wide shoulders to be constructed on this project. (see Guthrie County)

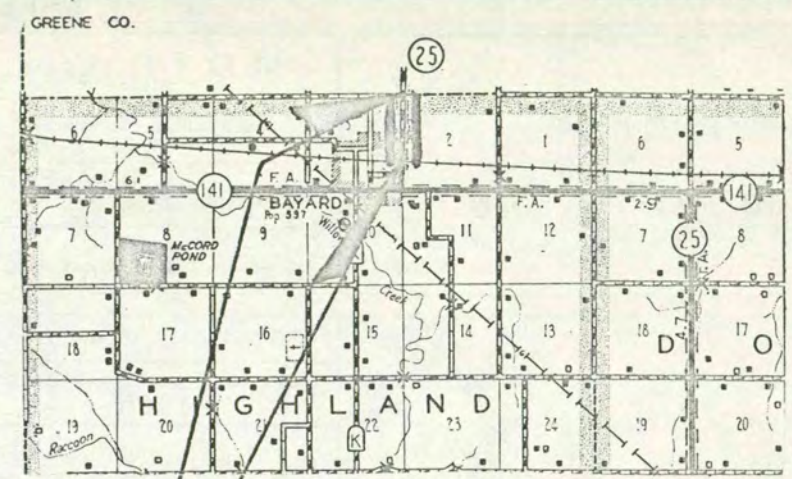
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	1	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	12	1 0.10
	PASSING (2000' FT.)	73	2 0.61
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	25	_____ 0.18
	22'	75	_____ 0.56
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO <input checked="" type="checkbox"/>
9. AVERAGE SHOULDER WIDTH		3	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
	1966	48,000	_____	
	1967	_____	_____	
	1968	_____	_____	
	1969	_____	_____	
	1970	48,000	_____	
	TOTAL	_____	_____	

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



This project from Bayard north to the Greene County Line connects with a mile long project in that county. 24 ft. pavement with ten foot wide shoulders will be constructed.

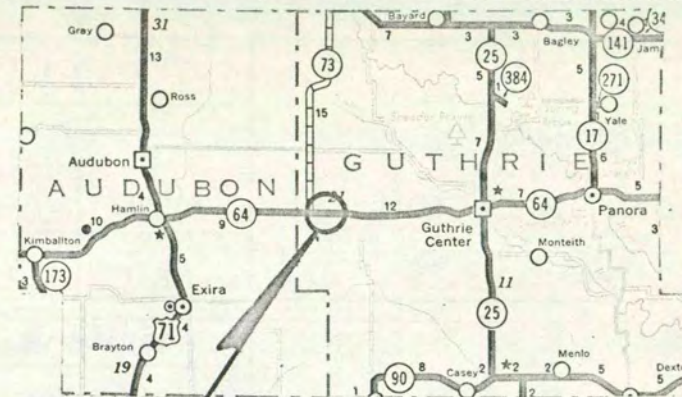
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	33,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	33,000

SPECIAL SAFETY FEATURES BEING PROPOSED



This narrow bridge will be replaced with a culvert.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Hamilton</u>		PROJECT LOCATION <u>Prop. Relocation from U.S. 69 East to I-35</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>3.5</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	20	0	40	15	
1964 SUFFICIENCY RATING <u>--</u>						
1962 A. D. T. <u>--</u>						

PROGRAM DATA	PROGRAM YEAR (S)		ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966		2-3-4-11 (Grading)
2	1967		6-11 (Paving)	1,092,000
3				
4				
5				
TOTAL				2,170,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>452</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	1	4	7	12	
	1962	0	4	4	8	
	1963	0	3	6	9	
	1964	1	3	7	11	
		2	14	24	40	
		R-RURAL M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>1</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	4-Lane PAVEMENT WIDTH <u>24</u> FT.	10 Outside SHOULDER WIDTH <u>6</u> Inside FT.
	BRIDGE WIDTH <u>30</u> FT.	RETAINED SECTIONS _____ M.P.H.
		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>4.00</u> RETAINED SECTIONS _____

SAFETY INVENTORY

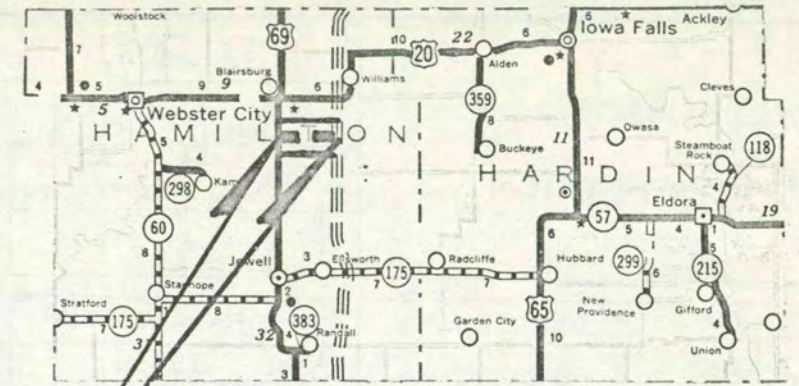
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	7	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	0	
	PASSING (2000' FT.)	0	
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	5	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	_____	485,000
	1967	_____	491,000
	1968	_____	
	1969	_____	
	1970	_____	
	TOTAL	_____	976,000

SPECIAL SAFETY FEATURES BEING PROPOSED

This is a segment included in the proposed Iowa Future Freeway System.



An interchange and connection west to present U.S. 69 is being provided to serve in the future as part of the proposed Iowa Freeway System.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Hardin</u>		PROJECT LOCATION <u>Junction of Iowa 57 with Iowa 299</u>			
	PROJECT NUMBER _____					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	57	1	42	2	1964 SUFFICIENCY RATING <u>--</u> 1962 A. D. T. <u>-----</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1965 Safety Emergency	14 (Lighting)
2			
3			
4			
5	NOTE: Authorized by Commission 5-20-65		
TOTAL			2,900

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____				
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL	
		R	M	R	M	R	M	R	M	
	1962	0		1		0		1		
	1963	0		1		1		2		
1964	0		0		0		0			
	0		2		1		3			
	R-RURAL		M-MUNICIPAL							

Rebuilt in 1961

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY _____	RETAINED SECTIONS _____	

SAFETY INVENTORY

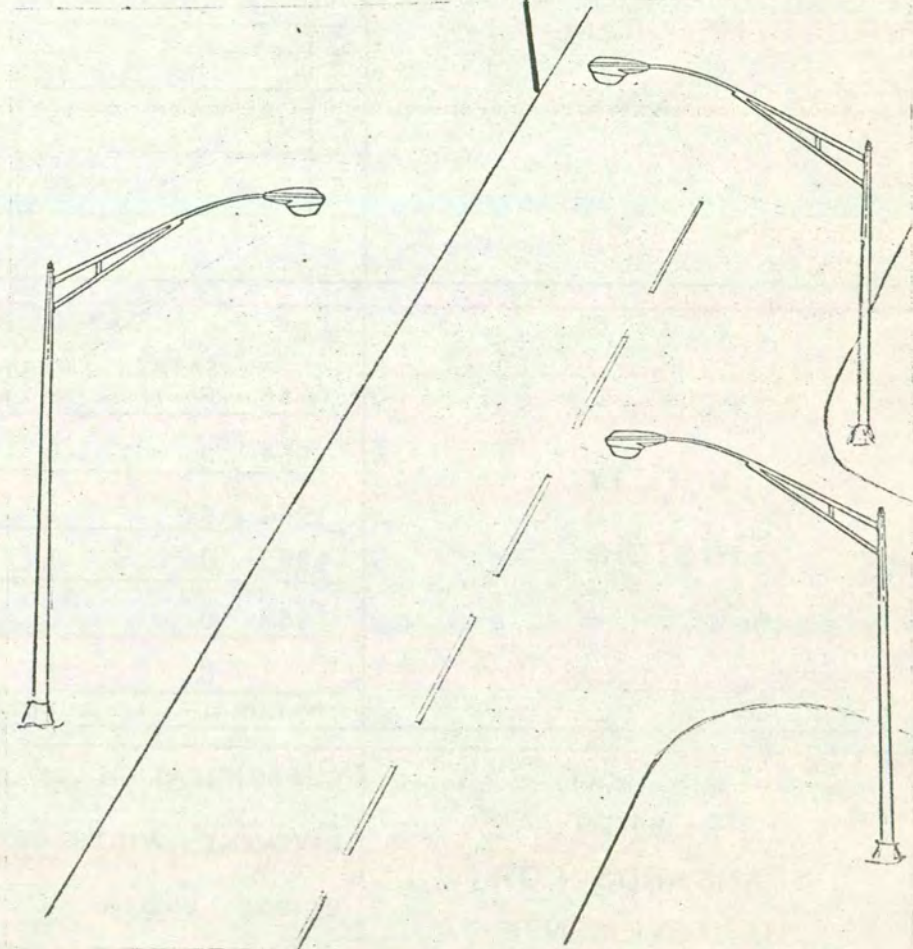
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	_____ 2,900
	1967	_____
	1968	_____
	1969	_____
	1970	_____
TOTAL		_____ 2,900

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Harrison</u>		PROJECT LOCATION <u>From Modale East to Jct. I-29</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>1.0</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	300	1	43	18
					1964 SUFFICIENCY RATING <u>25</u>
					1962 A. D. T. <u>250</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1-3-4 (Right-of-Way, and Grading)	65,000
	2	1967	6-10-11 (Paving)	91,000
	3			
	4			
	5			
TOTAL			156,000	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>384</u>	MUNICIPAL <u> </u>	
	YEAR	FATAL		PERSONAL INJURY				PROPERTY DAMAGE
		R	M	R	M	R	M	R M
	1961	0		0		0		0
	1962	0		0		2		2
	1963	0		1		2		3
1964	0		0		2		2	
	0		1		6		7	
		R-RURAL		M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>5</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS <u> </u> M.P.H.
		RETAINED SECTIONS <u> </u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	0	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	6	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	4	1.14
	PASSING (2000' FT.)	3	1.73
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	Gravel	18'	_____
		20'	_____
		22'	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	--	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	39,000
	1967	55,000
	1968	_____
	1969	_____
	1970	_____
TOTAL		94,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices. This is a new paved connection to the town of Modale from I-29. It replaces a graveled connection to U.S. 30.



A new connection to serve the town of Modale from I-29 is being provided to replace the existing gravel surfaced connection to U.S. 30 (Iowa 300)

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Henry</u>		PROJECT LOCATION <u>From US 34 in Mt. Pleasant N. to Present U.S. 218</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>5.3</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	218	2	44	9	
1964 SUFFICIENCY RATING <u>27</u>						
1962 A. D. T. <u>5100</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2-3-4-5-11 (Right-of-Way and Grading)
2	1967	4-5-6-11 (Paving)	724,000
3			
4			
5			
TOTAL			1,723,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>103</u> MUNICIPAL _____		
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE	
		R	M	R	M	R	M	R - M
	1961	0		2		1		3
1962	0		3		2		5	
1963	0		1		1		2	
1964	0		0		0		0	
	0		6		4		10	
R-RURAL M-MUNICIPAL								

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	RETAINED SECTIONS _____ M.P.H.
		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u> RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	17	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	4	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	7	1.30
	PASSING (2000' FT.)	5	2.60
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	None	_____	_____
	18'	_____	_____
	20'	_____	_____
22'	_____	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	X	NO
9. AVERAGE SHOULDER WIDTH	_____	8	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	350,000
	1967	253,000
	1968	_____
	1969	_____
	1970	_____
TOTAL		603,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



With this project the relocation and reconstruction of U.S. 218 in the Mt. Pleasant vicinity will be completed.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Henry</u>		PROJECT LOCATION <u>From Mount Pleasant South</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>8.0</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	1964 SUFFICIENCY RATING <u>100</u>
	F	218	2	44	8	1962 A. D. T. <u>2160</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966 Safety Emergency	16
2		(Miscellaneous - Shoulder Stabilization)	
3			
4			
5			
TOTAL			83,000

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	_____	_____	_____	_____	_____	Reconstructed and Relocated in 1964
	_____	_____	_____	_____	_____	
R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS _____
	SHOULDER STABILIZATION ONLY		

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
	1966	_____	83,000	
	1967	_____		
	1968	_____		
	1969	_____		
	1970	_____		
	TOTAL	_____	83,000	

SPECIAL SAFETY FEATURES BEING PROPOSED
Shoulder stabilization 6 ft. wide with crushed stone material.



This is to provide a stabilized shoulder on the recently constructed portion of U.S. 218 south of Mt. Pleasant.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Howard</u>		PROJECT LOCATION <u>From Riceville East to Jct. U.S. 63</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>13.0</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>--</u>
	F	9	7	45	2	
					1962 A. D. T. <u>940</u>	

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	4-6-8	373,500
	2		(Grade - Pave - Resurface)	
	3			
	4			
	5			
TOTAL			373,500	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>208</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	
	1961	0		2		4		6	
	1962	1		2		5		8	
	1963	0		4		7		11	
1964	0		5		5		10		
	<u>1</u>		<u>13</u>		<u>21</u>		<u>35</u>		
R-RURAL M-MUNICIPAL									

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	RESURFACING EXISTING PAVEMENT.	RETAINED SECTIONS _____

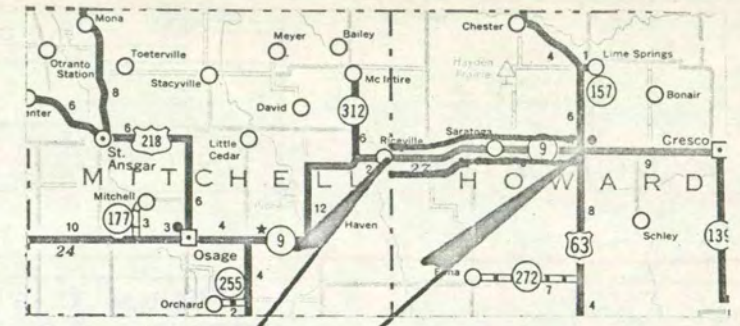
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	10	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 10	9	1.20
	PASSING (2000' FT.) 38	26	4.80
4. SUB-STANDARD BRIDGES	_____	3	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	8	1.0
	20'	92	11.6
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	8	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 <u>37,000</u>
This project was programed due to a deteriorating pavement surface.	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	<u>37,000</u>

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



This is to upgrade the surface condition of Iowa 9 from Riceville to U.S. 63.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Humboldt</u>		PROJECT LOCATION <u>From Pocahontas Co., Line East to Jct. US 169</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>10.9</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	1964 SUFFICIENCY RATING <u>56</u>
	F	3	3	46	1	1962 A. D. T. <u>1870</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	8	219,000
	2		(Resurface)	
	3			
	4			
	5			
TOTAL			219,000	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>63</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	0	4	4	
	1962	0	3	2	5	
	1963	1	0	3	4	
	1964	0	5	0	5	
	1	8	9	18		
R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	RESURFACING ONLY	RETAINED SECTIONS _____	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	4	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	4	0.5
	PASSING (2000' FT)	9	2.3
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	100	10.9
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____ 8 _____ FT.		

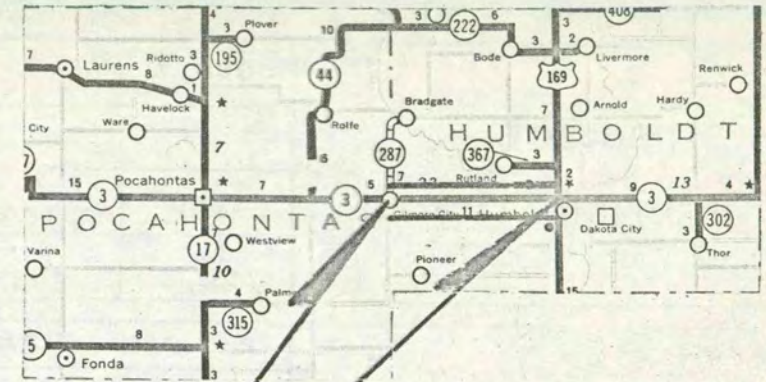
AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This is a resurfacing project to improve riding qualities. Curbed sections will be filled and thus eliminated.

1966	22,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	22,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



This project is to improve riding qualities of the existing pavement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Ida</u>		PROJECT LOCATION <u>From Woodbury Co. Line to S.C.L. Battle Creek</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>4.2</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>52</u>
	F	175	3	47	1	1962 A. D. T. <u>640</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	8	85,000
	2		(Resurface)	
	3			
	4			
	5			
TOTAL			85,000	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>202</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	3	1	4	
	1962	0	0	0	0	
	1963	0	1	0	1	
	1964	2	0	1	3	
	2	4	2	8		
R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS _____
	RESURFACING ONLY		

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	0	
	PASSING (2000' FT.)	0	
4. SUB-STANDARD BRIDGES	_____	3	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	100	4.2
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES	NO <input checked="" type="checkbox"/>
9. AVERAGE SHOULDER WIDTH		8	FT.

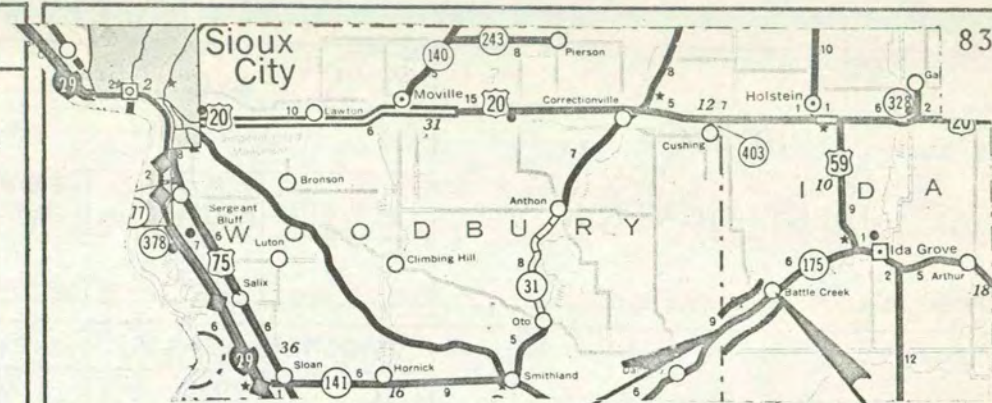
AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This is a resurfacing project only.

1966	9,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	9,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



This project is to improve the riding qualities of the existing pavement surface.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Ida</u>		PROJECT LOCATION <u>Junction of US 20 with US 59 (West) US 59 (East) and Iowa 328</u>			PROJECT LENGTH _____
	PROJECT NUMBER					1964 SUFFICIENCY RATING _____
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	20	2	47	4	1962 A. D. T. _____

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	Safety Emergency 14 (Lighting)
2			
3			
4			
5	NOTE: Authorized by Commission 5-20-65		
TOTAL			21,800

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	_____					Rebuilt in 1964.

	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY - 3 INTERSECTIONS		RETAINED SECTIONS _____	

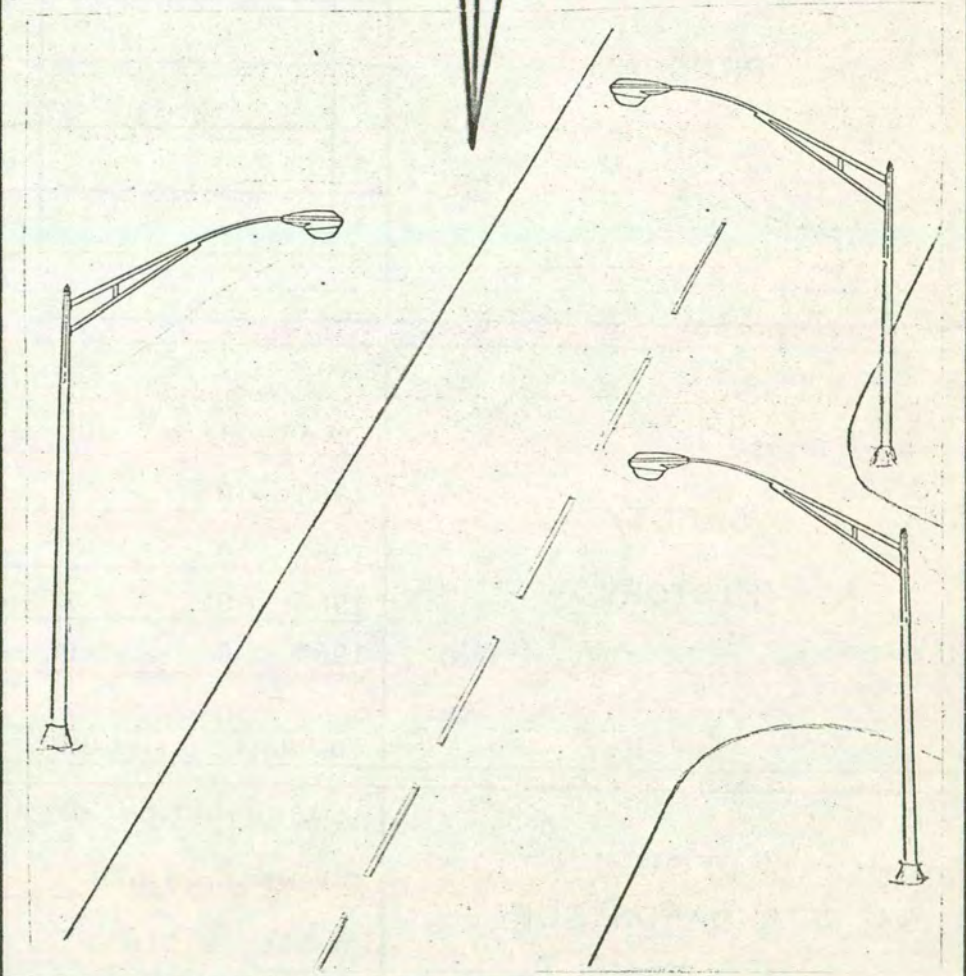
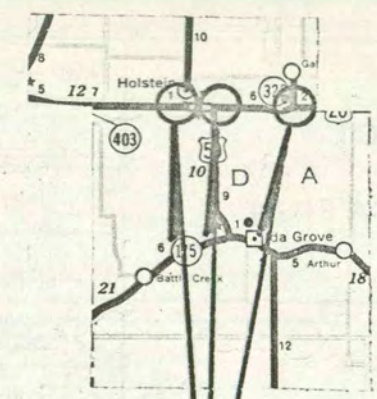
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	21,800
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	21,800

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of 3 intersections



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Iowa</u>		PROJECT LOCATION <u>16x24,1 R.C.S. Bridge 1/2 Mi. E. of W. Jct. Ia. 149</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>B-33</u>
	F	6	6	48	4	1962 A. D. T. <u>4860</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	2-6
2		(Bridge - Paving)	
3			
4			
5			
TOTAL			20,800

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u> MUNICIPAL <u> </u>	
	YEAR	FATAL		PERSONAL INJURY			TOTAL
		R	M	R	M		
	1961	0		1			1
1962	0		1		1	2	
1963	0		2		1	3	
1964	0		0		1	1	
	0		4		4	8	
R-RURAL M-MUNICIPAL							

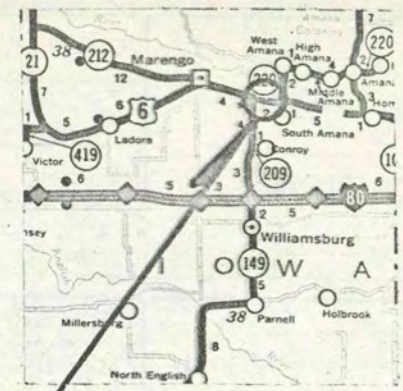
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u> </u>	DESIGN SPEED: NEW CONSTRUCTION <u> </u> M.P.H.	
	PAVEMENT WIDTH <u> </u> FT.	SHOULDER WIDTH <u> </u> FT.	RETAINED SECTIONS <u> </u> M.P.H.
	BRIDGE WIDTH <u> 44 </u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u> </u>	
	<u> </u> BRIDGE ONLY	RETAINED SECTIONS <u> </u>	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 <u>20,800</u>
		1967 _____
		1968 _____
		1969 _____
		1970 _____
	TOTAL	<u>20,800</u>

SPECIAL SAFETY FEATURES BEING PROPOSED



This narrow bridge is to be replaced with a wider structure.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Iowa</u>		PROJECT LOCATION <u>Jct. US 6 and Iowa 411</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	1964 SUFFICIENCY RATING <u>S-17</u>
	F	6	6	48	4	1962 A. D. T. <u>4860</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1-3-4-6-11	87,000
	2		(Right-of-Way, Grading, Paving)	
	3			
	4			
	5			
TOTAL			87,000	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u> MUNICIPAL <u> </u>	
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE
		R	M	R	M	R	M
	1961	0		1		2	3
	1962	0		0		1	1
	1963	0		2		1	3
1964	1		0		1	2	
	1		3		5	9	
	R-RURAL		M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u> </u>	DESIGN SPEED: NEW CONSTRUCTION <u> </u> M.P.H.	
	PAVEMENT WIDTH <u> </u> FT.	SHOULDER WIDTH <u> </u> FT.	RETAINED SECTIONS <u> </u> M.P.H.
	BRIDGE WIDTH <u> </u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u> </u>	
	<u> </u> INTERSECTION ONLY	RETAINED SECTIONS <u> </u>	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	1	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	_____		

4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES	NO <input checked="" type="checkbox"/>
9. AVERAGE SHOULDER WIDTH		--	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 <u>87,000</u>
		1967 _____
		1968 _____
		1969 _____
		1970 _____
		TOTAL <u>87,000</u>

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic control Devices.



Sight distance along U.S. 6 at this intersection is being improved with a grade change and the new intersection.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jackson</u>		PROJECT LOCATION <u>Relocation of U.S. 61 S.W. of Maquoketa</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>2.0</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	61	7	49	5	1964 SUFFICIENCY RATING <u>24</u>
						1962 A. D. T. <u>5200</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-3-4 (Right-of-Way and Grading)
2	1967	6-11 (Paving)	364,400
3			
4			
5			
TOTAL			516,100

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL <u>826</u>
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE		
		FATAL R M	R M	R M	R M	
	1963	0	3	13	16	
1964	0	2	9	11		
1965	0	6	14	20		
	0	11	36	47		
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

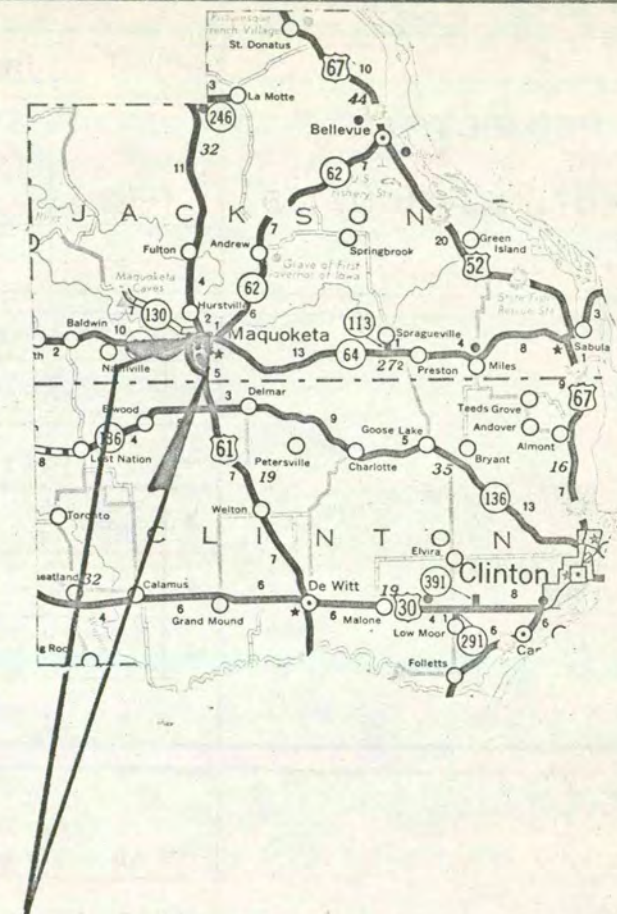
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	6	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	0	—
3. RESTRICTED SIGHT DISTANCE	—	Municipal	
		11	
4. SUB-STANDARD BRIDGES	—	0	—
5. SUB-STANDARD INTERSECTIONS	—	0	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	—	—
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY		YES <input checked="" type="checkbox"/> NO	
9. AVERAGE SHOULDER WIDTH		— FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	76,000
	1967	182,000
	1968	—
	1969	—
	1970	—
	TOTAL	258,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices. The intersection at the beginning of the relocation on US 61 South of Maquoketa will be channelized.



This by-pass in southwest Maquoketa, along with the companion project to the north and the project in Dubuque County are the final stages of the route improvement from Davenport to Dubuque.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jackson</u>		PROJECT LOCATION <u>From Maquoketa North to Dubuque County Line</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>15.2</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	61	7	49	6
					1964 SUFFICIENCY RATING <u>16</u>
					1962 A. D. T. <u>1500</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2-3-4-11 (Right-of-Way and Grading)
2	1967	6-7-8-11(Paving)	1,457,900
3			
4			
5			
TOTAL			3,402,900

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>322</u> MUNICIPAL <u>781</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	M
	1961	1		9		14		24	
	1962	0		6		25		31	
	1963	0	0	7	1	21	9	28	10
	1964	2	0	7	7	17	13	26	20
		3	0	29	8	77	22	109	30
		R-RURAL		M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS <u>60</u> M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u> RETAINED SECTIONS <u>6.00</u>

SAFETY INVENTORY

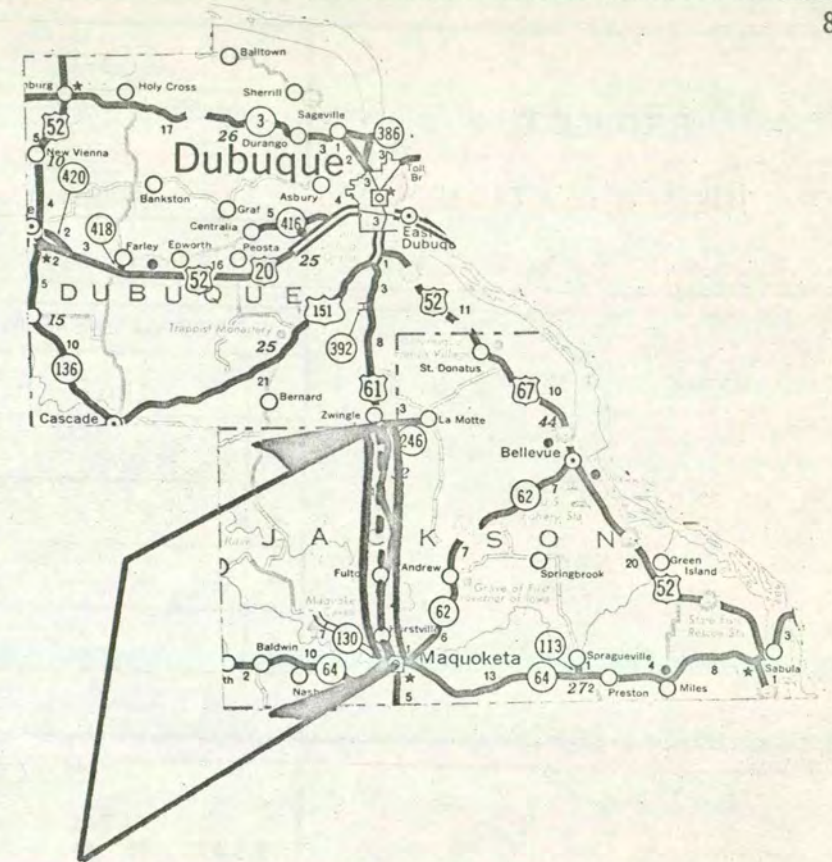
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	105	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	15	—
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	22	7.9
	PASSING (2000' FT.)	9	13.3
4. SUB-STANDARD BRIDGES	—	6	—
5. SUB-STANDARD INTERSECTIONS	—	1	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	14.9
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	5 FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	1,498,000
1967	1,123,000
1968	—
1969	—
1970	—
TOTAL	2,621,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Along with the work scheduled in Dubuque County, this constitutes the final stage of the general route improvement of U.S. 61 from Davenport to Dubuque.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jasper</u>		PROJECT LOCATION <u>Signals at CRI & P Crossing - Prairie City</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	117	1	50	11	
1964 SUFFICIENCY RATING <u>D-23</u>						
1962 A. D. T. <u>1540</u>						

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	10
2		(Railroad Signal)	
3			
4			
5			
TOTAL			15,000

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____ No Accidents reported from January 1963 through June 1965.	
		PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
	YEAR	FATAL R M	R M	R M	R M		R M
	_____	_____	_____	_____	_____		_____
	_____	_____	_____	_____	_____		_____
R-RURAL M-MUNICIPAL							

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	SIGNALS ONLY _____	RETAINED SECTIONS _____ M.P.H.

SAFETY INVENTORY

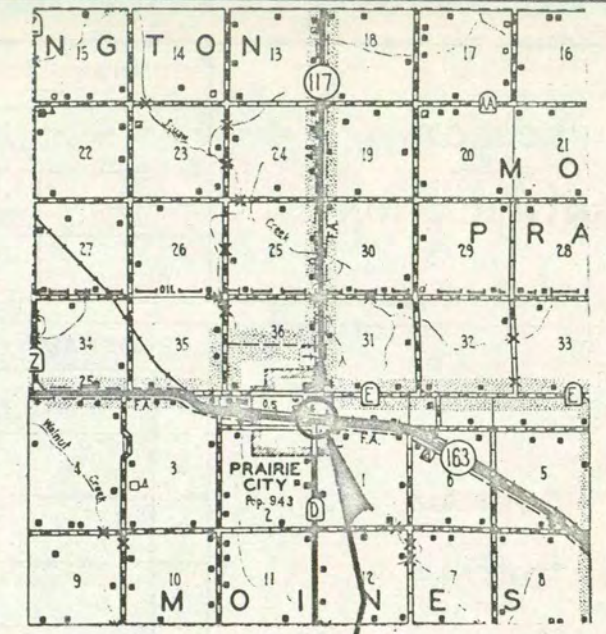
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		

4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH	_____		FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	15,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	15,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Install automatic signals



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jasper</u>		PROJECT LOCATION <u>Reconstruct 2 Narrow Bridges North of Colfax</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.3</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	117	1	50	12	1964 SUFFICIENCY RATING <u>B-27</u> 1962 A. D. T. <u>2120</u>

PROGRAM DATA	PROGRAM YEAR(S)		ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966		1-2-4-6-11
2			(Right-of-Way, Bridge Grade, Pave)	
3				
4				
5				
TOTAL				213,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u> MUNICIPAL <u> </u>
	YEAR	FATAL		PERSONAL INJURY		
		R	M	R	M	R M
	1961	0		1		1
	1962	0		0		3
	1963	0		2		2
	1964	0		2		2
		0		5		8
		R-RURAL		M-MUNICIPAL		

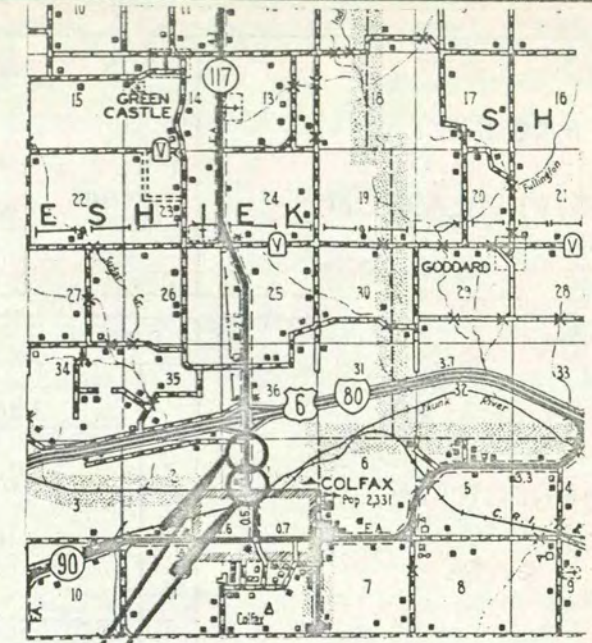
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u> </u> M.P.H.
	PAVEMENT WIDTH <u> </u> FT.	SHOULDER WIDTH <u> </u> FT.
	BRIDGE WIDTH <u>30 & 44</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u> </u>
	<u> </u> BRIDGES ONLY	RETAINED SECTIONS <u> </u> M.P.H.

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	1	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	_____	_____	_____
	_____	_____	_____
4. SUB-STANDARD BRIDGES	_____	2	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	_____	YES	NO
9. AVERAGE SHOULDER WIDTH	_____	--	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
	1966	_____	213,000	_____	_____
	1967	_____	_____	_____	_____
	1968	_____	_____	_____	_____
	1969	_____	_____	_____	_____
	1970	_____	_____	_____	_____
	TOTAL	_____	213,000	_____	_____

SPECIAL SAFETY FEATURES BEING PROPOSED



With this project, the connection of Colfax to I-80 via Iowa 117 will be upgraded to modern standards. The existing narrow bridges will be replaced with wider structures.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jasper</u>		PROJECT LOCATION <u>From NCL Monroe to Jct. I-80</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>10.6</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	14	4	50	15
					1964 SUFFICIENCY RATING <u>18</u>
					1962 A. D. T. <u>1490</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	2-3-4-9-11 (Grading)	938,500
3	1968	6-7-8-11 (Paving)	877,500
4			
5			
TOTAL			2,029,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>230</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	
	1961	1		2		11		14	
1962	0		3		9		12		
1963	0		4		11		15		
1964	0		3		9		12		
	1		12		40		53		
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	RETAINED SECTIONS _____ M.P.H.
		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____

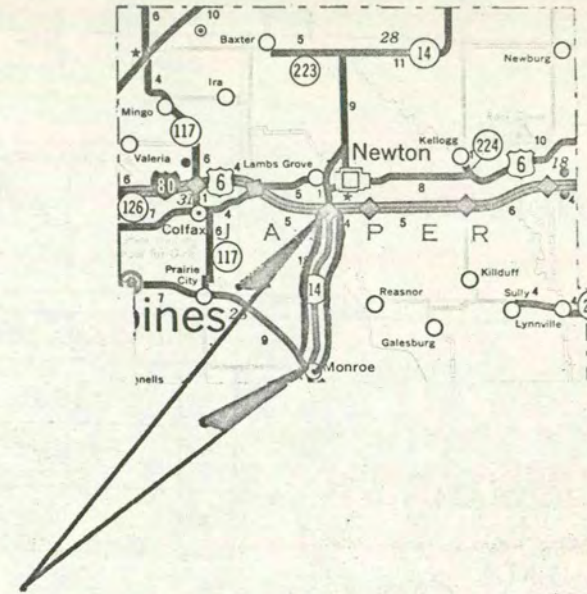
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	10	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	4	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	39	16
	PASSING (2000' FT.)	71	9
4. SUB-STANDARD BRIDGES	_____	5	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	43	_____
	20'	55	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	4	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		AMOUNT
	1966	160,000
	1967	704,000
	1968	658,000
	1969	_____
	1970	_____
	TOTAL	1,522,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



Reconstruction of this section of Iowa 14 will replace the existing 18 ft. pavement with a 24 ft. pavement and ten foot wide shoulders. Improved gradients will provide greater sight distance.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jasper</u>		PROJECT LOCATION <u>Iowa 14 Relocation in Newton</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>2.9</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	F	14	4	50	17	
1964 SUFFICIENCY RATING _____						
1962 A. D. T. _____						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	11	60,000
	2		(Erosion Control)	
	3			
	4			
	5			
TOTAL			60,000	

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL <u>583</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
	1963	0		2			16		18
	1964	0		2			10		12
1965	1		2		23		26		
			1		6		49	56	
R-RURAL M-MUNICIPAL									

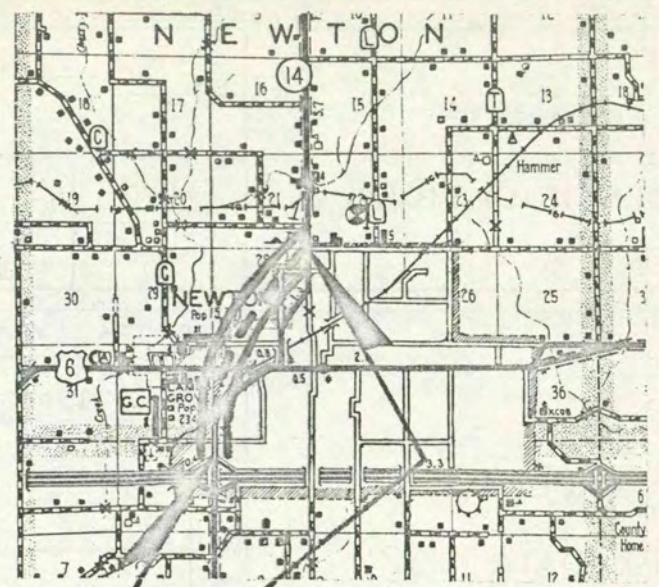
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	<u>Erosion Control Only</u>		RETAINED SECTIONS _____ M.P.H.	
		RETAINED SECTIONS _____		

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	_____	_____	_____
	_____	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	_____	YES	NO
9. AVERAGE SHOULDER WIDTH	_____	_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
This is the erosion control on a relocation completed in 1965.	1966	0	_____	_____
	1967	_____	_____	_____
	1968	_____	_____	_____
	1969	_____	_____	_____
	1970	_____	_____	_____
TOTAL	_____	0	_____	_____

SPECIAL SAFETY FEATURES BEING PROPOSED



This is an incidental part of the 1965 project to relocate Iowa 14.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jasper</u>		PROJECT LOCATION <u>In Prairie City from Jct. Ia. 163 N. 0.37 Mi.</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.4</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>38</u>
	F	117	1	50	11	
					1962 A. D. T. <u>1470</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1 1966	4-5-6-11-16	81,500
	2	(Grading and Paving)	
	3		
	4		
	5		
TOTAL			81,500

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
	1963	0		0			1		1
1964	0		0		0		0		
1965	0		0		0		0		
	0		0		1		1		
R-RURAL M-MUNICIPAL									

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL 168

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>36</u> M.P.H.	
	PAVEMENT WIDTH <u>29</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
		RETAINED SECTIONS _____	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	1	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	_____	Municipal	_____
	_____	"	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	--	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	41,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	41,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Improved control of access is a feature of this project.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jasper</u>		PROJECT LOCATION <u>Junction US 6 and Iowa 224 near Kellogg</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	6	4	50	8
					1964 SUFFICIENCY RATING <u>--</u>
					1962 A. D. T. <u>--</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1965		
	1	Safety Emergency	14
	2	(Lighting)	2,900
	3		
	4		
	5	NOTE: Authorized by Commission 5-20-65	
TOTAL			2,900

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
	1961	0		0			2		2
1962	0		1		2		3		
1963	0		1		1		2		
1964	0		1		0		1		
	0		3		5		8		
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY		RETAINED SECTIONS _____ M.P.H.	

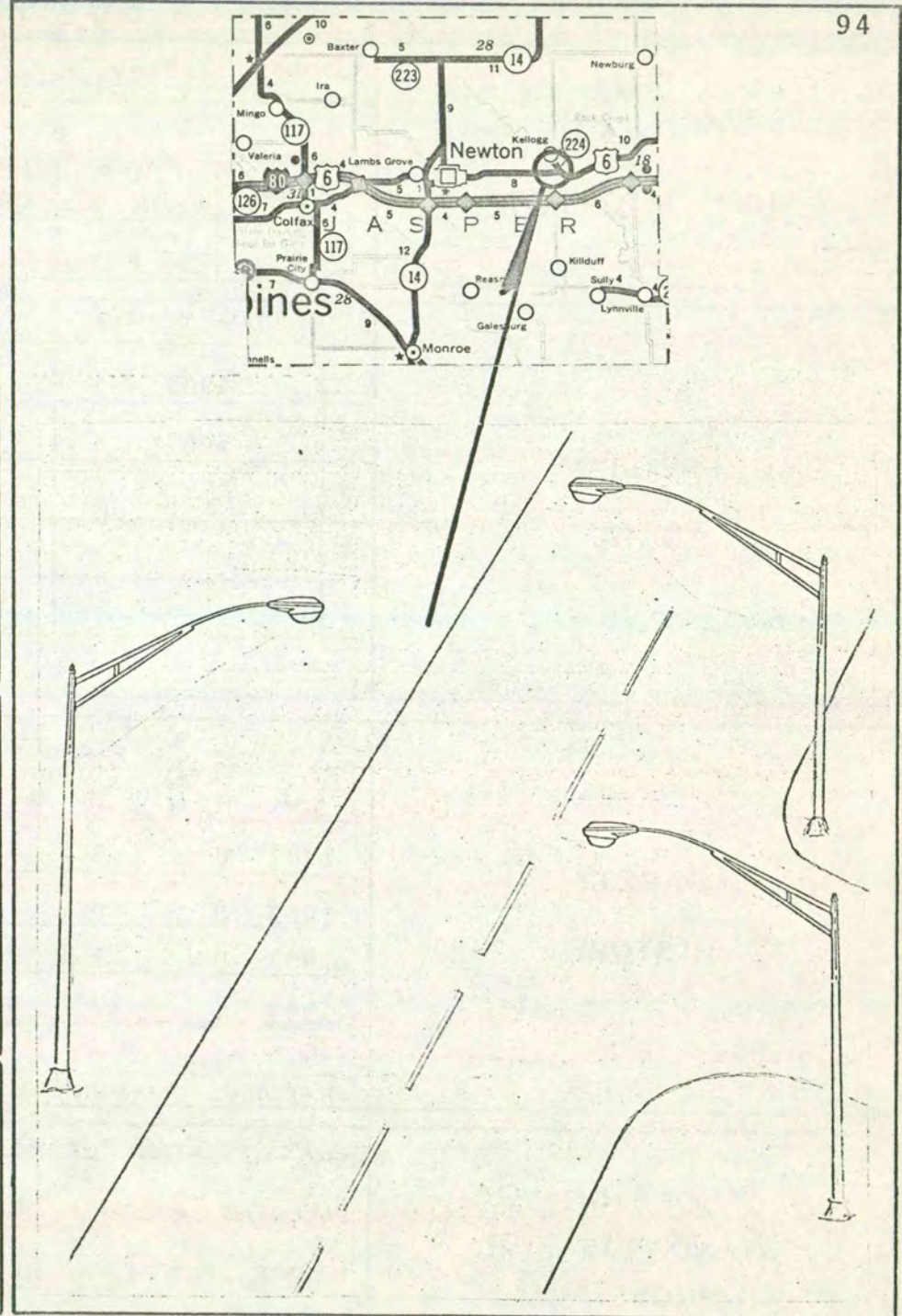
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES NO		_____
9. AVERAGE SHOULDER WIDTH	_____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 <u>2,900</u>
		1967 _____
		1968 _____
		1969 _____
		1970 _____
		TOTAL <u>2,900</u>

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting for one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jefferson</u>		PROJECT LOCATION <u>From Van Buren Co. Line N. to 1 Mi. S. of Fairfield</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>5.9</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>13</u>
	F	1	2	5-1	6	
					1962 A. D. T. <u>1530</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1-2-3-4-5-9-11 (Right-of-Way and Grading)	630,500
2	1967	6-7-8-11-16 (Paving)	558,500
3			
4			
5			
TOTAL			1,189,000

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		3		6		9		
1962	0		0		1		1		
1963	0		2		1		3		
1964	1		4		8		13		
	1		9		16		26		
	R-RURAL		M-MUNICIPAL						

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 215
MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.

SAFETY INVENTORY

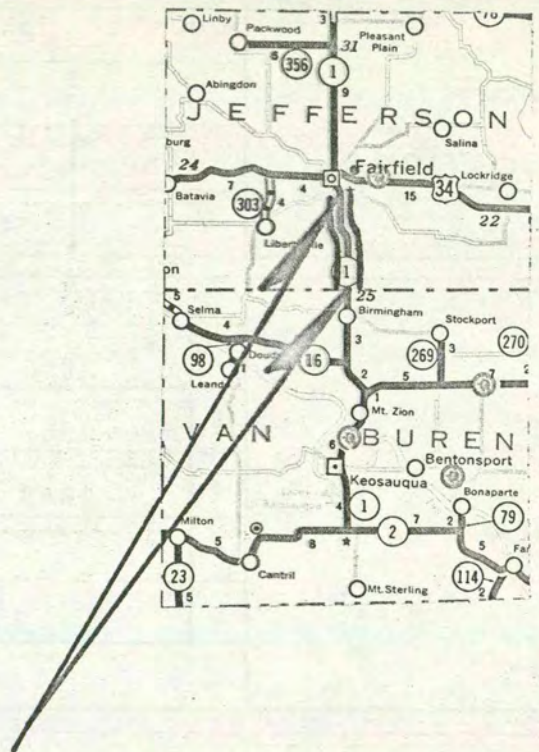
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	9	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	4	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 25	6	1.5
	PASSING (2000' FT.) 64	8	3.8
4. SUB-STANDARD BRIDGES	_____	2	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	5.9
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES _____ NO <input checked="" type="checkbox"/>		
9. AVERAGE SHOULDER WIDTH	4 _____		FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	473,000
1967	419,000
1968	_____
1969	_____
1970	_____
TOTAL	892,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual On Uniform Traffic Control Devices.



Improvement of this section is part of the general route improvement scheduled from Keosauqua north to Iowa 78 in Keokuk County.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Johnson</u>		PROJECT LOCATION <u>From Washington Co. Line N. to S. Jct. US 6</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>9.5</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION
	F	218	4	52	14
					1964 SUFFICIENCY RATING <u>26</u>
					1962 A. D. T. <u>3060</u>

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1966	1 (Right-of-Way)	150,000 ^P
	2	1967	1-2-3-4-9-11 (Right-of-Way and Grading)	704,000
	3	1968	3-6-7-8-11-14 (Paving)	855,100
	4			
	5			
TOTAL			1,709,100	

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		9		13		22		
1962	1		8		14		23		
1963	0	0	6	1	8	2	14	3	
1964	3	0	10	2	8	3	21	5	
	4	0	33	3	43	5	80	8	
	R-RURAL M-MUNICIPAL								

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 254
MUNICIPAL 188

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	RETAINED SECTIONS _____ M.P.H.
		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.0</u> RETAINED SECTIONS _____

SAFETY INVENTORY

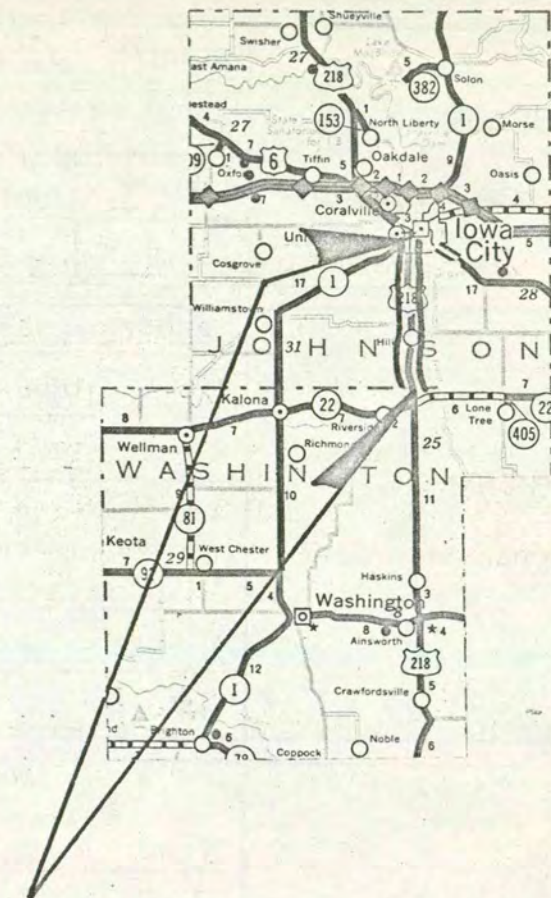
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	16	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	11	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	19	5
	PASSING (2000' FT.)	52	7
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	_____
	20'		_____
	22'		_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO X
9. AVERAGE SHOULDER WIDTH		5	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	113,000
1967	528,000
1968	641,000
1969	_____
1970	_____
TOTAL	1,282,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



This project is part of the scheduled improvement of U.S. 218 extending from Iowa 92 north to I-80. It will combine some relocation with some reconstruction.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Johnson</u>		PROJECT LOCATION <u>120x24 I-Beam Br. North of Jct. I-80</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>B-69</u>
	F	1	4	52	13	
					1962 A. D. T. <u>2520</u>	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	2 (Bridge)	34,800
2			
3			
4			
5			
TOTAL			34,800

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		1		0		1		
1962	0		0		0		0		
1963	0		2		2		4		
1964	0		0		1		1		
	0		3		3		6		

R-RURAL M-MUNICIPAL

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL --
MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	BRIDGE ONLY		RETAINED SECTIONS _____ M.P.H.	
		RETAINED SECTIONS _____		

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
	1966	34,800	_____	
	1967	_____	_____	
	1968	_____	_____	
	1969	_____	_____	
	1970	_____	_____	
	TOTAL	34,800	_____	

SPECIAL SAFETY FEATURES BEING PROPOSED



The bridge at this location is scheduled for improvement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jones</u>		PROJECT LOCATION <u>From Linn County Line East 1.3 Mi.</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>1.3</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	151	2	53	1	
1964 SUFFICIENCY RATING <u>S-47</u>						
1962 A. D. T. <u>2760</u>						

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	3-9-11 Shoulder Widening)	20,100
3			
4			
5			
TOTAL			46,100

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>142</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	1	0	1	2	
	1962	0	1	1	2	
	1963	0	0	1	1	
	1964	0	0	3	3	
		1	1	6	8	
	R-RURAL		M-MUNICIPAL			

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	<u>SHOULDERING ONLY</u>	RETAINED SECTIONS _____	

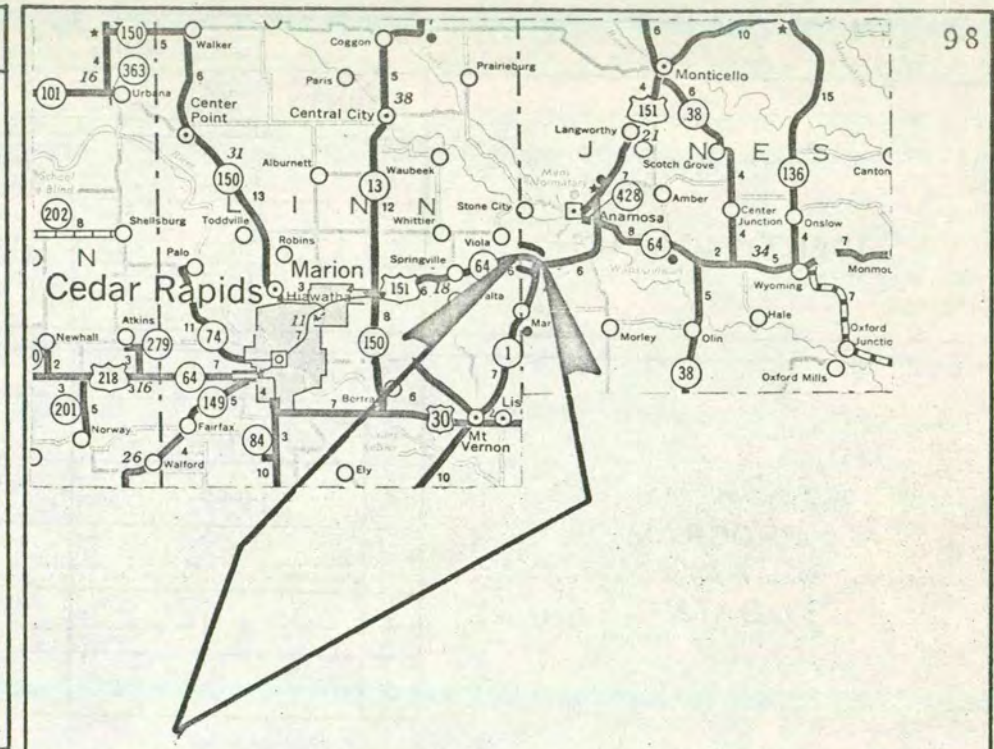
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	0	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	0	—
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 22	2	0.3
	PASSING (2000' FT.) 43	3	0.6
4. SUB-STANDARD BRIDGES	—	0	—
5. SUB-STANDARD INTERSECTIONS	—	0	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	—	—
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	4 FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
This is the third stage shouldering of a pavement that has previously been widened and resurfaced.	1966	26,000	—	—
	1967	20,100	—	—
	1968	—	—	—
	1969	—	—	—
	1970	—	—	—
TOTAL		46,100	—	—

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Ten foot wide earth shoulders to be constructed. This is part of the third stage shoulder widening project on U.S. 151 from Marion to Cascade.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jones</u>		PROJECT LOCATION <u>Monticello to Cascade</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>9.4</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	F	151	2	53	3	1964 SUFFICIENCY RATING <u>S-42</u>
1962 A. D. T. <u>1990</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1 (Right-of-Way)	135,000
	2	1967	3-9-11 (Shoulder Widening)	65,200
	3			
	4			
	5			
TOTAL			200,200	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>217</u>	
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		R	M	R	M	R	M
	1961	0		3		12	15
	1962	0		4		12	16
	1963	1		5		11	17
1964	1		3		7	11	
	2		15		42	59	
R-RURAL . M-MUNICIPAL							
						MUNICIPAL _____	

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
	<u>Shouldering Only</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	4	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	33	13
	PASSING (2000' FT.)	78	6
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	7	FT.

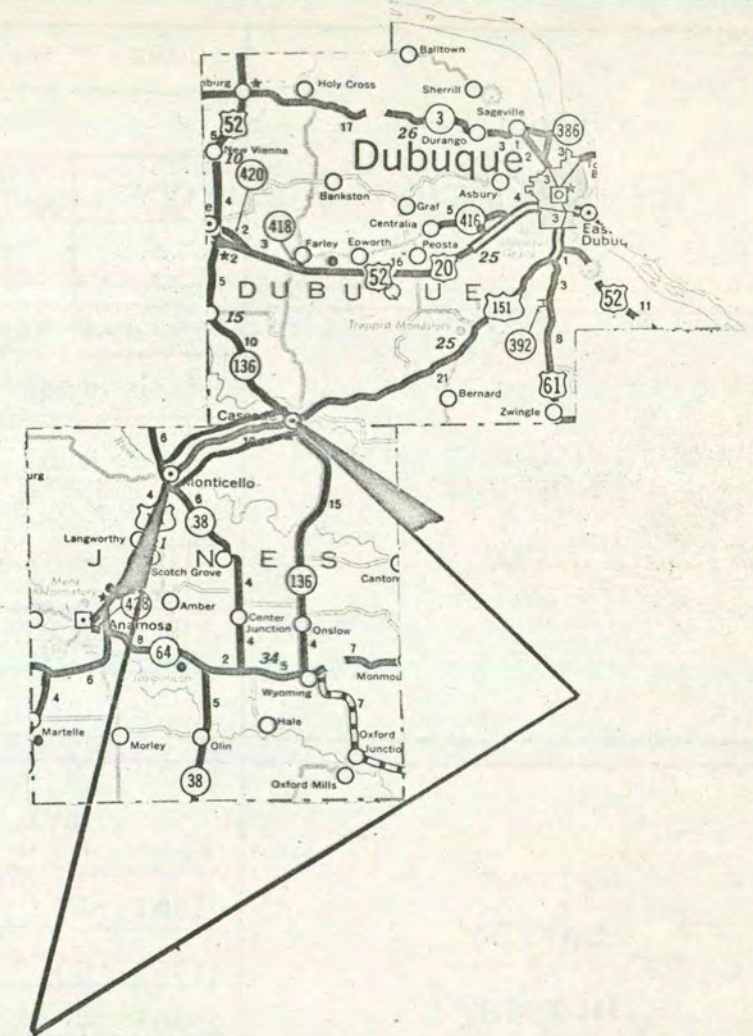
AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This is the third stage shoulder widening adjacent to a pavement that has previously been widened and resurfaced.

1966	135,000
1967	65,200
1968	_____
1969	_____
1970	_____
TOTAL	200,200

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Ten foot wide earth shoulders to be constructed. This is part of the third stage shoulder widening project from Marion to Cascade.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Jones</u>		PROJECT LOCATION <u>Anamosa to Monticello</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>10.4</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>S-57</u>
	F	151	2	53	2	
					1962 A. D. T. <u>2900</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1966	1 (Right-of-Way)	162,000
	2	1967	2-3-9-11 (Shoulder Widening)	115,900
	3			
	4			
	5			
	TOTAL			277,900

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
	1961	1		1		9	11		
	1962	0		5		14	19		
	1963	0		2		14	16		
	1964	2		10		10	22		
		3		18		47	68		
		R-RURAL		M-MUNICIPAL					

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 164
MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
	<u>SHOULDERING ONLY</u>	RETAINED SECTIONS _____

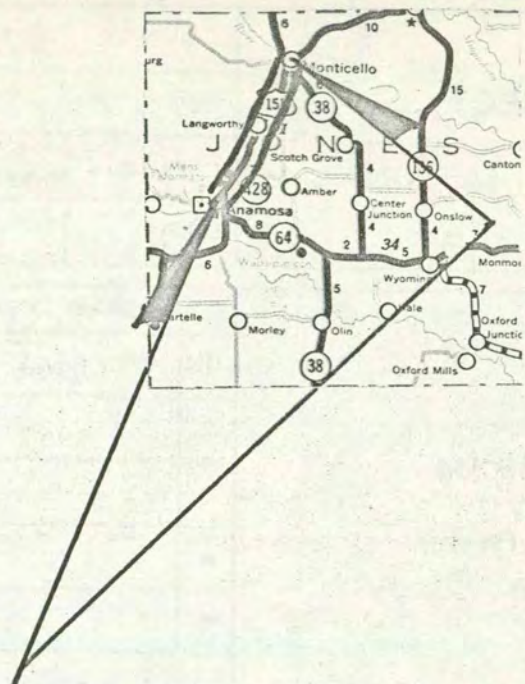
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH	
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	0	_____	
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____	
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	26	10	2.5
	PASSING (2000' FT.)	58	9	5.7
4. SUB-STANDARD BRIDGES	_____	1	_____	
5. SUB-STANDARD INTERSECTIONS	_____	1	_____	
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____	
	20'	_____	_____	
	22'	_____	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____	
8. SUB-STANDARD CAPACITY		YES	NO <input checked="" type="checkbox"/>	
9. AVERAGE SHOULDER WIDTH		6	FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	162,000
This is the third stage shoulder widening adjacent to a pavement that has previously been widened and resurfaced.	1967	115,900
	1968	_____
	1969	_____
	1970	_____
	TOTAL	277,900

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices. The intersection with a city street and county road at the south edge of Monticello is being reconstructed to provide better approach angle and sight distance.



Ten foot wide shoulders will be constructed. This is part of the third stage shoulder widening of U.S. 151 from Marion to Cascade.

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	181,500
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	181,500

SPECIAL SAFETY FEATURES BEING PROPOSED



This narrow bridge to be replaced with a wider structure.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Keokuk</u>		PROJECT LOCATION <u>Various Locations - Mahaska Co. Line to Sigourney</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>1.2</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>S-25</u>
	F	92	8	54	3	1962 A. D. T. <u>1980</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	8
2		(Resurfacing)	
3			
4			
5			
TOTAL			30,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>166</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	7	7	14	
	1962	1	3	11	15	
	1963	0	5	12	17	
	1964	0	1	1	2	
		1	16	31	48	
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Keokuk</u>		PROJECT LOCATION <u>Sigourney to Washington County Line.</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>12.6</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	92	8	54	4	1964 SUFFICIENCY RATING <u>18</u> 1962 A. D. T. <u>1570</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1-2-3-4-6-7-8-11-16	1,597,000
	2		(Right-of-Way, Grading, Paving)	
	3			
	4			
	5			
TOTAL			1,597,000	

SAFETY- HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>186</u> MUNICIPAL _____			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
	1961	1		5			11		17
	1962	0		8			6		14
	1963	0		2			5		7
1964	0		6		10		16		
	1		21		32		54		
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS <u>60</u> M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	61	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	0	—
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	28	3.6
	PASSING (2000' FT.)	73	9.2
4. SUB-STANDARD BRIDGES	—	5	—
5. SUB-STANDARD INTERSECTIONS	—	2	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	97	12.3
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	—	—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	—	3	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	1,198,000
1967	—
1968	—
1969	—
1970	—
TOTAL	1,198,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
 Intersection at Junction with Iowa 149 to be channelized and lighted.



This section of Iowa 92 to be reconstructed to provide 24 ft. pavement with ten foot wide earth shoulders and improved sight distance.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Keokuk</u>		PROJECT LOCATION <u>Signals at CRI & P, Crossing in Webster</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
	F	149	1	54	SECTION 10	SUB.- SEC.
						1964 SUFFICIENCY RATING <u>D-20</u>
						1962 A. D. T. <u>1350</u>

PROGRAM DATA	PROGRAM YEAR (S)		ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	10	15,000
	2		(Railroad Signal)	
	3			
	4			
	5			
TOTAL			15,000	

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____ No accidents reported from Jan. 1, 1963 through June 30, 1965.		
	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL	
	YEAR	R	M	R	M		R	M
R-RURAL M-MUNICIPAL								

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	SIGNALS ONLY		RETAINED SECTIONS _____	

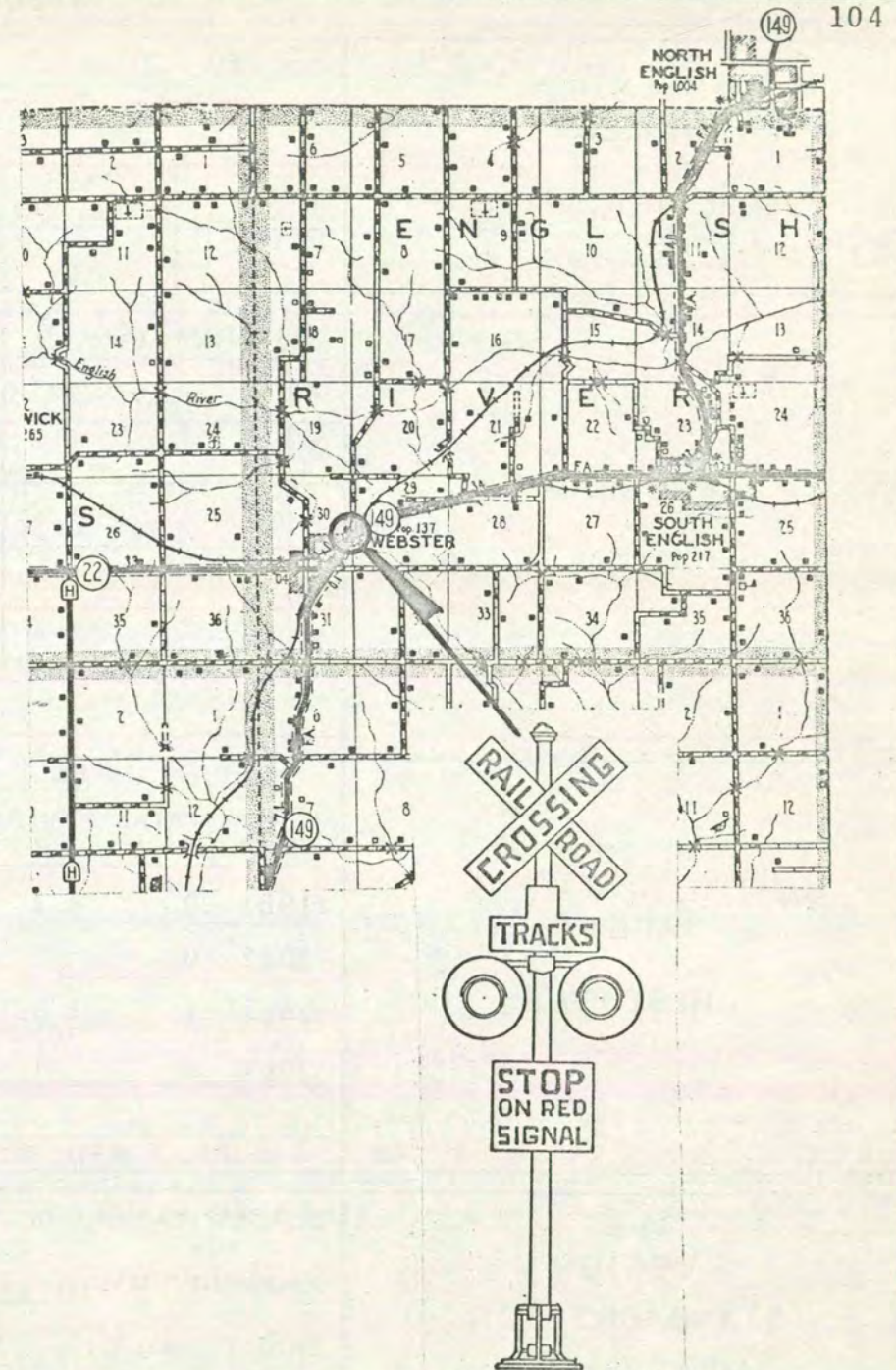
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	_____	_____	_____
	STOPPING (YELLOW LINE) PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		15,000
	1966	_____
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	15,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Automatic Signals to be installed.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Lee</u>		PROJECT LOCATION <u>Bridge North of Ft. Madison</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>1.5</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	F	61	1	56	12	
1964 SUFFICIENCY RATING <u>B-24</u>						
1962 A. D. T. <u>2760</u>						

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1-2-3-4-6-11	200,000
2		(Right-of-Way, Bridge, Grading, Paving)	
3			
4			
5			
TOTAL			200,000

SAFETY HISTORY	ACCIDENT STATISTICS						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u>		
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL	MUNICIPAL <u> </u>	
		R	M	R	M			R	M
1961	0	1	1	1	2				
1962	0	1	0	0	1				
1963	1	0	0	0	1				
1964	0	1	1	1	2				
	1	3	2	2	6				
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>		DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.		SHOULDER WIDTH <u>10</u> FT.	
	BRIDGE WIDTH <u>30</u> FT.		RETAINED SECTIONS <u> </u> M.P.H.	
			MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	
		RETAINED SECTIONS <u> </u>		

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	2	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	1	_____
3. RESTRICTED SIGHT DISTANCE	_____		

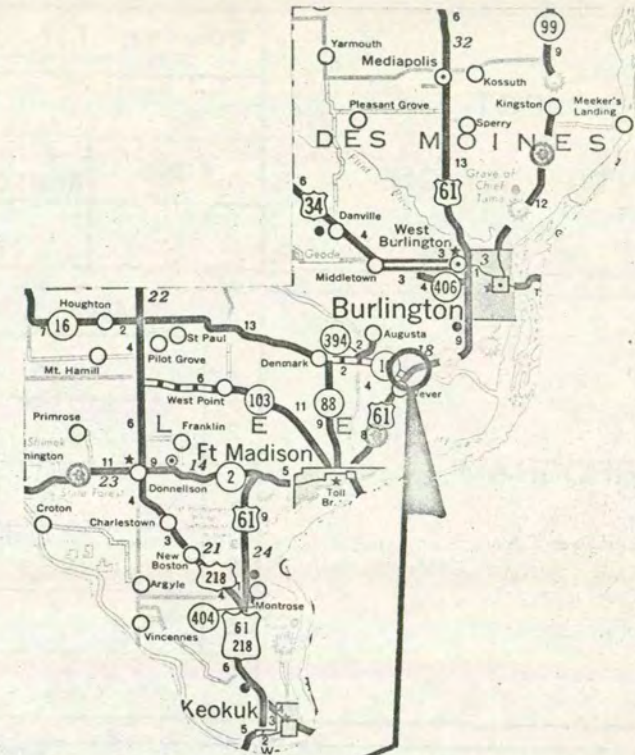
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	200,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	200,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



This narrow bridge to be replaced by a wider structure and approach geometrics to be improved.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Lee</u>		PROJECT LOCATION <u>Signals at CBO Crossing North of Donnellson</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
	F	218	1	56	SECTION 15	SUB.- SEC.
						1964 SUFFICIENCY RATING <u>D-18</u>
						1962 A. D. T. <u>2070</u>

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1 1966	10	15,000
	2	(Railroad Signal)	
	3		
	4		
	5		
TOTAL			15,000

SAFETY HISTORY	ACCIDENT STATISTICS						
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		FATAL	R	M	R		
1961	0		1		0	1	
1962	0		0		0	0	
1963	0		0		1	1	
1964	0		0		1	1	
	0		1		2	3	
	R-RURAL		M-MUNICIPAL				

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL --
MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	SIGNAL ONLY		RETAINED SECTIONS _____ M.P.H.	
		RETAINED SECTIONS _____		

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION.	_____	L	_____
8. SUB-STANDARD CAPACITY	_____	YES	NO
9. AVERAGE SHOULDER WIDTH	_____	_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 _____ 15,000
		1967 _____
		1968 _____
		1969 _____
		1970 _____
		TOTAL _____ 15,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Automatic signal to be installed.

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SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Lee</u>		PROJECT LOCATION <u>In Fort Madison - From G Avenue North</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>1.2</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	<u>U</u>	<u>61</u>	<u>1</u>	<u>56</u>	<u>12</u>	
1964 SUFFICIENCY RATING <u>34</u>						
1962 A. D. T. <u>3510</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-3-4-6-7-8-11
2		(Right-of-way, Grading, Paving)	
3			
4			
5			
TOTAL			467,800

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____
	YEAR	PERSONAL		PROPERTY		
		FATAL R M	INJURY R M	DAMAGE R M	TOTAL R M	
	1963	1	0	1	2	
	1964	0	0	5	5	
1965	0	6	5	11		
	1	6	11	18		
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.	
	PAVEMENT WIDTH <u>49</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	2	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	1	_____
3. RESTRICTED SIGHT DISTANCE	_____	Municipal	_____
	_____	Municipal	_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	--	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	234,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
TOTAL		234,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices. County road connection near north end of project is being reconstructed to provide better approach angle and sight distance.



Four traffic lanes to be provided to provide passing opportunity on the hill and improve capacity. Access control to be upgraded.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Lee</u>		PROJECT LOCATION <u>Reconstruct Jct. US 218, Iowa 103</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>1.0</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>30</u>
	F	218	1	56	15	
					1962 A. D. T. <u>1620</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1966	1-2-3-4-6-11-14
	2		(Right of Way, Grading and Paving)
	3		
	4		
	5		
	TOTAL		

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		0		0		0		
1962	0		1		2		3		
1963	1		1		0		2		
1964	3		2		2		7		
	4		4		4		12		
R-RURAL M-MUNICIPAL									

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL --
MUNICIPAL

A special accident history for this junction was obtained in 1964 for the five year period (April, 1959 thru March, 1964) there were 2 fatal, 1 personal injury and 2 property damage accidents.

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	RETAINED SECTIONS <u> </u> M.P.H.
		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u> RETAINED SECTIONS <u> </u>

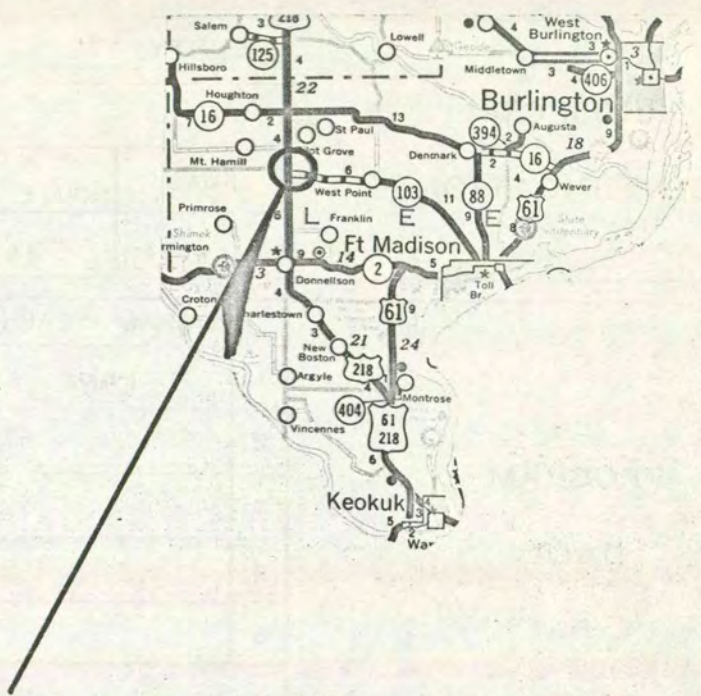
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	1.0
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO X
9. AVERAGE SHOULDER WIDTH		5	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY			
	1966	331,200	_____
	1967	_____	_____
	1968	_____	_____
	1969	_____	_____
	1970	_____	_____
	TOTAL	331,200	_____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
 Intersection to be re-constructed with channelization and lighting.



Although the entire section of U.S. 218 from Iowa 2 in Donnellson North to Iowa 125 is programmed for reconstruction in 1970, this intersection is being reconstructed in 1966 due to its recent accident history.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Lee</u>		PROJECT LOCATION <u>Signals at CBO Crossing W. of Houghton</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
	F	16	4	56	SECTION 7	SUB.- SEC.
						1964 SUFFICIENCY RATING <u>D-14</u>
						1962 A. D. T. <u>640</u>

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1966	10
	2	(Railroad Signal)	
	3		
	4		
	5		
TOTAL			15,000

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		0		0		0		
1962	0		1		0		1		
1963	0		0		0		0		
	0		1		1		2		
R-RURAL M-MUNICIPAL									

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL --
MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	SIGNALS ONLY _____		RETAINED SECTIONS _____ M.P.H.	
		RETAINED SECTIONS _____		

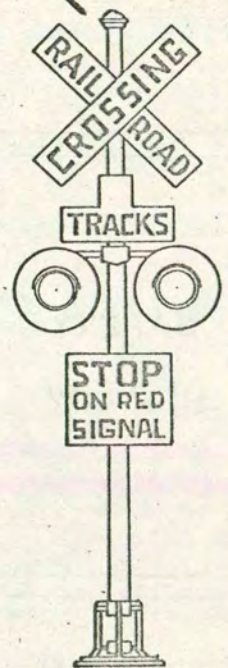
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE			
STOPPING (YELLOW LINE)			
PASSING (2000' FT.)			
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
	1966	_____	15,000	
	1967	_____		
	1968	_____		
	1969	_____		
	1970	_____		
	TOTAL	_____	15,000	

SPECIAL SAFETY FEATURES BEING PROPOSED

AUTOMATIC SIGNAL TO BE INSTALLED.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Lee</u>		PROJECT LOCATION <u>4 Narrow Bridges West of Jct. U.S. 218</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	F	16	4	56	7	
1964 SUFFICIENCY RATING <u>B-32, 36, 45, 54</u>						
1962 A. D. T. <u>640</u>						

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1 1966	2-6-16	143,000
	2	(Bridge, Paving)	
	3		
	4		
	5		
TOTAL			143,000

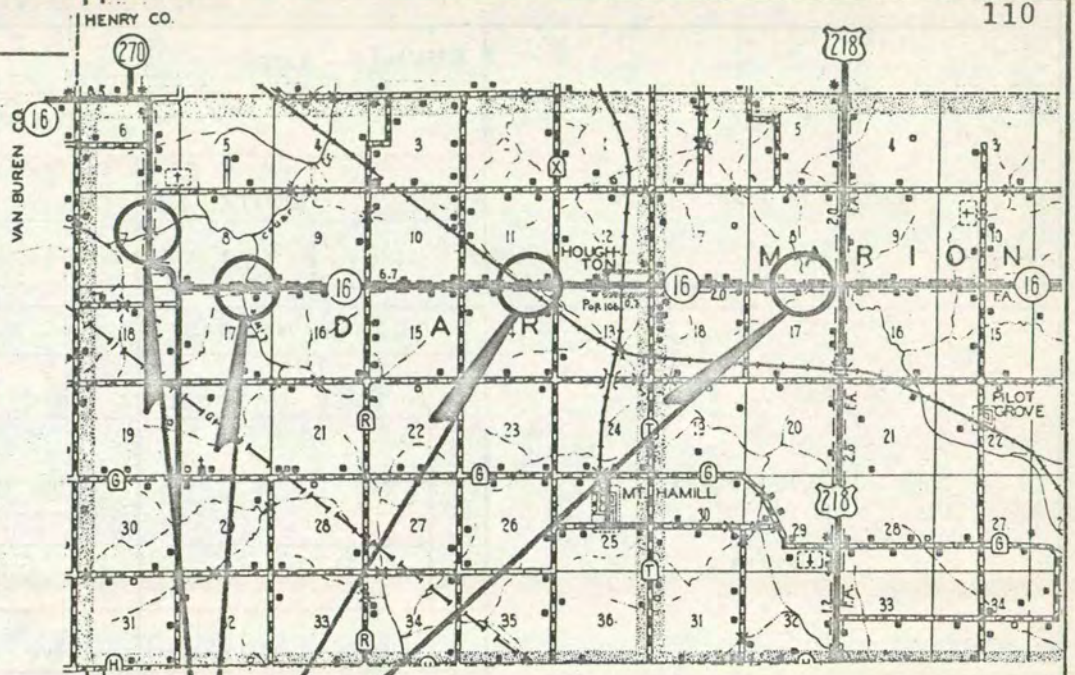
SAFETY HISTORY	ACCIDENT STATISTICS						
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		FATAL	R	M	R		
	1961	0	0	0	0		
	1962	0	0	0	0		
	1963	0	0	1	1		
	1964	0	0	2	2		
		0	0	3	3		
	R-RURAL M-MUNICIPAL						

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL --
MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH <u>30</u> FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	<u>BRIDGES ONLY</u>		RETAINED SECTIONS _____	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	4	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	_____ FT.



These four narrow bridges to be replaced by wider structures.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	143,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	143,000

SPECIAL SAFETY FEATURES BEING PROPOSED

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Lee</u>		PROJECT LOCATION <u>North Junction US 218 and US 61</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	F	61	1	56	10	
1964 SUFFICIENCY RATING <u>--</u>						
1962 A. D. T. <u>--</u>						

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1965		
	1	Safety Emergency Fund 14 (Lighting)	3,700
	2		
	3		
	4		
	5	NOTE: Authorized by Commission 5-20-65	
TOTAL			3,700

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		1		1		2		
1962	0		2		2		4		
1963	0		0		3		3		
1964	0		0		1		1		
	0		3		7		10		
	R-RURAL		M-MUNICIPAL						

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING INTERSECTION ONLY _____		RETAINED SECTIONS _____ M.P.H.	

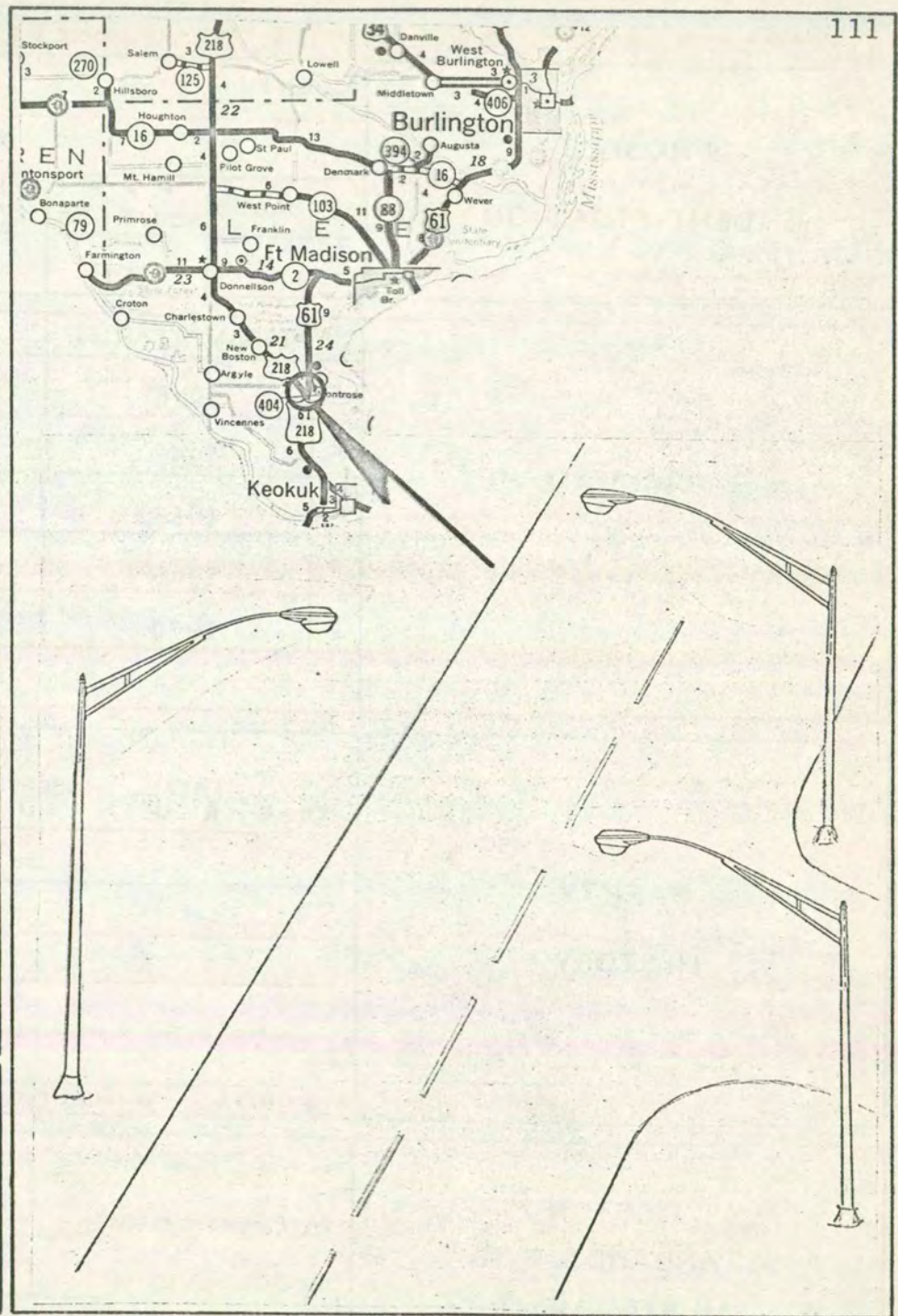
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY	_____	YES	NO
9. AVERAGE SHOULDER WIDTH	_____	_____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	3,700
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	3,700

SPECIAL SAFETY FEATURES BEING PROPOSED

Lighting one Intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Linn</u>		PROJECT LOCATION <u>In Cedar Rapids Expressway-Cedar Rapids North</u>			
	PROJECT NUMBER				PROJECT LENGTH _____	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING _____
	U	151	1	57	18	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1 (Right-of-Way)	1,282,000
2	1967	1 (Right-of-Way)	2,152,000
3	1968	2-4-5-6-11-16 2-4-6-11-16 (Grade & Pave)	2,736,000 1,424,900
4	1969	2-3-4-5-6-11-14 (Grade & Pave)	3,700,000 (Partial)
5	1970	2-3-4-5-6-11 (Grade & Pave)	3,000,000 (Partial)
TOTAL			14,294,900

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
						New location - no applicable history available.
R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>1</u>		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		RETAINED SECTIONS _____ M.P.H.	
	SHOULDER WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	BRIDGE WIDTH _____ FT.		RETAINED SECTIONS _____	
<u>Freeway Standards</u>				

SAFETY INVENTORY

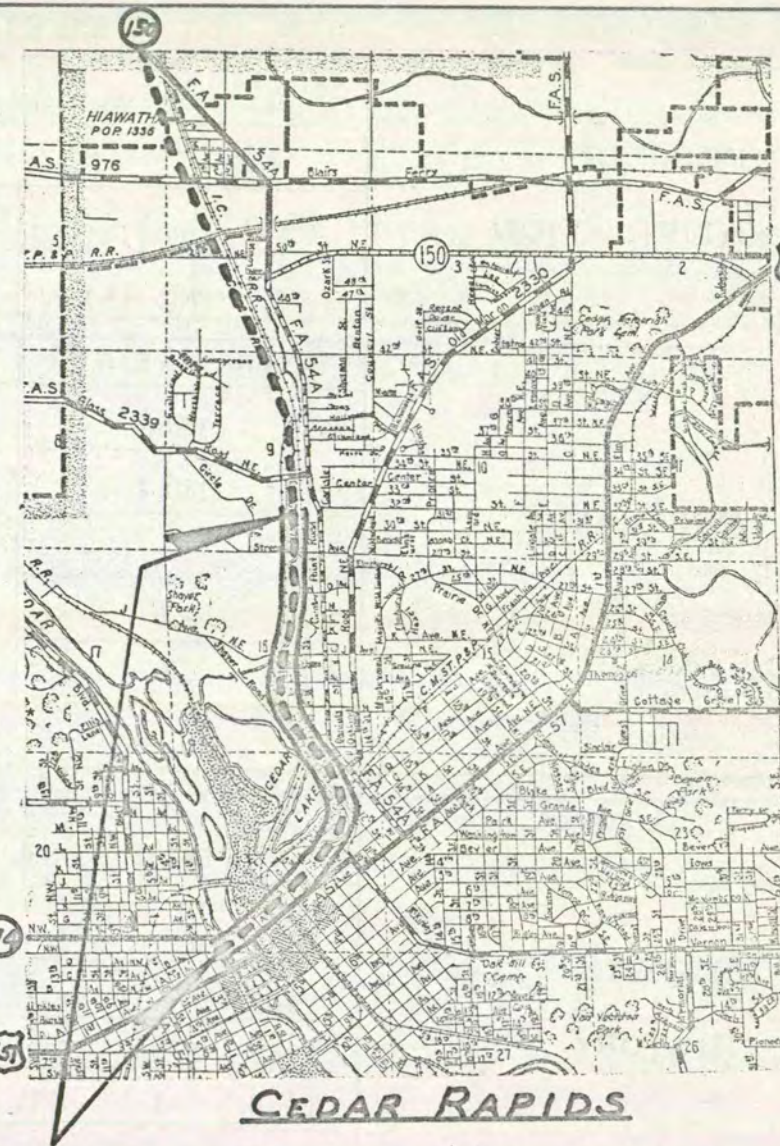
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	641,000
1967	1,076,000
	1,368,000
1968	712,000
1969	1,850,000
1970	1,500,000
TOTAL	7,147,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Freeway design standards with full control of access to provide high capacity, safe operation.



This is part of the proposed Future Iowa Freeway System announced by the Commission in 1965.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Linn</u>		PROJECT LOCATION <u>From Near 35th St. in Marion to Jones Co. Line</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>11.2</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	1964 SUFFICIENCY RATING <u>S-17</u>
	F	151	1	57	4	1962 A. D. T. <u>3430</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1 (Right-of-Way)	414,000
	2	1967	3-9-11 (Shoulder Widening)	88,800
	3			
	4			
	5			
TOTAL			502,800	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>205</u> MUNICIPAL <u>153</u>
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	5	14	19	
	1962	0	9	16	25	
	1963	2 0	9 4	15 4	26 8	
	1964	1 1	7 1	14 2	22 4	
	3 1	30 5	59 6	92 12		
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	RETAINED SECTIONS _____
	<u>SHOULDERING ONLY</u>		

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	6	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	0	—
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 29	14	2.73
	PASSING (2000' FT.) 74	6	6.95
4. SUB-STANDARD BRIDGES	—	0	—
5. SUB-STANDARD INTERSECTIONS	—	0	—
6. SUB-STANDARD PAVEMENT WIDTH	None	18'	—
		20'	—
		22'	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	4 FT.		

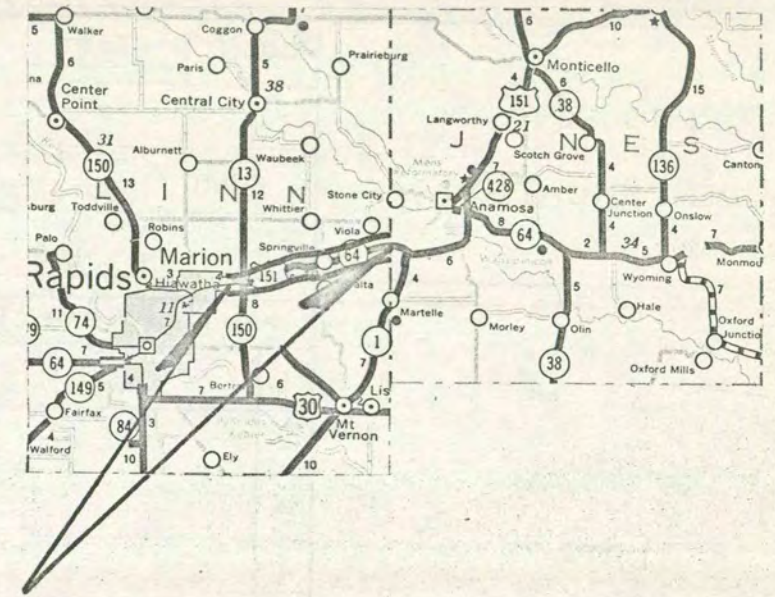
AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This is the third stage shoulder widening adjacent to a pavement that has previously been widened and resurfaced.

1966	414,000
1967	88,800
1968	—
1969	—
1970	—
TOTAL	502,800

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Ten foot wide shoulders to be constructed as part of the third stage shoulder widening from Marion to Cascade.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Linn</u>		PROJECT LOCATION <u>181x24.6 Bridge Just South of Hiawatha</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.6</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	U	150	0	57	13	
1964 SUFFICIENCY RATING <u>B-39</u>						
1962 A. D. T. <u>8770</u>						

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1966	1-2-4-6-11
	2		(Right-of-Way, Bridge, Grade, Pave)
	3		
	4		
	5		
	TOTAL		

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
						Accident data not available.
R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>		DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.	
	PAVEMENT WIDTH <u>49</u> FT.		SHOULDER WIDTH <u>Curbed</u> FT.	
	BRIDGE WIDTH <u>53</u> FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	
	Bridge & Approaches		RETAINED SECTIONS _____ M.P.H.	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE			
STOPPING (YELLOW LINE)			
PASSING (2000' FT.)			
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	376,200
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	376,200

SPECIAL SAFETY FEATURES BEING PROPOSED



This narrow bridge to be widened to provide four traffic lanes. Approaches being improved accordingly.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Lucas</u>		PROJECT LOCATION <u>Reconstruct Jct. U.S. 34 and Iowa 97</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>--</u>
	F	34	6	59	3	
					1962 A. D. T. <u>1540</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1966	1-3-4-6-11	25,000
	2		(Right-of-Way, Grade, Pave)	
	3			
	4			
	5			
	TOTAL			25,000

SAFETY HISTORY	ACCIDENT STATISTICS						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u>		
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		MUNICIPAL <u> </u>
		R	M	R	M		R	M	
	1961	0		0		1		1	
	1962	0		1		2		3	
	1963	0		0		0		0	
	1964	0		0		0		0	
		0		1		3		4	
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>5</u>		DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.	
	PAVEMENT WIDTH <u>22</u> FT.		SHOULDER WIDTH <u>10</u> FT.	
	BRIDGE WIDTH <u>28</u> FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	
	INTERSECTION, ONLY		RETAINED SECTIONS <u> </u> M.P.H.	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
	1966	_____	25,000		
	1967	_____			
	1968	_____			
	1969	_____			
	1970	_____			
	TOTAL	_____	25,000		

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
 Reconstruction to improve sight distance and access situation.



This intersection is being reconstructed to improve access control and general safety.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Lyon</u>		PROJECT LOCATION <u>Replace 16x24 Bridge 10 Mi. East of Rock Rapids</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.1</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	F	9	1	60	6	
1964 SUFFICIENCY RATING <u>B-66</u>						
1962 A. D. T. <u>1410</u>						

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1 1966	3-4-6	15,000
	2	(Culvert, Grade, Pave)	
	3		
	4		
	5		
TOTAL			15,000

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	_____					No accidents reported from 1961 through 1964.

R-RURAL M-MUNICIPAL						

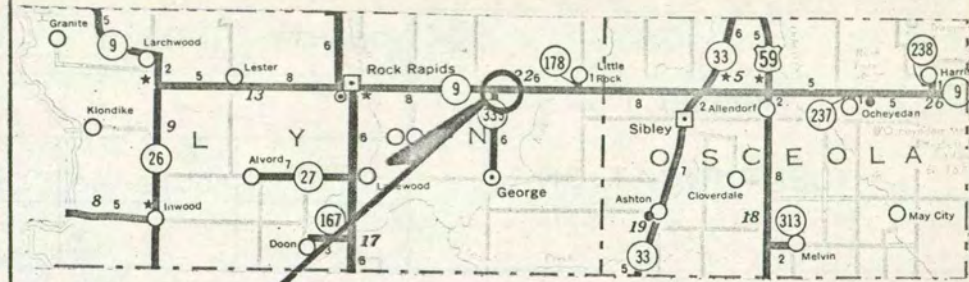
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH <u>44</u> FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	BRIDGE ONLY		RETAINED SECTIONS _____ M.P.H.	
		RETAINED SECTIONS _____		

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	15,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	15,000

SPECIAL SAFETY FEATURES BEING PROPOSED



This narrow bridge to be replaced with a culvert.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Madison</u>		PROJECT LOCATION <u>From Adair County Line to Winterset</u>				
	PROJECT NUMBER					PROJECT LENGTH <u>11.8</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL		1964 SUFFICIENCY RATING <u>14</u>
					SECTION	SUB.- SEC.	
F	92	4	61	5		1962 A. D. T. <u>1680</u>	

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	3-4-6-8-11-16	1,034,000
	2		(Grade, Pave, Resurface)	
	3			
	4			
	5			
TOTAL			1,034,000	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>73</u>
	YEAR	PERSONAL		PROPERTY		
		FATAL R M	INJURY R M	DAMAGE R M	TOTAL R M	
	1961	0	0	0	0	
	1962	0	3	4	7	
	1963	0	1	3	4	
1964	0	4	13	21		
	0	8	13	21		
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS <u>60</u> M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	34	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	1	_____
3. RESTRICTED SIGHT DISTANCE	34	16	3.64
	87	10	9.34
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	99	10.6
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	724,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	724,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



This improvement is part of the general reconstruction of Iowa 92 from Fontanelle to Winterset. A 24 ft. pavement will be provided along with 10 foot wide shoulders.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Madison</u>		PROJECT LOCATION <u>130x18.9 High Truss Bridge North of Winterset</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>0.5</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	169	3	61	11
					1964 SUFFICIENCY RATING <u>B-32</u>
					1962 A. D. T. <u>790</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2-4-6-11-16
2		(Right-of-Way, Bridge, Grade, Pave)	
3			
4	NOTE: This Project Deferred Due to Detour Problem		
5			
TOTAL			115,500

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u> MUNICIPAL <u> </u>
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	0	0	0	
	1962	0	1	0	1	
	1963	0	0	2	2	
	1964	0	1	1	2	
		0	2	3	5	
R-RURAL M-MUNICIPAL						

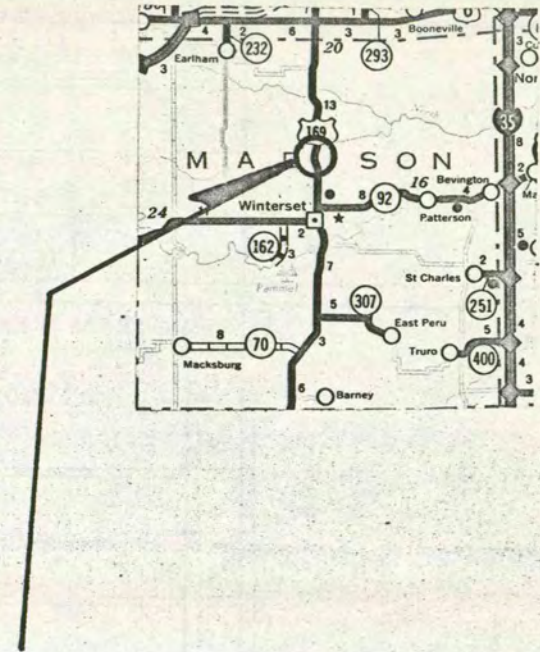
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 _____
		1967 _____
		1968 _____
		1969 _____
		1970 _____
		TOTAL _____

SPECIAL SAFETY FEATURES BEING PROPOSED



Due to a detour conflict the widening of this narrow bridge will be deferred from 1966 to a later program year.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Mahaska</u>		PROJECT LOCATION <u>From U.S. 63 to Barnes City</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>7.5</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	308	1	62	5	1984 SUFFICIENCY RATING <u>25</u> 1962 A. D. T. <u>130</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	4-6-11-16	498,700
	2		(Paving)	
	3			
	4			
	5			
TOTAL			498,700	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>396</u> MUNICIPAL _____			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	M
	1961	0		1		1		2	
	1962	0		0		2		2	
	1963	0		0		0		0	
1964	0		0		1		1		
	0		1		4		5		
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>6</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>28</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>8.00</u> RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	38	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	1	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	48	13
	PASSING (2000' FT.)	85	4
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	" "	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	374,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	374,000

SPECIAL SAFETY FEATURES BEING PROPOSED



This road section was reconstructed in 1965. This is the paving stage to complete that project.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Mahaska</u>		PROJECT LOCATION <u>North of Oskaloosa</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>1.5</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	F	63	3	62	8	
1964 SUFFICIENCY RATING <u>S-28</u>						
1962 A. D. T. <u>1810</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1-3-9-11	254,900
2		(Right-of-Way, Shoulder Widening)	
3			
4			
5			
TOTAL			254,900

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>243</u> MUNICIPAL _____			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		0		3		3		
1962	0		1		1		2		
1963	0		2		3		5		
1964	0		0		2		2		
	0		3		9		12		
R-RURAL M-MUNICIPAL									

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
	SHOULDERING ONLY	RETAINED SECTIONS _____ M.P.H.

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	4	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	67	4
	PASSING (2000' FT.)	93	3
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____ 4 _____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 _____ 254,900
This is the third stage shoulder widening adjacent to a pavement that has previously been widened and resurfaced.	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	_____ 254,900

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



Ten foot wide shoulders are being constructed to complete the third stage of the general improvement of U.S. 63 in this area.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u> Mahaska </u>		PROJECT LOCATION <u> In Oskaloosa Jct, Iowa 92 to NCL </u>			
	PROJECT NUMBER				PROJECT LENGTH <u> 1.0 </u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u> 14 </u>
	U	63	3	62	8	
					1962 A. D. T. <u> 5220 </u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1-11-16	40,000
2		(Right-of-Way, erosion control, Pedestrian Bridge)	
3			
4			
5			
TOTAL			40,000

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
	1963	0		1			14		15
1964	0		4		14		18		
	0		5		28		33		
	R-RURAL		M-MUNICIPAL						

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL 903

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	EROSION CONTROL AND PEDESTRIAN OVERPASS _____		RETAINED SECTIONS _____

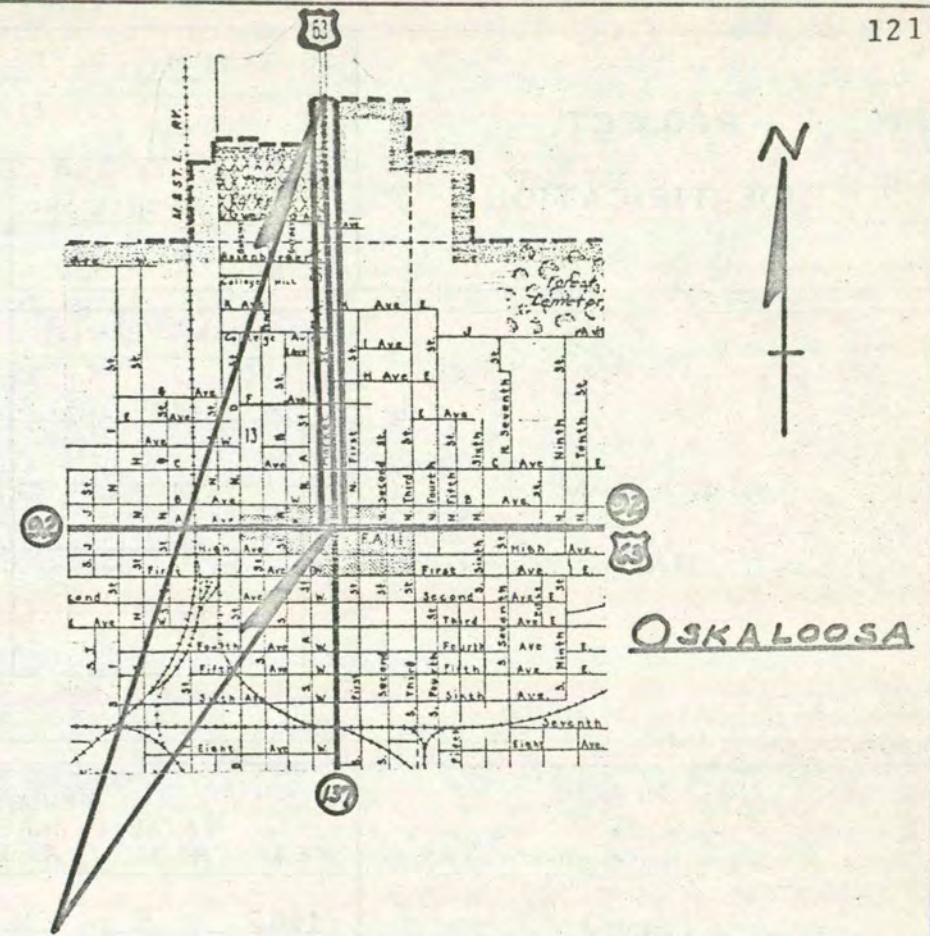
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	20,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	20,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Pedestrian overpass at Wm. Penn College.



This is the final part of a 1965 improvement project, and includes a pedestrian overpass.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Marshall</u>		PROJECT LOCATION <u>In Marshalltown-Madison St. West 0.6 Mi.</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>0.6</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	<u>U</u>	<u>330</u>	<u>1</u>	<u>64</u>	<u>5</u>	
1964 SUFFICIENCY RATING <u>12</u>						
1962 A. D. T. <u>3020</u>						

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1-4-5-6-10-11-16	150,600
	2		(Right-of-Way, Grade, Pave)	
	3			
	4			
	5			
TOTAL			150,600	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____	MUNICIPAL <u>1720</u>
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			
		R	M	R	M	R	M
	1963	0	2	5	7		
	1964	0	0	2	2		
	1965	0	0	4	4		
	0	2	11	13			
R-RURAL M-MUNICIPAL							

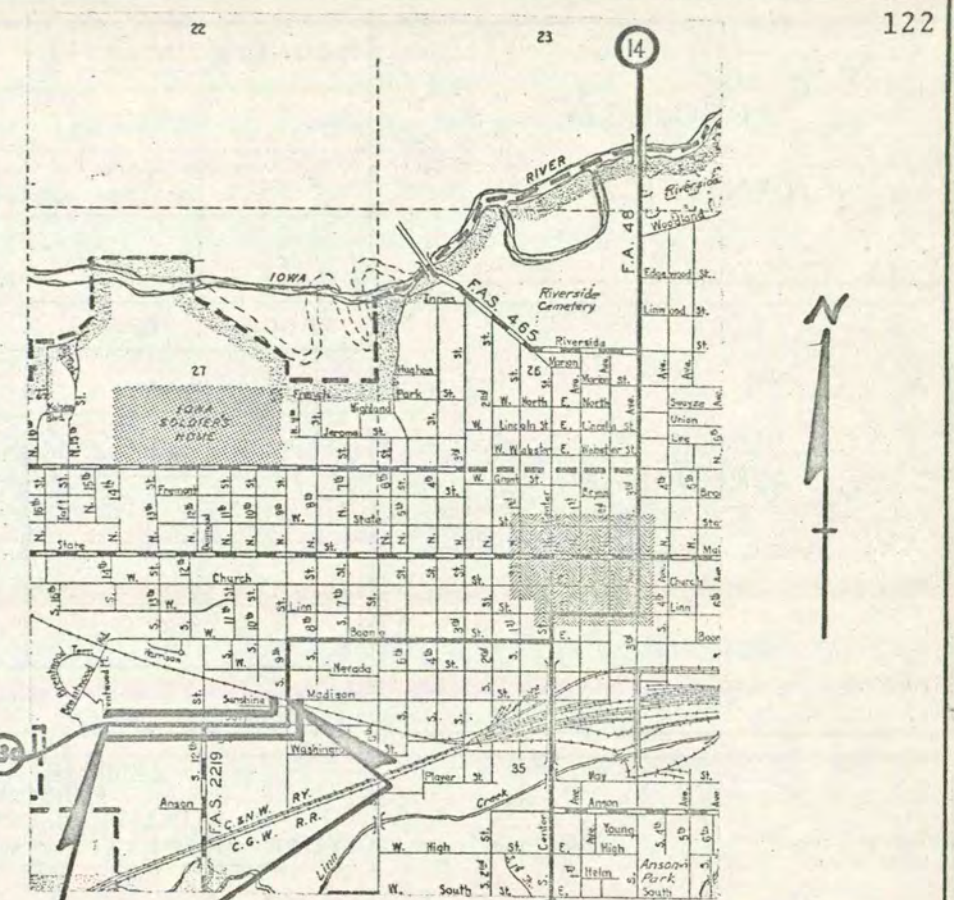
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.
	PAVEMENT WIDTH <u>31</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	5	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	1	—
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	Municipal	
	PASSING (2000' FT.)	"	
4. SUB-STANDARD BRIDGES	—	0	—
5. SUB-STANDARD INTERSECTIONS	—	0	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	—	
	20'	—	
	22'	—	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—		—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	---	—	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	75,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	75,000

SPECIAL SAFETY FEATURES BEING PROPOSED
 Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



MARSHALLTOWN

Improved control of access is a feature of this improvement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Marshall</u>		PROJECT LOCATION <u>In Marshalltown - Riverside Blvd, North 2.9 Mi.</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>2.9</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>36</u>
	F	14	5	64	13	1962 A. D. T. <u>5390</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	2-3-4-6-8-11-16	785,000
3		(Bridge, Grade, Pave)	
4			
5			
TOTAL			878,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>363</u> MUNICIPAL <u>1042</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	M
	1961	0		9		8		17	
	1962	0		7		7		14	
	1963	0	0	4	4	8	10	12	14
	1964	0	1	6	5	7	17	13	23
		0	1	26	9	30	27	56	37
		R-RURAL		M-MUNICIPAL					

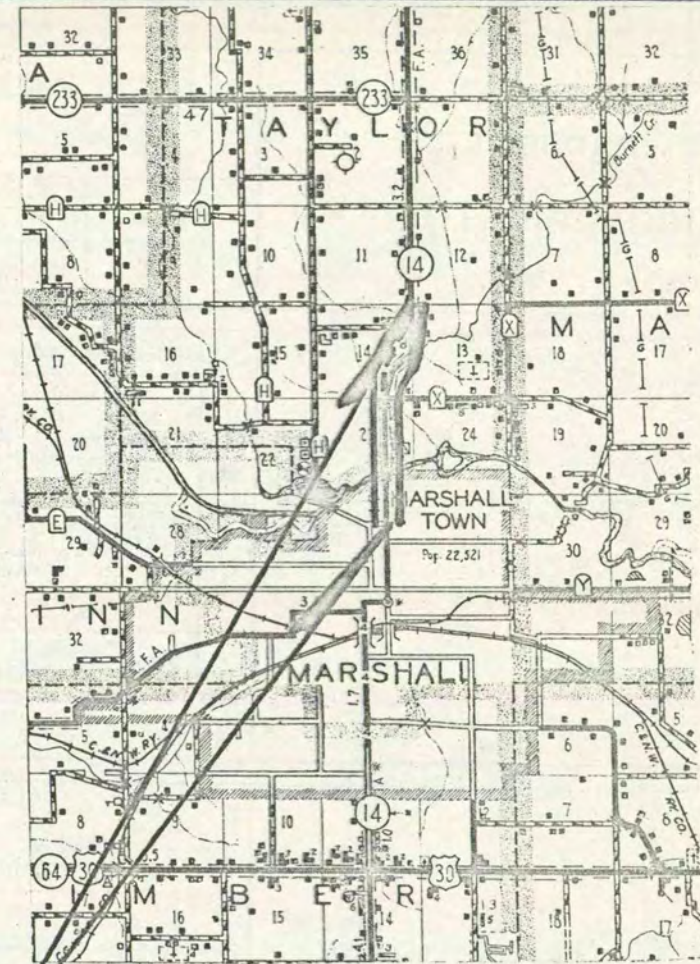
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. <u>4-Lane</u>	SHOULDER WIDTH <u>6</u> Inside FT. <u>10</u> Outside
	BRIDGE WIDTH <u>30</u> FT.	RETAINED SECTIONS _____ M.P.H.
		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>4.00</u>
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	2	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 28	3	0.80
	PASSING (2000' FT.) 45	3	1.30
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	X	NO
9. AVERAGE SHOULDER WIDTH	_____	4	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	56,000
	1967	471,000
	1968	_____
	1969	_____
	1970	_____
TOTAL		527,000

SPECIAL SAFETY FEATURES BEING PROPOSED
 Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



Existing roadway is subject to intermittent flooding. A second bridge and roadway are being constructed above high water, at the river crossing. Improved access control, capacity and safety are being provided by the four-lane divided design.

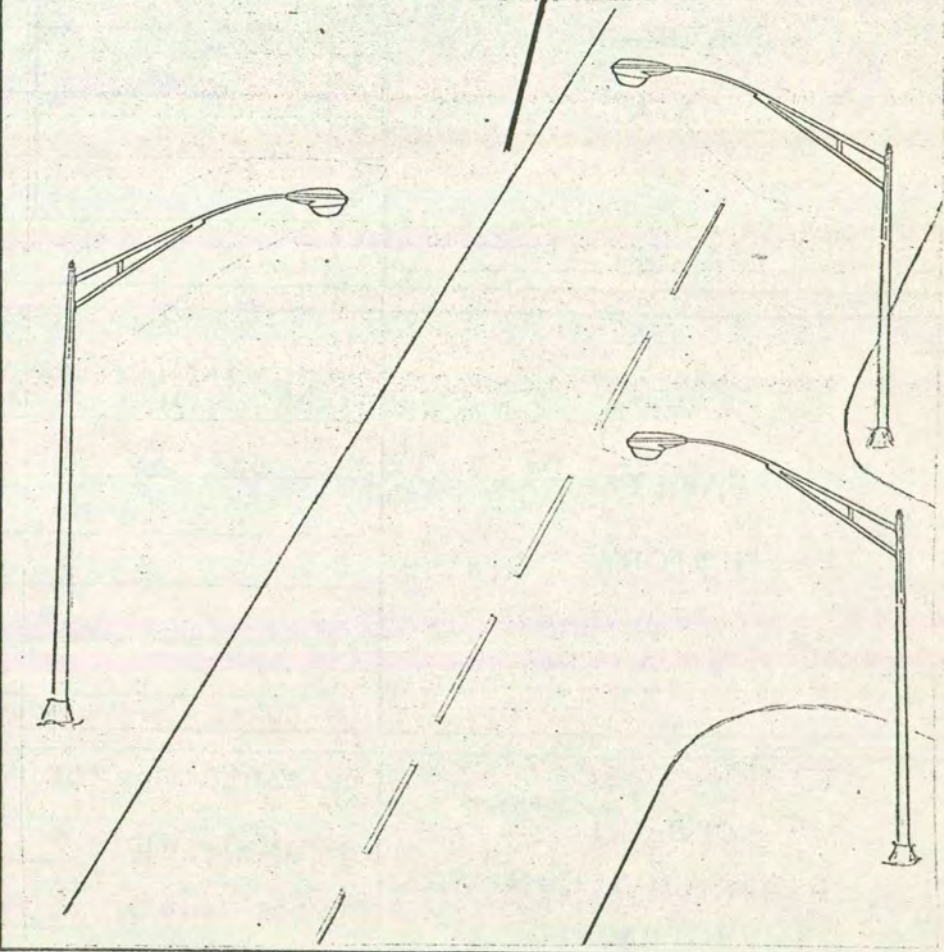
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	STOPPING (YELLOW LINE) PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
	1966	7,300	_____	
	1967	_____	_____	
	1968	_____	_____	
	1969	_____	_____	
	1970	_____	_____	
	TOTAL	7,300	_____	

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Marshall</u>		PROJECT LOCATION <u>On US 30 East and West of Jct. Ia, 234 at State Center</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>2.0</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	F	30	5	64	2	
1964 SUFFICIENCY RATING <u>100</u>						
1962 A. D. T. <u>3510</u>						

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1966 Safety Emergency	16
	2	(Miscellaneous - Shoulder Stabilization)	
	3		
	4		
	5		
	TOTAL		

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M		
R-RURAL M-MUNICIPAL						

Relocation construction in 1963

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	SHOULDER STABILIZATION ONLY		RETAINED SECTIONS _____ M.P.H.	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	_____ 17,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	_____ 17,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Construct crushed stone stabilization of shoulders 6 ft. wide for one mile each side of the intersection.



The six foot section of shoulder adjacent to the pavement is being stabilized along this section of recently relocated U.S. 30.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Mills</u>		PROJECT LOCATION <u>From Jct, US 275 East - Resurface Widened Sections</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>2.8</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	34	1	65	2	1964 SUFFICIENCY RATING <u>7</u>
						1962 A. D. T. <u>1790</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	8	90,000
	2		(Resurfacing)	
	3			
	4			
	5			
TOTAL			90,000	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>222</u> MUNICIPAL _____	
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		R	M	R	M	R	M
	1961	0	9	18	27		
	1962	2	7	15	24		
	1963	1	9	8	18		
1964	0	8	10	18			
	3	33	51	87			
R-RURAL M-MUNICIPAL							

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	RESURFACING ONLY	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	_____ 0
This is the resurfacing stage on those sections of pavement widened in 1965 during the general reconstruction of this project.	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	_____ 0

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Those sections of this portion of U.S. 34 which were widened in 1965 are being resurfaced.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Mitchell</u>		PROJECT LOCATION <u>26x26 Concrete Slab Bridge 1.5 Mi. E. of Osage</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB. - SEC.
	F	9	6	66	2
1964 SUFFICIENCY RATING <u>B-44</u>					
1962 A. D. T. <u>2510</u>					

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1965 Safety Emergency	2 (Bridge)
2			
3			
4			
5	NOTE: Authorized by Commission on 12/30/64		
TOTAL			10,500

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____	
	YEAR	FATAL		PERSONAL INJURY			TOTAL
		R	M	R	M		
1961	0		1		0	1	
1962	0		1		0	1	
1963	0		0		0	0	
1964	0		0		0	0	
	0		2		0	2	
	R-RURAL		M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH <u>44</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	BRIDGE ONLY	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	10,500
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	10,500

SPECIAL SAFETY FEATURES BEING PROPOSED



This narrow bridge is being widened.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Monona</u>		PROJECT LOCATION <u>Reconstruct 166x20 Pony Truss in Mapleton & Jct. Ia. 175 - 141 - Mapleton</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.2</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>B-54</u>
	F	175	1	67	3	
					1962 A. D. T. <u>3110</u>	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1-2-3-4-6-11	243,000
2		(Right-of-Way, Bridge, Grade, Pave)	
3			
4			
5			
TOTAL			243,000

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
	1963	0		1			0		1
1964	0		1		0		1		
1965	0		2		2		4		
	0		4		2		6		

R-RURAL M-MUNICIPAL

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL --
MUNICIPAL --

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	BRIDGE AND INTERSECTION	RETAINED SECTIONS _____ M.P.H.

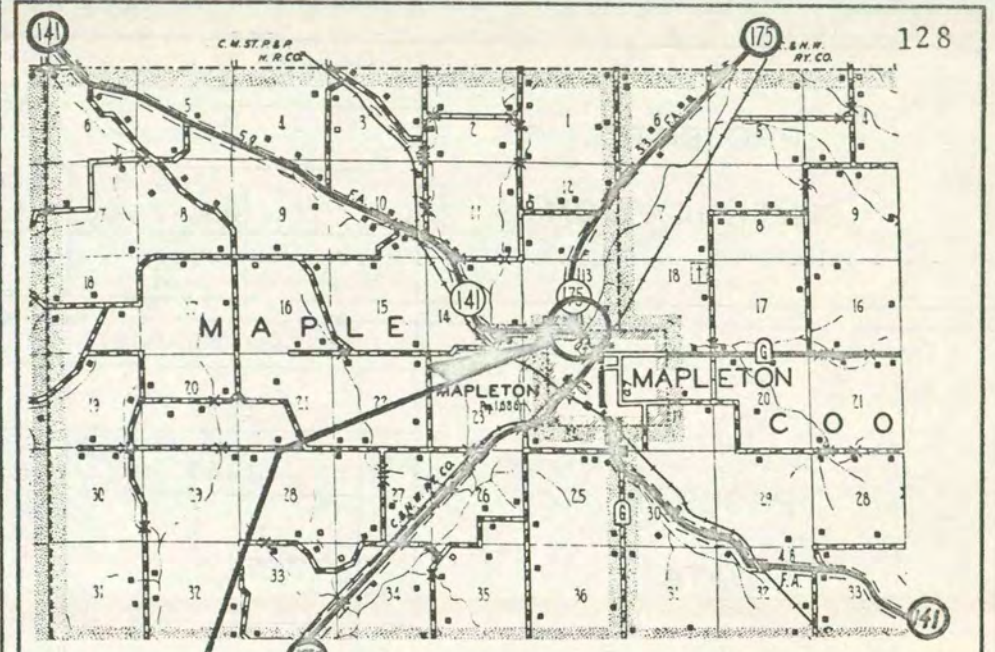
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
	1966	_____	243,000	_____
	1967	_____		_____
	1968	_____		_____
	1969	_____		_____
	1970	_____	243,000	_____
	TOTAL	_____		_____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



The narrow bridge is being replaced by a wider structure and the adjacent intersection of Iowa 141-175 is being remodeled to accommodate a slight relocation at the bridge.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Montgomery</u>		PROJECT LOCATION <u>From Reloc. U.S. 34 North to Cass Co. Line</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>12.8</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	71	2	69	10
					1964 SUFFICIENCY RATING <u>37</u>
					1962 A. D. T. <u>1230</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	1-2-3-4-9-11 (Right-of-Way and Grading)	684,700
3	1968	6-7-8-11-14 (Paving)	929,300
4			
5			
TOTAL			1,714,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>259</u> MUNICIPAL <u>465</u>	
	YEAR	FATAL		PERSONAL INJURY			TOTAL
		R	M	R	M		
1961	0		4		17	21	
1962	0		2		9	11	
1963	0	0	3	0	7	10	
1964	0	0	5	1	11	6	
	0	0	14	1	44	58	
	R-RURAL		M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>4.0</u>
	<u>THIS IS PART OF FUTURE EXPRESSWAY SYSTEM.</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

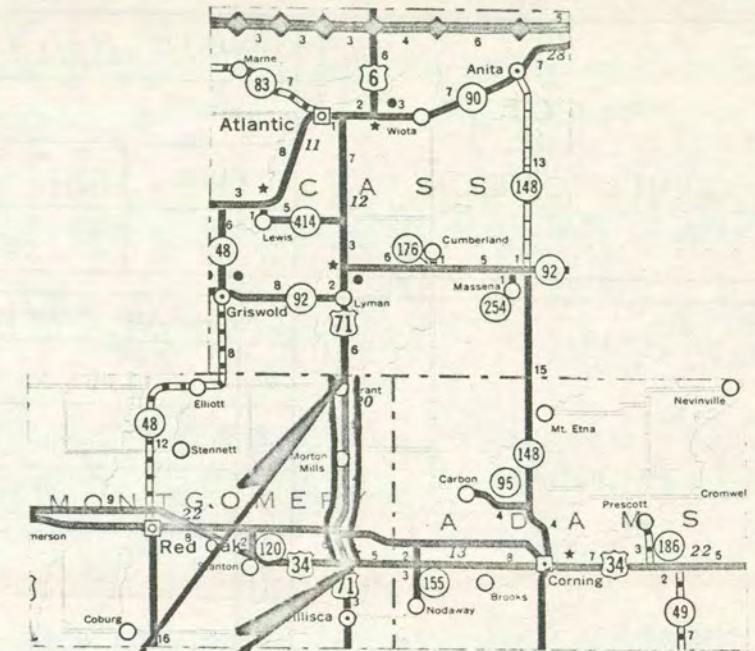
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	19	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	18	2.30
	PASSING (2000' FT.)	28	3.61
4. SUB-STANDARD BRIDGES	_____	5	_____
5. SUB-STANDARD INTERSECTIONS	_____	2	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	12.78
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	4	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	75,000
1967	514,000
1968	697,000
1969	_____
1970	_____
TOTAL	1,286,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
 Intersections to be designed in accord with expressway standards.



This project is part of a general improvement of U.S. 71 which is now programmed and extends from the Missouri Line to U.S. 6 near Atlantic.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Osceola</u>		PROJECT LOCATION <u>In Sibley - From S.C.L. North to 2nd Street</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>1.0</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	33	4	72	4	1964 SUFFICIENCY RATING <u>20</u>
						1962 A. D. T. <u>3550</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1-3-4-6-8-10-11-16	315,700
	2		(Right-of-Way, Grading, Paving)	
	3			
	4			
	5			
TOTAL			315,700	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>779</u>	
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		R	M	R	M	R	M
	1963	0		2		6	8
	1964	0		1		4	5
1965	0		0		10	10	
	0		3		20	23	
R-RURAL M-MUNICIPAL							

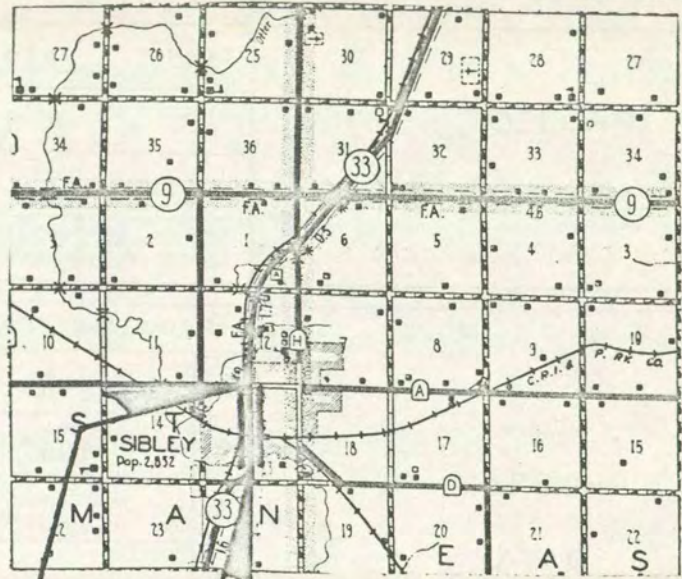
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.
	PAVEMENT WIDTH <u>49</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	0	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	Municipal	
	PASSING (2000' FT.)	"	
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	--	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	158,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	158,000

SPECIAL SAFETY FEATURES BEING PROPOSED
 Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Improved capacity and control of access to be provided for the extension of Iowa 33 in Sibley.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Palo Alto</u>		PROJECT LOCATION <u>From Mallard North to Emmetsburg</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>11.2</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	F	17	3	74	5	
1964 SUFFICIENCY RATING <u>26</u>						
1962 A. D. T. <u>1620</u>						

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1 1966	1 (Right-of-Way)	93,500
	2 1967	2-3-4-6-11 (Grade and Pave)	1,395,300
	3		
	4		
	5		
TOTAL			

SAFETY HISTORY	ACCIDENT STATISTICS						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES:		
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL	RURAL	MUNICIPAL
		R	M	R	M			R	M
1961	0	5	6	11					
1962	0	4	11	15					
1963	0	4	1	5					
1964	0	22	6	8					
	0	15	24	39					
	R-RURAL	M-MUNICIPAL							

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>		DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.		SHOULDER WIDTH <u>10</u> FT.	
	BRIDGE WIDTH <u>30</u> FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	
			RETAINED SECTIONS _____ M.P.H.	

SAFETY INVENTORY

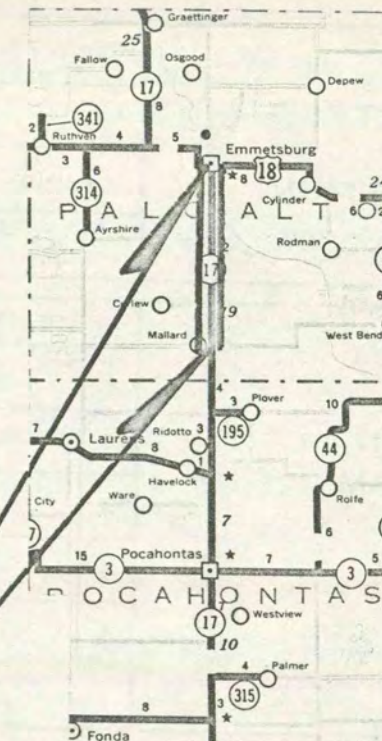
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	13	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 9	5	1.0
	PASSING (2000' FT.) 16	6	1.7
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____ 3 _____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	_____ 56,000 _____
	1967	_____ 837,000 _____
	1968	_____ _____
	1969	_____ _____
	1970	_____ _____
TOTAL		_____ 893,000 _____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



A 24 ft. pavement with ten foot wide shoulders to be constructed on this segment of Iowa 17.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Plymouth</u>		PROJECT LOCATION <u>From Woodbury Co. Line to LeMars (East Lane Only)</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>15.5</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>--</u>
	F	75	5	75	7	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1966	8
	2		(Resurfacing)
	3		
	4		
	5		
	TOTAL		

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	2		6		12		20		
1962	2		19		21		42		
1963	3		8		16		27		
1964	1		10		13		24		
	8		43		62		113		
	R-RURAL		M-MUNICIPAL						

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 96

MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	RESURFACING ONLY	RETAINED SECTIONS _____

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Plymouth</u>		PROJECT LOCATION <u>From Sioux Co. Line Southwest</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>2.6</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>S-44</u>
	F	33	1	75	9	
					1962 A. D. T. <u>2340</u>	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1966	1-2-3-9-11	65,000
	2		(Right-of-way, Shoulder Widening)	
	3			
	4			
	5			
	TOTAL			65,000

SAFETY HISTORY	ACCIDENT STATISTICS						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>111</u>		
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		MUNICIPAL _____
		R	M	R	M		R	M	
	1961	0		2			0		2
1962	1		1		1		3		
1963	0		0		2		2		
1964	0		1		1		2		
	1		4		4		9		
R-RURAL M-MUNICIPAL									

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>		DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.		SHOULDER WIDTH <u>10</u> FT.	
	BRIDGE WIDTH <u>30</u> FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	
	SHOULDERING ONLY		RETAINED SECTIONS _____	

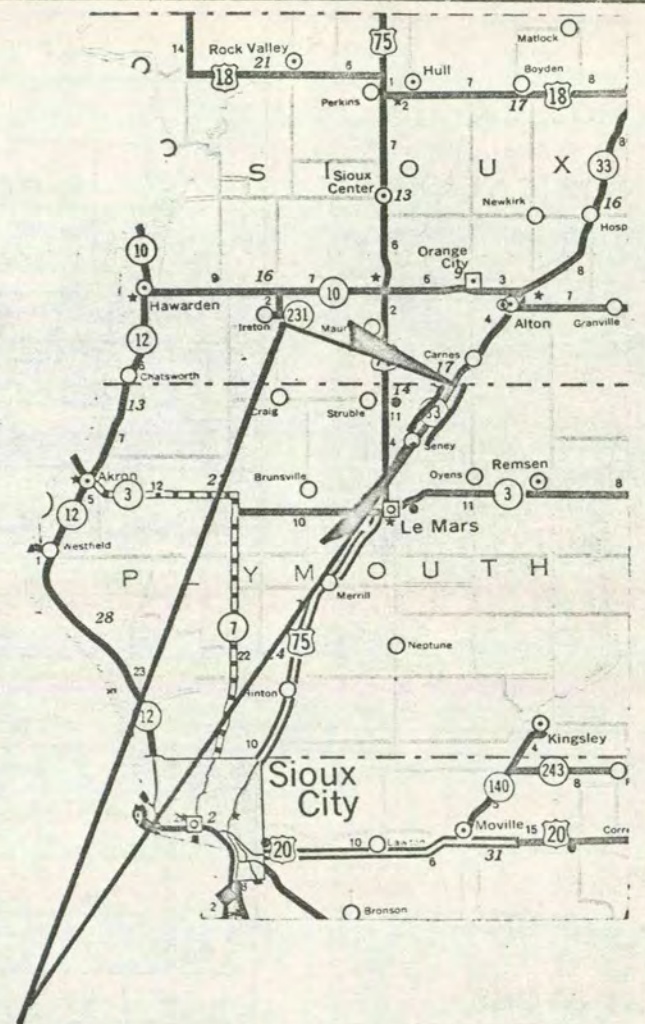
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	0	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	0	—
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	0	—
	PASSING (2000' FT.)	37	0.95
4. SUB-STANDARD BRIDGES	—	1	—
5. SUB-STANDARD INTERSECTIONS	—	0	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	—	—
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	4 FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY This is the third stage shouldering adjacent to a pavement that has previously been widened and resurfaced.		1966 <u>65,000</u> 1967 _____ 1968 _____ 1969 _____ 1970 _____ TOTAL <u>65,000</u>
---	--	---

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Ten foot wide shoulders to be constructed on this section of Iowa 33 as part of the third stage shoulder widening project extending northerly to Alton.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Plymouth</u>		PROJECT LOCATION <u>Junction US 75 and Iowa 33 near LeMars</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>--</u>
	F	75	5	75	8	1962 A. D. T. <u>--</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1965 Safety Emergency	14 (Lighting)
2			
3			
4			
5	NOTE: Authorized by Commission 5-20-65		
TOTAL			7,300

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	1	3	4	
	1962	0	0	0	0	
	1963	1	1	3	5	
	1964	1	0	3	4	
		2	2	9	13	
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	LIGHTING ONLY _____	RETAINED SECTIONS _____

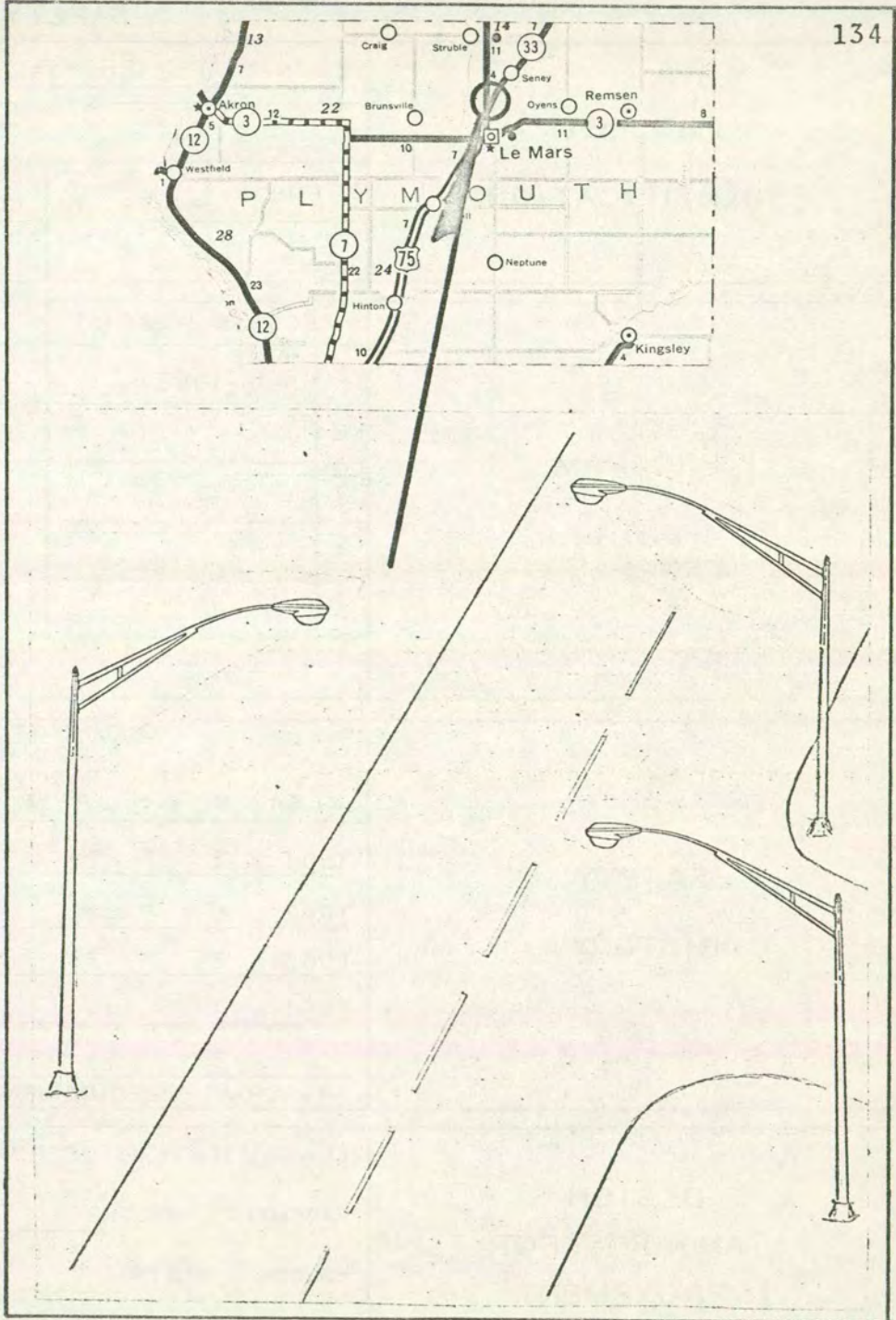
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	7,300
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	7,300

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting for one intersection.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Pocahontas</u>		PROJECT LOCATION <u>From Just East of Pocahontas East to Humboldt Co. Line.</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>10.9</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>42</u>
	F	3	3	76	4	
					1962 A. D. T. <u>2630</u>	

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	8	219,000
	2		(Resurfacing)	
	3			
	4			
	5			
TOTAL			219,000	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>113</u>		
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE	
		R	M	R	M	R	M	
	1961	1		1		4		6
	1962	0		4		13		17
	1963	2		3		8		13
1964	0		3		8		11	
	3		11		33		47	
R-RURAL M-MUNICIPAL								

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	RESURFACING ONLY	RETAINED SECTIONS _____	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	10	6	1.15
	35	9	3.85
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	100	10.9
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This is resurfacing of the existing 20 ft. pavement to improve riding qualities. Some curb is eliminated in the process.

1966	0
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	0

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



The riding qualities of this portion of Iowa 3 are being upgraded by means of asphaltic concrete resurfacing.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Polk</u>		PROJECT LOCATION <u>From Jct. Iowa 160 North through Ankeny</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>2.0</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>36</u>
	F	69	4	77	21	

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	3-4-6-7-8-10-11-14	659,500
	2		(Grading and Paving)	
	3			
	4			
	5			
TOTAL			659,500	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>187</u>			
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE				TOTAL	
		R	M	R	M	R	M	R	M
	1961	0		4		5		9	
	1962	0		1		4		5	
	1963	0		3		2		5	
1964	1	0	1	8	1	19	3	27	
	1	0	9	8	12	19	22	27	
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.
	PAVEMENT WIDTH <u>48</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.

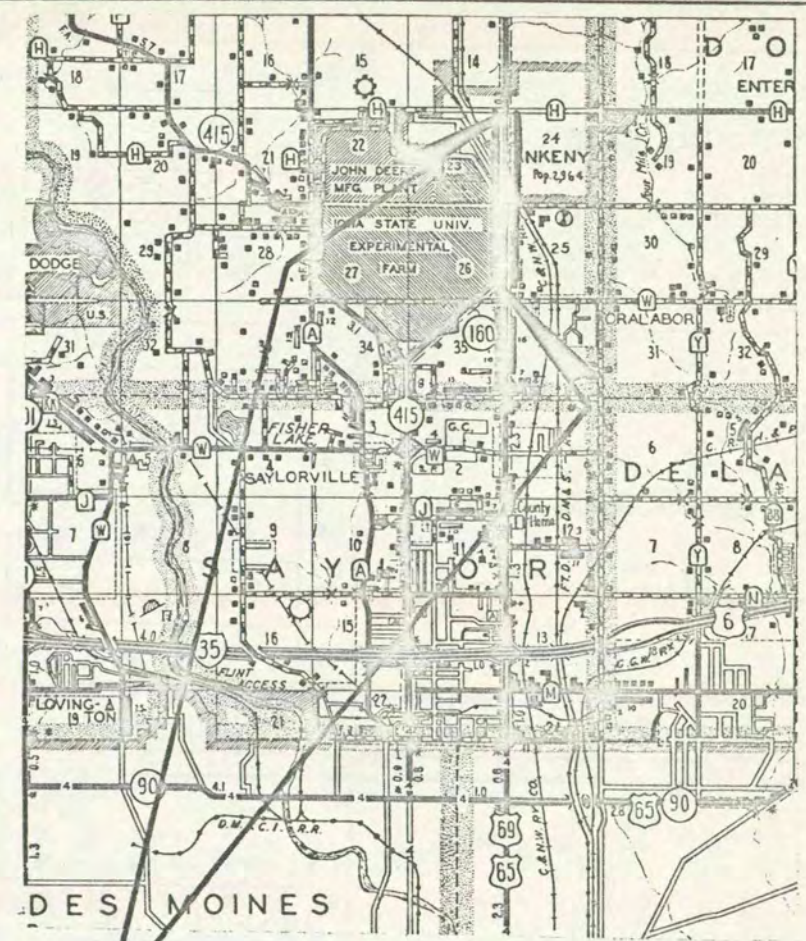
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	1	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	1	—
3. RESTRICTED SIGHT DISTANCE	—	--	—
	—	--	—
4. SUB-STANDARD BRIDGES	—	0	—
5. SUB-STANDARD INTERSECTIONS	—	1	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	—	—
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	YES <input checked="" type="checkbox"/> NO		—
9. AVERAGE SHOULDER WIDTH	— FT.		—

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	330,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	330,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices
 Intersection at Iowa 160 and at the industrial access road to be reconstructed.
 Signals and Lighting to be provided at Iowa 160. Left turn storage at both intersections.



Two additional traffic lanes are being provided, along with improved control of access and turning movement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Pottawattamie</u>		PROJECT LOCATION <u>From Jct. Ia, 375 Westerly to US 275 (Reloc. Ia.92)</u>			
	PROJECT NUMBER				PROJECT LENGTH <u> </u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>--</u>
	F	92	1	78	3	
					1962 A. D. T. <u>--</u>	

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2 (Right-of-Way and Bridge)
2	1967.	3-4-6-11 (Grade and Pave)	250,000(Partial)
3	1968	2-3-4-6-11 (Grade and Pave)	500,000
4			
5			
TOTAL			1,000,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>337</u> MUNICIPAL <u> </u>
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	2	10	12	
	1962	0	4	10	14	
	1963	0	6	17	23	
	1964	0	8	10	18	
		0	20	47	67	
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.	
	4-Lane PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS <u> </u> M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>4.00</u>	RETAINED SECTIONS <u> </u>

SAFETY INVENTORY

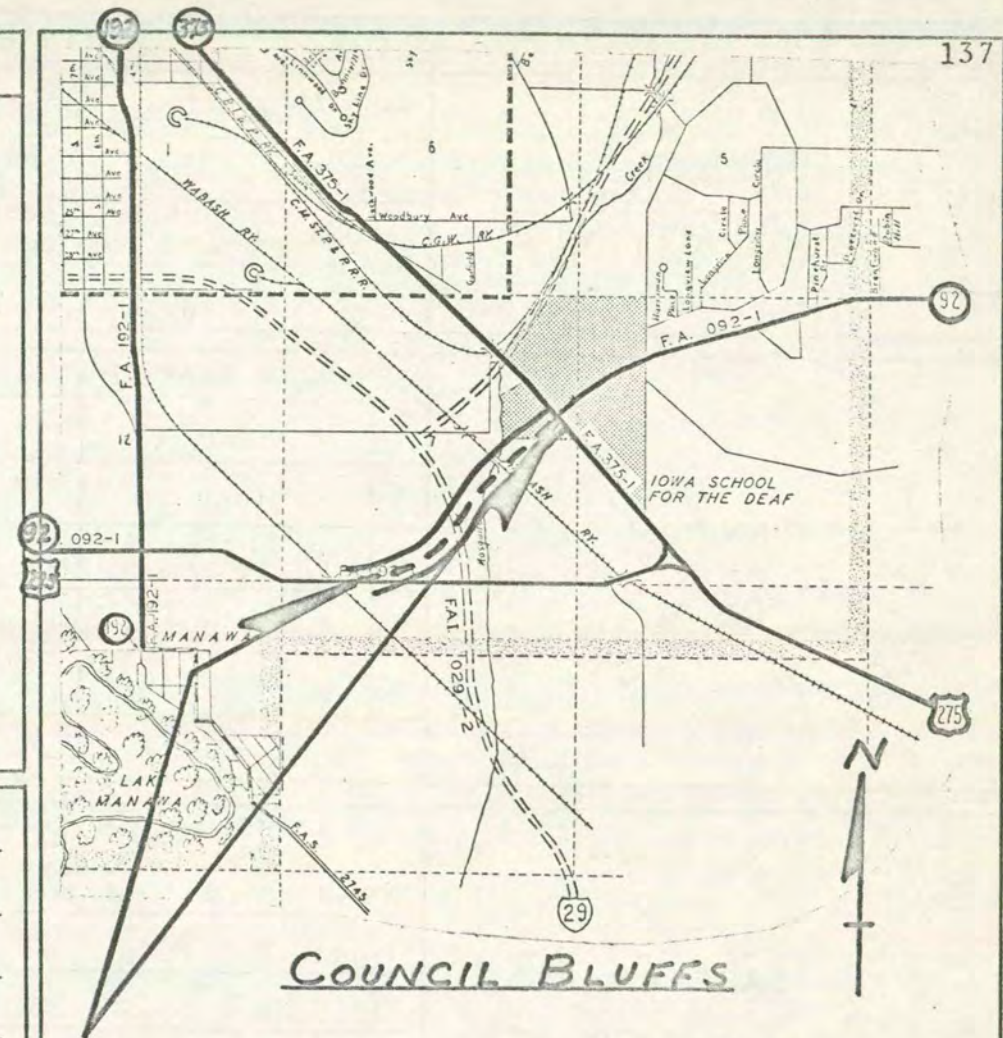
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	2	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	4	0.86
	PASSING (2000' FT.)	4	1.14
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	2	_____
6. SUB-STANDARD PAVEMENT WIDTH	None	18'	_____
		20'	_____
		22'	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	6	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	125,000
1967	125,000
1968	250,000
1969	_____
1970	_____
TOTAL	500,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
The intersection with Iowa 375 to be channelized and lighted.



COUNCIL BLUFFS

Alignment of Iowa 92 is being improved in conjunction with providing access from Iowa 92 and U.S. 275 to the Interstate system southeast of Council Bluffs. Two "T" intersections being eliminated.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT
IDENTIFICATIONCOUNTY Pottawattamie PROJECT LOCATION Reloc. from Iowa 64 East 7.1 Miles

PROJECT NUMBER

PROJECT LENGTH 7.1

FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
				SECTION	SUB.- SEC.
F	6	1	78	37	

1964 SUFFICIENCY RATING 91962 A. D. T. 2510PROGRAM
DATA

PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1 1966	1-2-3-4-11 (Right-of-Way and Grading)	2,000,000
2 1967	6-11 (Paving)	760,000
3		
4		
5		
TOTAL		2,760,000

SAFETY
HISTORY

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL	
	R	M	R	M	R	M	R	M
1961	0		6		10		16	
1962	0		9		6		15	
1963	1	0	16	0	13	0	30	0
1964	2	0	4	1	12	3	18	4
	3	0	35	1	41	3	79	4

R-RURAL M-MUNICIPAL

 NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 243
 MUNICIPAL 359
DESIGN
STANDARDS FOR
IMPROVEMENT
 CLASSIFICATION OF ROAD FOR DESIGN PURPOSES 3 DESIGN SPEED: NEW CONSTRUCTION 60 M.P.H.
 PAVEMENT WIDTH 24 FT. SHOULDER WIDTH 10 FT. RETAINED SECTIONS _____ M.P.H.
 BRIDGE WIDTH 30 FT. MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION 6.00
 RETAINED SECTIONS _____

SAFETY INVENTORY

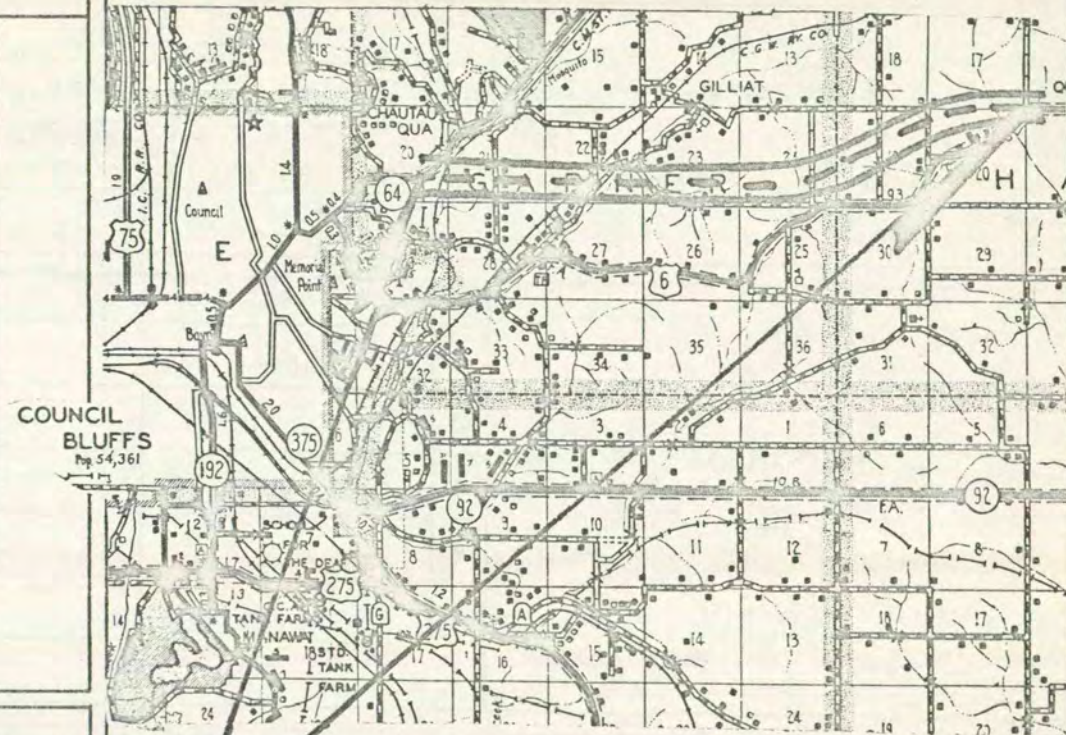
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	17	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	5	_____
3. RESTRICTED SIGHT DISTANCE	66	13	4.45
	100	1	6.70
4. SUB-STANDARD BRIDGES	_____	3	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	96	6.45
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	1,560,000
1967	593,000
1968	_____
1969	_____
1970	_____
TOTAL	2,153,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



This is part of the relocation of U.S. 6 from North Broadway Avenue northeasterly and easterly to present U.S. 6 east of Council Bluffs. This will provide a four lane facility to connect Broadway Avenue with I-80.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Pottawattamie</u>		PROJECT LOCATION <u>From Avoca North into Shelby Co.</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>1.5</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>--</u>
	F	59	3	78	33	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1966	11
	2		(Erosion Control)
	3		
	4		
	5		
	TOTAL		

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	

R-RURAL M-MUNICIPAL

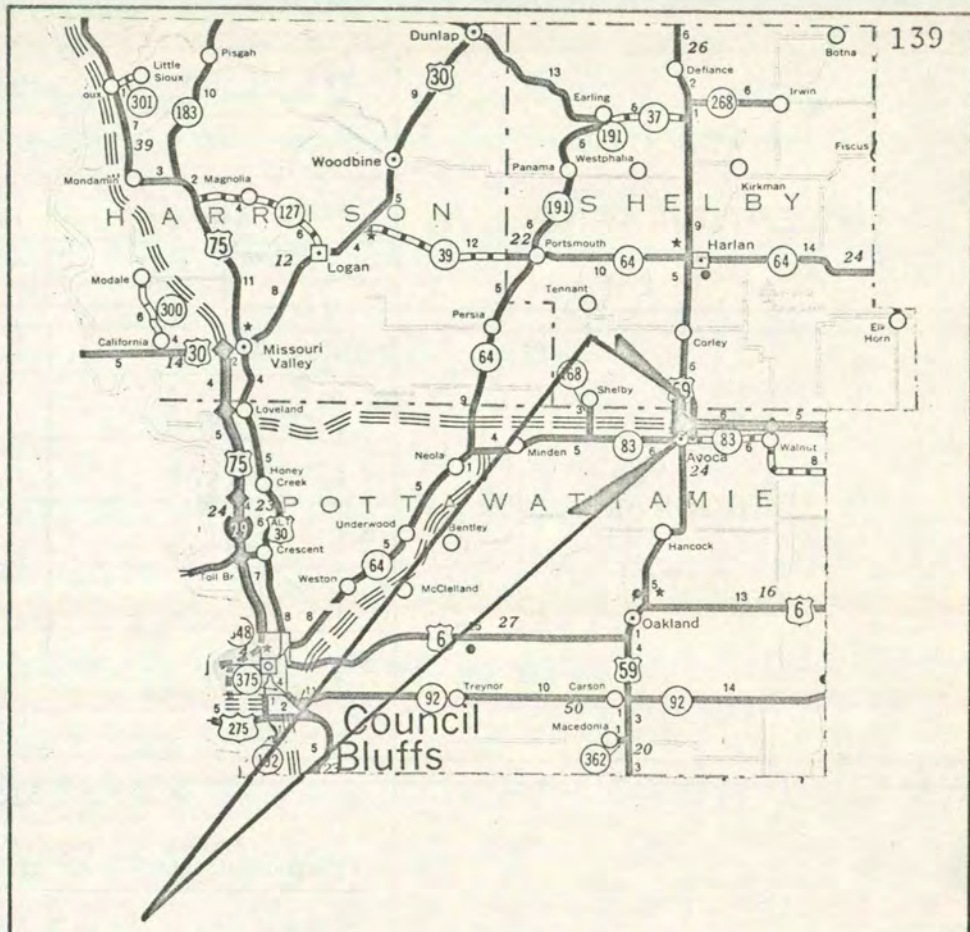
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT. SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	EROSION CONTROL ONLY	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	_____	_____	_____
	STOPPING (YELLOW LINE) PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	_____	YES	NO
9. AVERAGE SHOULDER WIDTH	_____	_____	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
Erosion Control on a project completed in 1965	1966	_____	0	_____
	1967	_____		_____
	1968	_____		_____
	1969	_____		_____
	1970	_____		_____
	TOTAL	_____	0	_____

SPECIAL SAFETY FEATURES BEING PROPOSED



This is the completion stage of a 1965 project to reconstruct U.S. 59 at the approaches to I-80 north of Avoca

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Pottawattamie</u>		PROJECT LOCATION <u>In Council Bluffs - Canning Street Hill</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.9</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>34</u>
	U	6	1	78	77	
					1962 A. D. T. <u>5170</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1 (Right-of-Way)	1,345,000
2	1967	2-3-4-5-11 (Grading)	188,000
3	1968	6-11 (Paving)	271,600
4			
5			
TOTAL			1,804,600

SAFETY HISTORY	ACCIDENT STATISTICS						
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		R	M	R	M		
1963	0	1	4	5			
1964	0	2	10	12			
1965	0	4	4	8			
	0	7	18	25			
	R-RURAL		M-MUNICIPAL				

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL 1004

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>Curbed</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>4.00</u> RETAINED SECTIONS _____

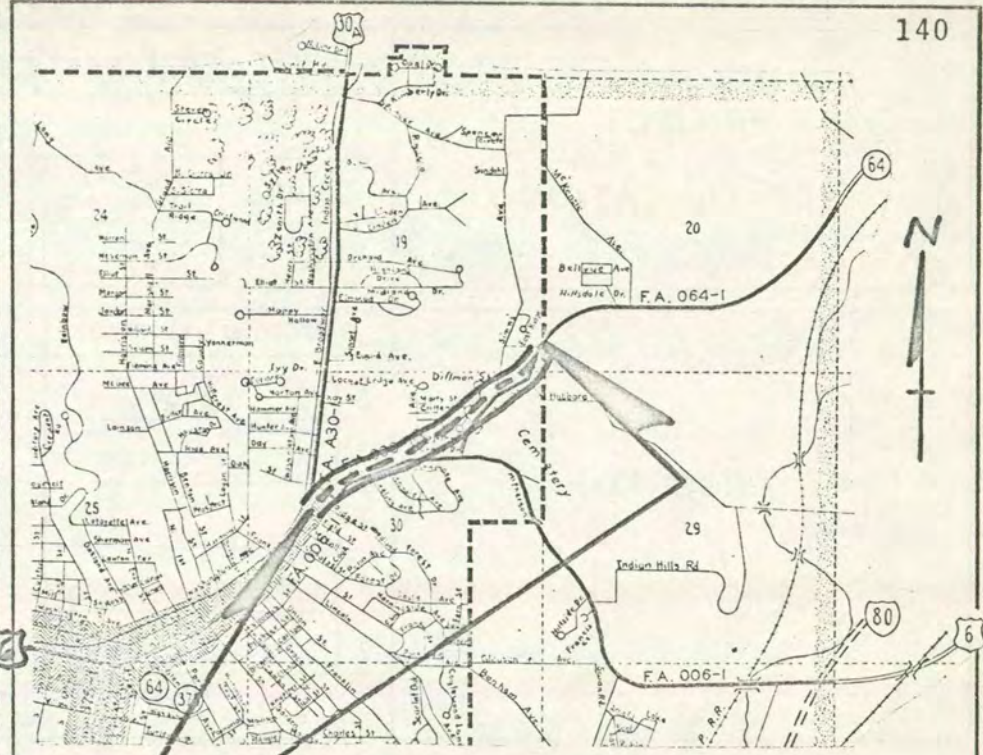
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	1	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	3	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	Municipal	
	PASSING (2000' FT.)	"	
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES	NO <input checked="" type="checkbox"/>
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	673,000
	1967	94,000
	1968	_____
	1969	_____
	1970	_____
	TOTAL	767,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
 Channelized intersection with US 30-A and with Iowa 64.



COUNCIL BLUFFS

This is a portion of a relocation of U.S. 6 northeast of Council Bluffs. It will provide a four lane connection between North Broadway Avenue and I-80 as well as an improved U.S. 6 connection to the east.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Pottawattamie</u>		PROJECT LOCATION <u>South Omaha Bridge Repair (Partial painting and deck repair)</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	F	92	1	78	3	
1964 SUFFICIENCY RATING <u>B-46</u>						
1962 A. D. T. <u>9320</u>						

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	2 (Bridge)	96,000
2			
3			
4			
5			
TOTAL			96,000

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____		
		PERSONAL INJURY		PROPERTY DAMAGE				
	YEAR	FATAL	R	M	R		M	TOTAL
		R	M	R	M		R	M

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	BRIDGE REPAIR ONLY _____		RETAINED SECTIONS _____ M.P.H.	

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION

COUNTY Pottawattamie PROJECT LOCATION From Council Bluffs E. to End of Winding Section

PROJECT NUMBER _____ PROJECT LENGTH 9.3

FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
				SECTION	SUB.- SEC.
F	6	1	78	13	

1964 SUFFICIENCY RATING 9

1962 A. D. T. 2500

PROGRAM DATA

PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1 1966	8	75,000
2	(Resurfacing)	
3		
4		
5		
TOTAL		75,000

SAFETY HISTORY

YEAR	ACCIDENT STATISTICS				TOTAL R M	NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>234</u> MUNICIPAL _____		
	FATAL		PERSONAL INJURY				PROPERTY DAMAGE	
	R	M	R	M			R	M
1961	0		6		10	16		
1962	0		9		6	15		
1963	1		16		13	30		
1964	2		4		12	18		
	3		35		41	99		

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____ DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.

PAVEMENT WIDTH _____ FT. SHOULDER WIDTH _____ FT. RETAINED SECTIONS _____ M.P.H.

BRIDGE WIDTH _____ FT. MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____

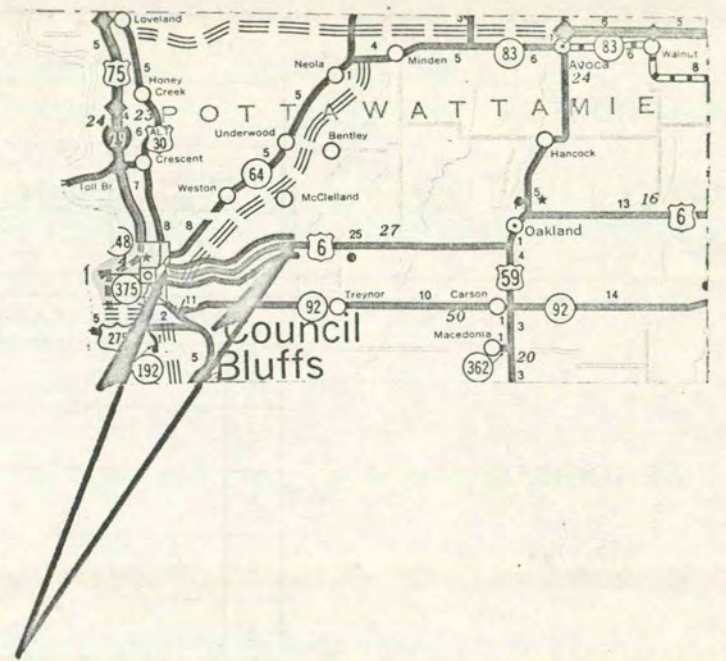
RESURFACE ONLY RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	STOPPING (YELLOW LINE) PASSING (2000' FT.)		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH	_____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	_____	0
	1967	_____	
	1968	_____	
	1969	_____	
	1970	_____	
	TOTAL	_____	0

SPECIAL SAFETY FEATURES BEING PROPOSED



The surface condition of U.S. 6 from Council Bluffs to Iowa 48 in Cass County is being improved by resurfacing. This is part of that improvement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Pottawattamie</u>		PROJECT LOCATION <u>From End winding section to South Jct, US 59</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>14.0</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1984 SUFFICIENCY RATING <u>25</u>
	F	6	1	78	14	
					1962 A. D. T. <u>1830</u>	

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	8	110,000
	2		(Resurfacing)	
	3			
	4			
	5			
TOTAL			110,000	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>224</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	M
	1961	1		4		10		15	
	1962	0		5		14		19	
	1963	1		9		17		27	
1964	2		6		14		22		
	4		24		55		83		
R-RURAL M-MUNICIPAL									

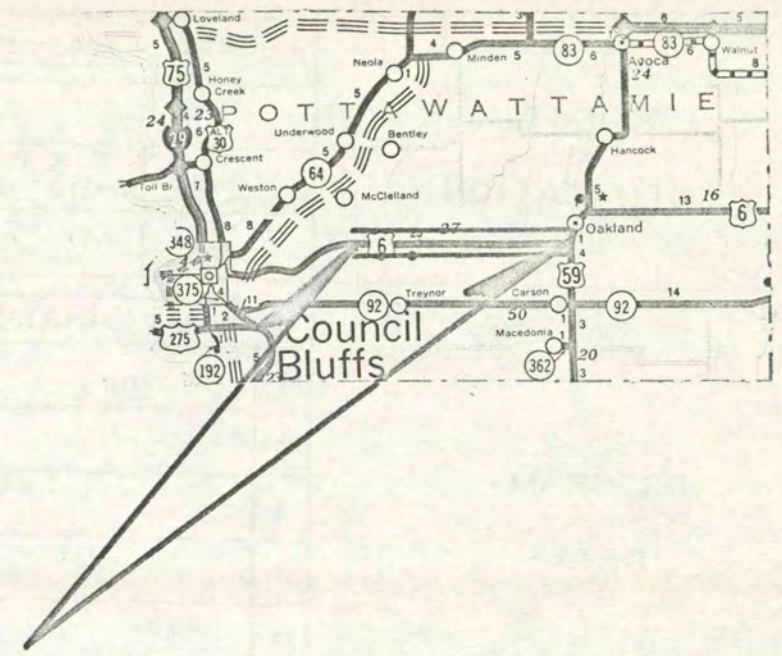
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	RESURFACING ONLY	RETAINED SECTIONS _____	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH	_____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
	1966	_____	0	_____
	1967	_____		_____
	1968	_____		_____
	1969	_____		_____
	1970	_____		_____
	TOTAL	_____	0	_____

SPECIAL SAFETY FEATURES BEING PROPOSED



The surface condition of U.S. 6 from Council Bluffs to Iowa 48 in Cass County is being improved by resurfacing. This is part of that improvement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Pottawattamie</u>		PROJECT LOCATION <u>From S. Jct. U.S. 59 N. and E. to Cass Co. Line</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>14.1</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	6	1	78	15	1964 SUFFICIENCY RATING <u>18</u>
						1962 A. D. T. <u>2200</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	8
2		(Resurfacing)	
3			
4			
5			
TOTAL			111,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>186</u> MUNICIPAL <u>238</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	M
	1961	0		8		11		19	
	1962	1		6		6		13	
	1963	0	0	12	2	5	4	17	6
	1964	1	0	8	4	6	4	15	8
		2	0	34	6	28	8	64	14
		R-RURAL		M-MUNICIPAL					

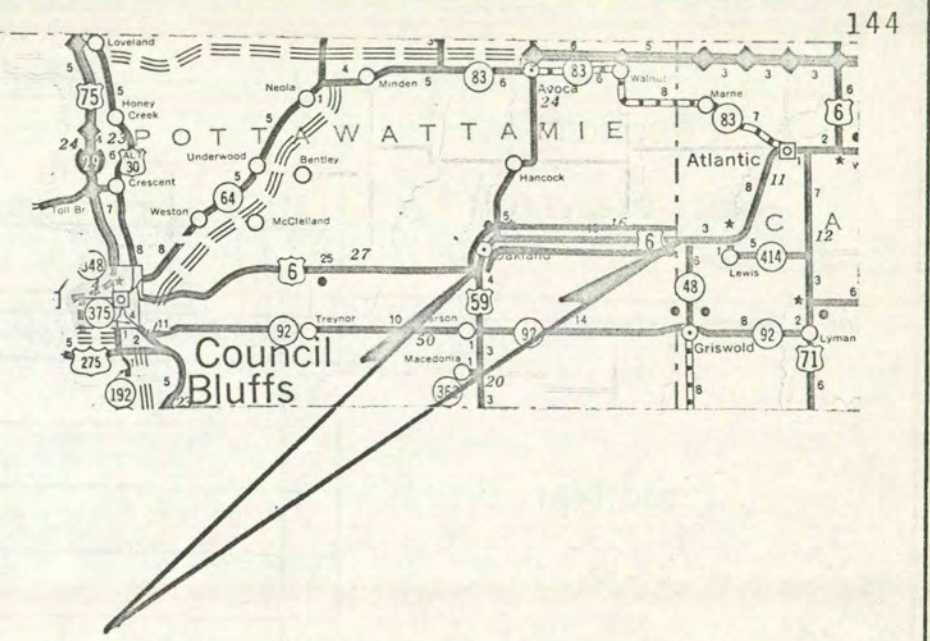
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	RESURFACING ONLY _____	RETAINED SECTIONS _____ M.P.H.

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH	_____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
	1966	_____	0	
	1967	_____		
	1968	_____		
	1969	_____		
	1970	_____		
	TOTAL	_____	0	

SPECIAL SAFETY FEATURES BEING PROPOSED



The surface condition of U.S. 6 from Council Bluffs to Iowa 48 in Cass County is being improved by resurfacing. This is part of that improvement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Pottawattamie</u>		PROJECT LOCATION <u>In Carter Lake - Jct. Ia, 347 North to end route</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>0.9</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	U	348	1	78	36	
						1964 SUFFICIENCY RATING <u>11</u>
						1962 A. D. T. <u>4600</u>

PROGRAM DATA	PROGRAM YEAR(S)		ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	7-8	65,000
	2		(Widening - resurfacing)	
	3			
	4			
	5			
TOTAL				65,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____	MUNICIPAL <u>113</u>	
	YEAR	PERSONAL FATAL		PROPERTY INJURY				TOTAL DAMAGE
		R	M	R	M	R	M	
	1963	0		0		1		1
	1964	0		0		4		4
	1965	0		0		0		0
	0		0		5		5	
		R-RURAL		M-MUNICIPAL				

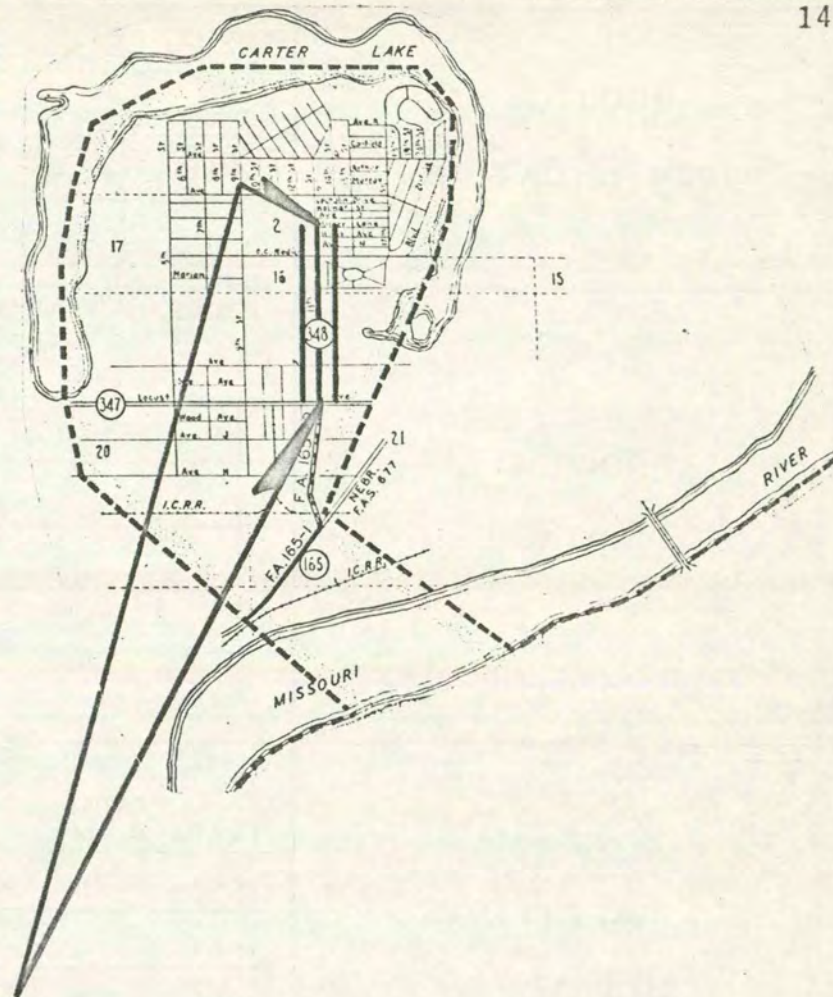
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
			RETAINED SECTIONS _____ M.P.H.	
		RETAINED SECTIONS _____		

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	_____	_____	_____
	_____	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH	_____	_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
Widening and resurfacing of existing pavement.	1966	33,000	_____	_____
	1967	_____	_____	_____
	1968	_____	_____	_____
	1969	_____	_____	_____
	1970	_____	_____	_____
	TOTAL	33,000	_____	_____

SPECIAL SAFETY FEATURES BEING PROPOSED



This route is being widened and resurfaced. Access control is being upgraded along with the intersection with Iowa 347.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Pottawattamie</u>		PROJECT LOCATION <u>In Carter Lake W.C.L. to E.C.L.</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>1.0</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	U	347	1	78	35	
1964 SUFFICIENCY RATING <u>28</u>						
1962 A. D. T. <u>8050</u>						

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	8
2		(Resurfacing)	
3			
4			
5			
TOTAL			65,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____		
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE	
		R	M	R	M	R	M	R
	1963	0		1		0		1
1964	0		1		2		3	
1965	0		1		3		4	
	0		3		5		8	
R-RURAL M-MUNICIPAL								

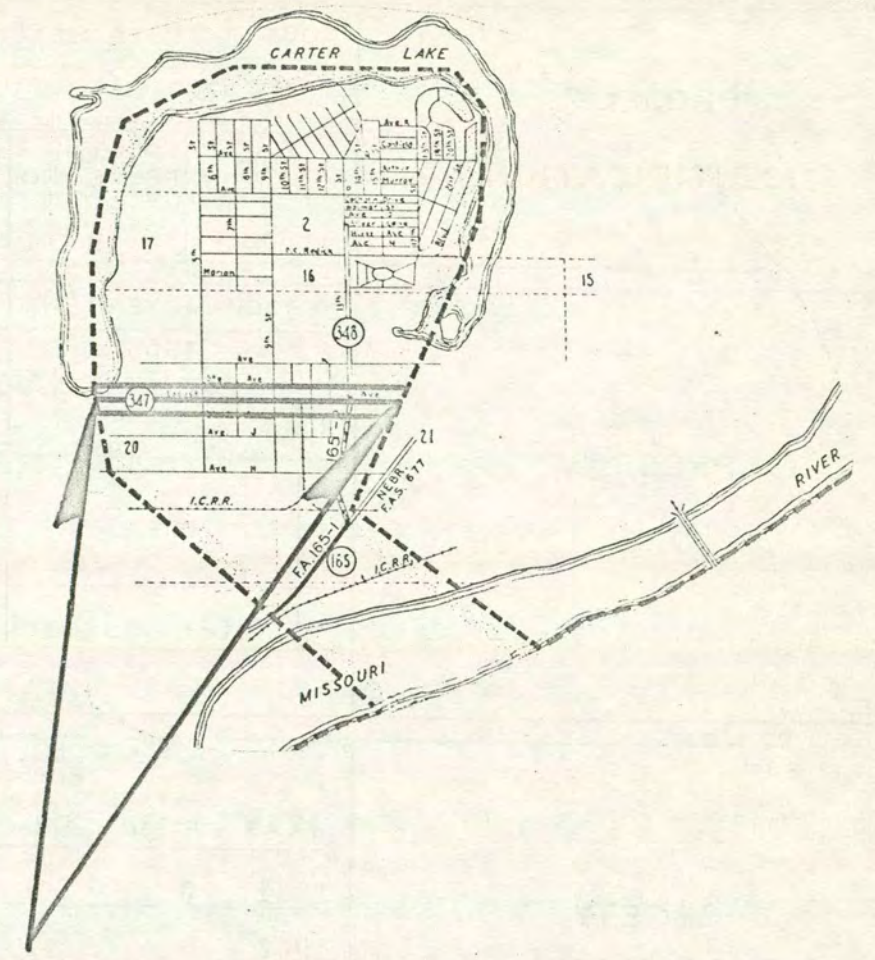
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	RESURFACING ONLY	RETAINED SECTIONS _____ M.P.H.

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	_____ 0 _____
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	_____ 0 _____

SPECIAL SAFETY FEATURES BEING PROPOSED



The surface condition of this route is being improved by resurfacing.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Pottawattamie</u>		PROJECT LOCATION <u>Junction US 59 and Iowa 92</u>			
	PROJECT NUMBER				PROJECT LENGTH _____	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING _____
	F	59	3	78	32	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1 1965 Safety Emergency	14 (Lighting)	5,100
	2		
	3		
	4		
	5	NOTE: Authorized by Commission 5-20-65	
TOTAL			5,100

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		0		4		4		
1962	0		1		2		3		
1963	0		0		1		1		
1964	0		2		1		3		
	0		3		8		11		

R-RURAL M-MUNICIPAL

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____
MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY _____	RETAINED SECTIONS _____	

SAFETY INVENTORY

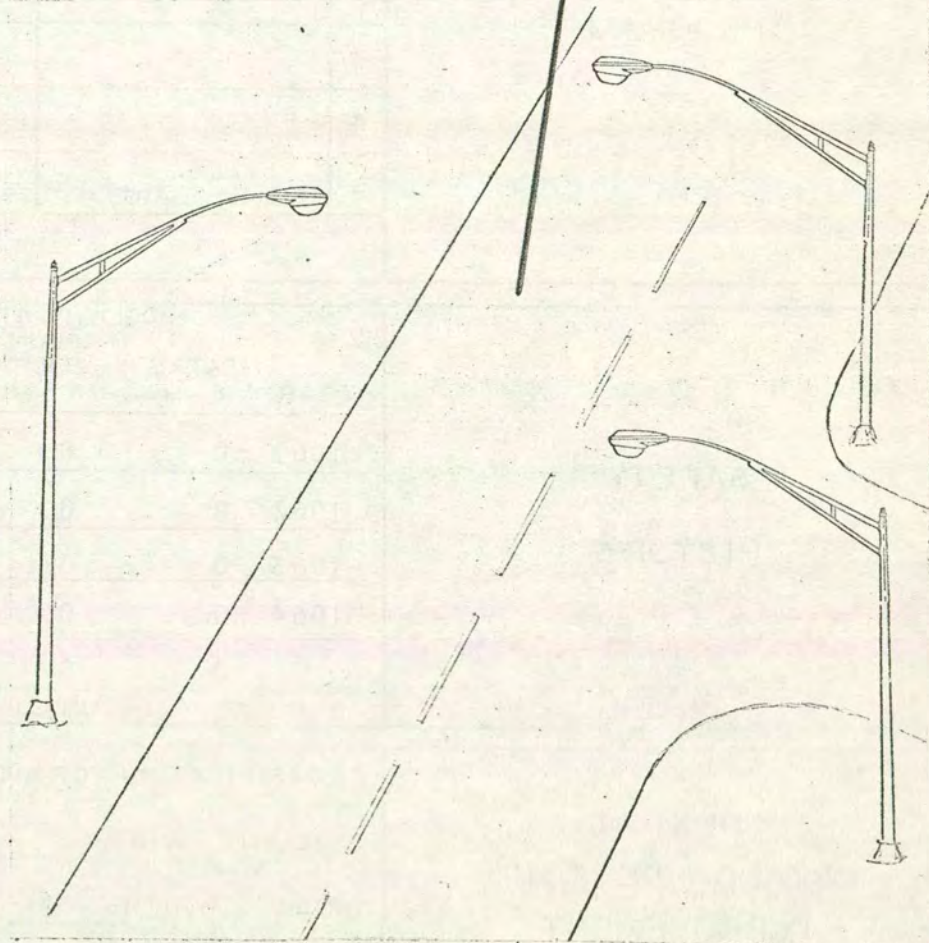
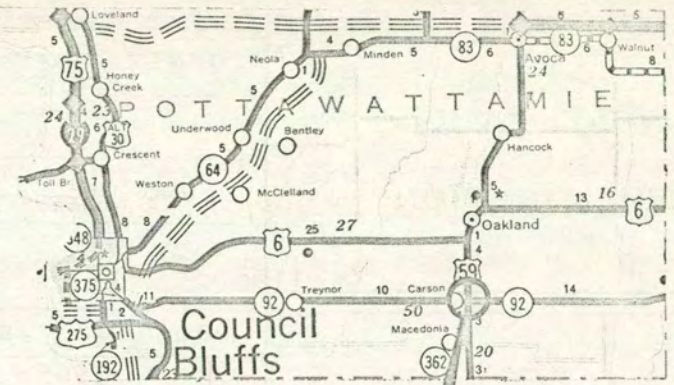
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	_____
9. AVERAGE SHOULDER WIDTH	_____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	5,100
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	5,100

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT
IDENTIFICATIONCOUNTY Pottawattamie PROJECT LOCATION 150x24 I-Beam 4 Mi. West of Griswold

PROJECT NUMBER

PROJECT LENGTH --

FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
				SECTION	SUB.- SEC.
F	92	1	78	6	

1964 SUFFICIENCY RATING B-611962 A. D. T. 2270PROGRAM
DATA

PROGRAM YEAR (S)

ITEMS OF WORK

PROGRAMED AMOUNT

1 1965
Emergency

2 (Bridge)

25,000

2

3

4

5 NOTE: Authorized by Commission on 5-5-65

TOTAL

25,000

SAFETY
HISTORY

ACCIDENT STATISTICS

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL	
	R	M	R	M	R	M	R	M
1961	0		0		1		1	
1962	0		0		0		0	
1963	0		0		0		0	
1964	0		0		0		0	
	0		0		1		1	

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____

MUNICIPAL _____

R-RURAL M-MUNICIPAL

DESIGN
STANDARDS FOR
IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____ DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.

PAVEMENT WIDTH _____ FT. SHOULDER WIDTH _____ FT.

RETAINED SECTIONS _____ M.P.H.

BRIDGE WIDTH 30 FT.

MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____

BRIDGE WIDENING ONLY

RETAINED SECTIONS _____

SAFETY INVENTORY

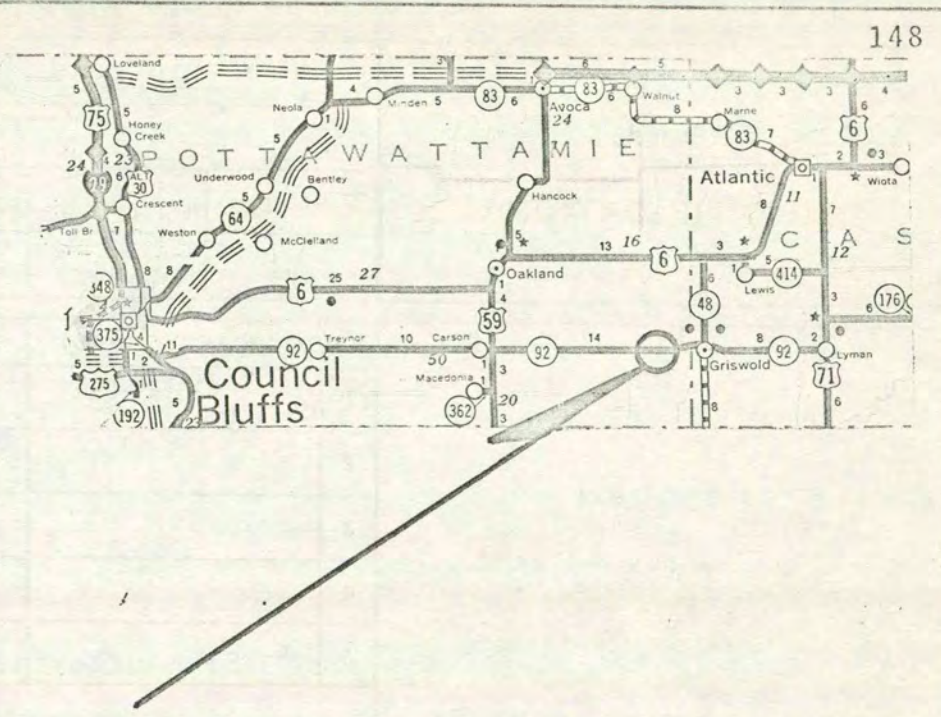
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE			
STOPPING (YELLOW LINE)			
PASSING (2000' FT.)			
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	25,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
TOTAL		25,000

SPECIAL SAFETY FEATURES BEING PROPOSED

This widens the only bridge on Iowa 92 from near Council Bluffs to US 71 that is not now wider than the approach pavement.



This narrow bridge is being widened.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Ringgold</u>		PROJECT LOCATION <u>West Junction US 169 and Iowa 2</u>			
	PROJECT NUMBER					PROJECT LENGTH _____
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING _____
	F	169	1	80	9	
					1962 A. D. T. _____	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1965		
	1	Safety Emergency	14 (Lighting)
	2		
	3		
	4		
5	NOTE: Authorized by Commission 5-20-65		
TOTAL			3,700

SAFETY HISTORY	ACCIDENT STATISTICS						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____		
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		MUNICIPAL _____
		R	M	R	M		R	M	
1961	0		1		1				
1962	0		1		0				
1963	0		1		0				
1964	0		2		0				
	0		5		1				
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY _____		RETAINED SECTIONS _____ M.P.H.	

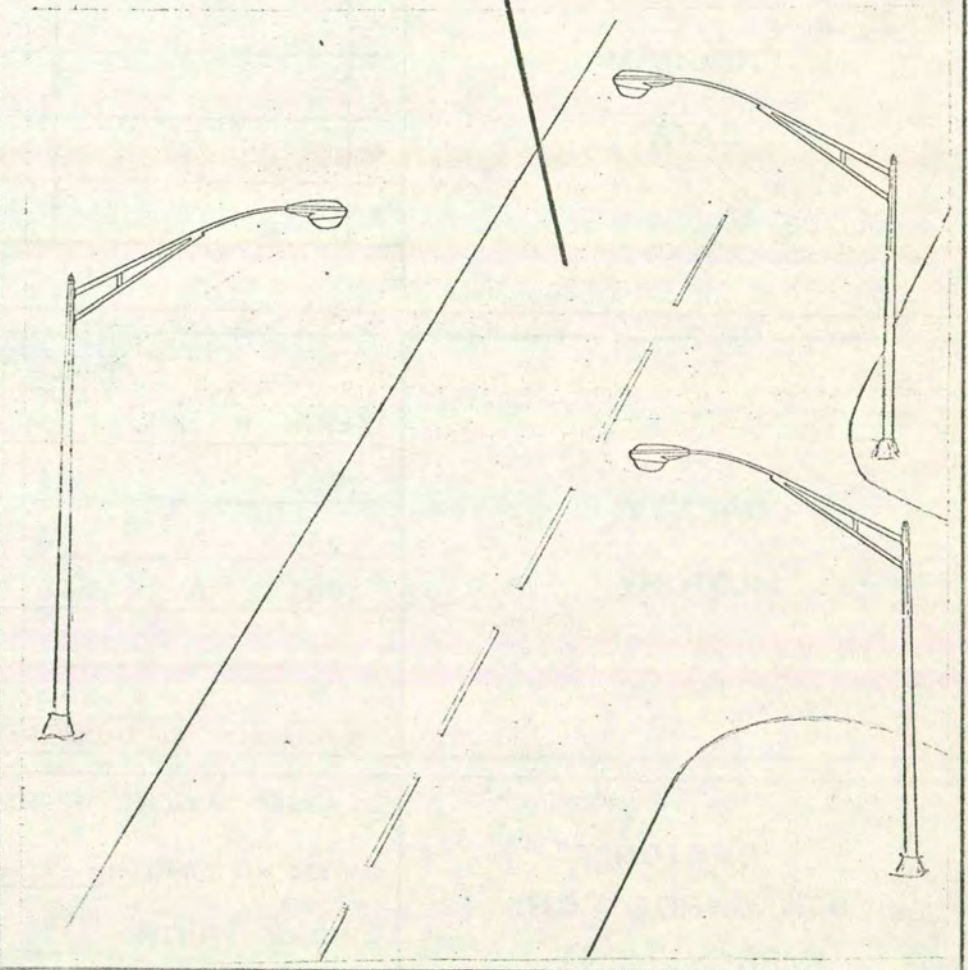
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	3,700
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	3,700

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Sac</u>		PROJECT LOCATION <u>Signals at CNW Crossing in Odebolt</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION
	F	4	2	81	5
					1964 SUFFICIENCY RATING <u>D-15</u>
					1962 A. D. T. <u>1920</u>

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	10	15,000
2		(Railroad Signal)	
3			
4			
5			
TOTAL			15,000

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
	1963	0		1			0		1
1964	0		0		0		0		
1965	0		0		0		0		
	0		1		0		1		

R-RURAL M-MUNICIPAL

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL --
MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	SIGNAL ONLY		RETAINED SECTIONS _____ M.P.H.	
		RETAINED SECTIONS _____		

SAFETY INVENTORY

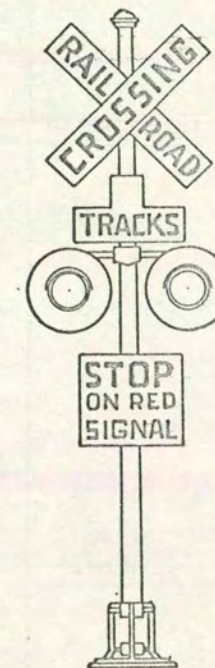
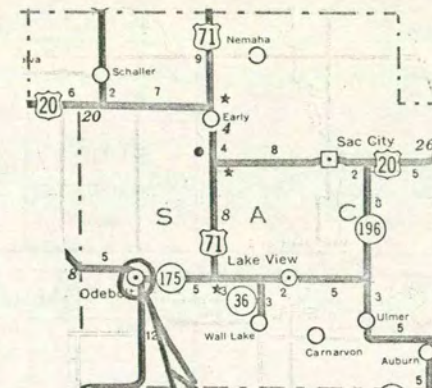
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	15,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	15,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Automatic Signal being installed.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Sac</u>		PROJECT LOCATION <u>117x19 Pony Truss near West Jct. U.S. 175</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	1964 SUFFICIENCY RATING <u>B-47</u>
	F	71	6	81	9	
					1962 A. D. T. <u>1420</u>	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1966	2	52,800
	2		(Bridge)	
	3			
	4			
	5			
	TOTAL			52,800

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____ No Accidents reported from 1961 through 1964,
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH <u>44</u> FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	BRIDGE ONLY		RETAINED SECTIONS _____	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	52,800
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	52,800

SPECIAL SAFETY FEATURES BEING PROPOSED



The 19 ft. wide pony truss bridge at this location is to be replaced by a wider structure.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Scott</u>		PROJECT LOCATION <u>From Locust St, East to Jct, I-74</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>0.8</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	<u>U</u>	<u>6</u>	<u>9</u>	<u>82</u>	
					1964 SUFFICIENCY RATING <u>24</u>
					1962 A. D. T. <u>10,740</u>

PROGRAM DATA	PROGRAM YEAR (S)		ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966		1 (Right-of-Way)
2	1967		2-4-6-11 (Grade and Pave)	678,000
3				
4				
5				
TOTAL				730,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL <u>1615</u>
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE		
		FATAL R M	R M	R M	R M	
	1963	0	8	33	41	
1964	0	7	48	55		
1965	0	14	50	64		
	0	29	131	160		
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
	<u>4-Lane</u> PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>--</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	RETAINED SECTIONS _____ M.P.H.
		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>4.00</u> RETAINED SECTIONS _____

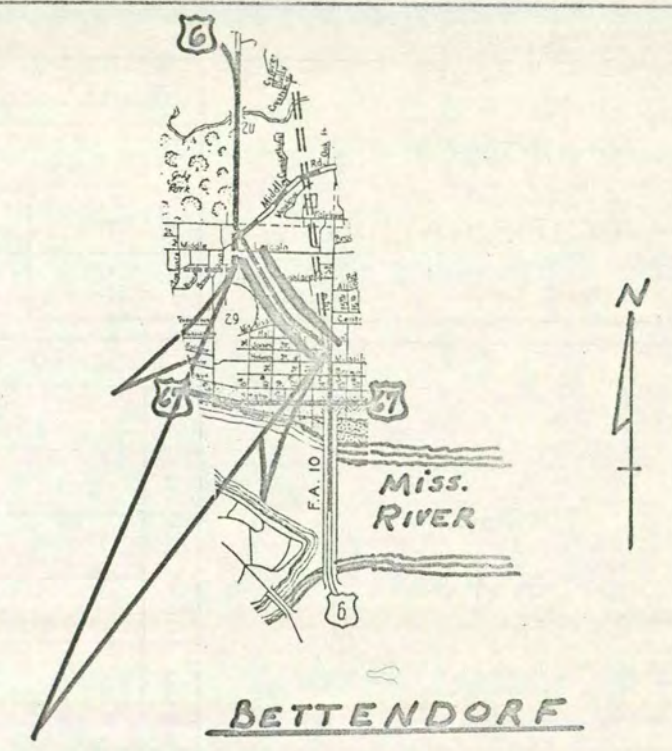
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	0	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	_____	Municipal	_____
	_____	"	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	_____	YES	NO
9. AVERAGE SHOULDER WIDTH	_____	_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
	1966	_____	26,000	_____	
	1967	_____	339,000	_____	
	1968	_____	_____	_____	
	1969	_____	_____	_____	
	1970	_____	_____	_____	
	TOTAL	_____	365,000	_____	

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



This is the final segment in the improvement of U.S. 6 in Davenport - Bettendorf from Brady Street southeasterly to the Mississippi River. The southerly end of this project will be at the interchange with I-74.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Scott</u>		PROJECT LOCATION <u>In Davenport - From 3rd St. to Bridge Ave.</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.5</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>59</u>
	U	67	1	82	15	
					1962 A. D. T. <u>28,900</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1966	8-16	31,100
	2		(Resurfacing)	
	3			
	4			
	5			
	TOTAL			31,100

SAFETY HISTORY	ACCIDENT STATISTICS									
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL	
		R	M	R	M	R	M	R	M	
	1963	0		15		37		52		
1964	0		18		49		67			
1965	0		15		58		73			
		0		48		144		192		

R-RURAL M-MUNICIPAL

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL 1200

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	RESURFACING ONLY		RETAINED SECTIONS _____ M.P.H.	

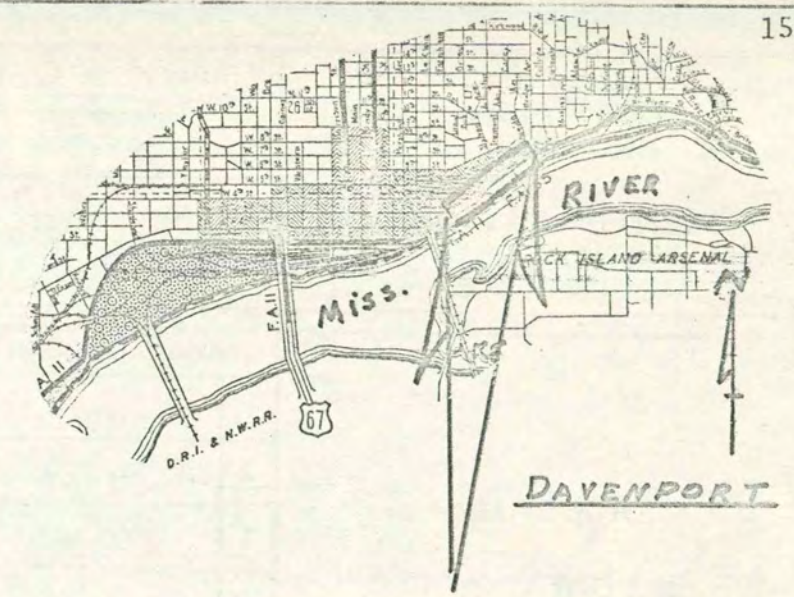
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	_____
9. AVERAGE SHOULDER WIDTH	_____	_____	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	_____	0
1967	_____	
1968	_____	
1969	_____	
1970	_____	
TOTAL	_____	0

SPECIAL SAFETY FEATURES BEING PROPOSED



Surface restoration will be accomplished by means of an asphaltic concrete resurfacing.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT
IDENTIFICATION

COUNTY <u>Scott</u>		PROJECT LOCATION <u>On Middle Road in Bettendorf</u>			
PROJECT NUMBER		PROJECT LENGTH <u>0.2</u>			
FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
				SECTION	SUB.- SEC.
<u>U</u>	<u>6</u>	<u>9</u>	<u>82</u>	<u>3</u>	
1964 SUFFICIENCY RATING <u>--</u>					
1962 A. D. T. <u>--</u>					

PROGRAM
DATA

PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1 1966	1 (Right-of-Way)	33,000
2 1967	4-6-11 (Grade and Pave)	160,000
3		
4		
5		
TOTAL		193,000

SAFETY
HISTORY

YEAR	ACCIDENT STATISTICS				TOTAL R M
	FATAL		PERSONAL INJURY		
	R	M	R	M	

R-RURAL M-MUNICIPAL

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____
MUNICIPAL _____

No accident history available.

DESIGN
STANDARDS FOR
IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES 2 DESIGN SPEED: NEW CONSTRUCTION 50 M.P.H.
4-Lane
PAVEMENT WIDTH 24 FT. SHOULDER WIDTH -- FT. RETAINED SECTIONS _____ M.P.H.
BRIDGE WIDTH -- FT. MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION 4.00
RETAINED SECTIONS _____

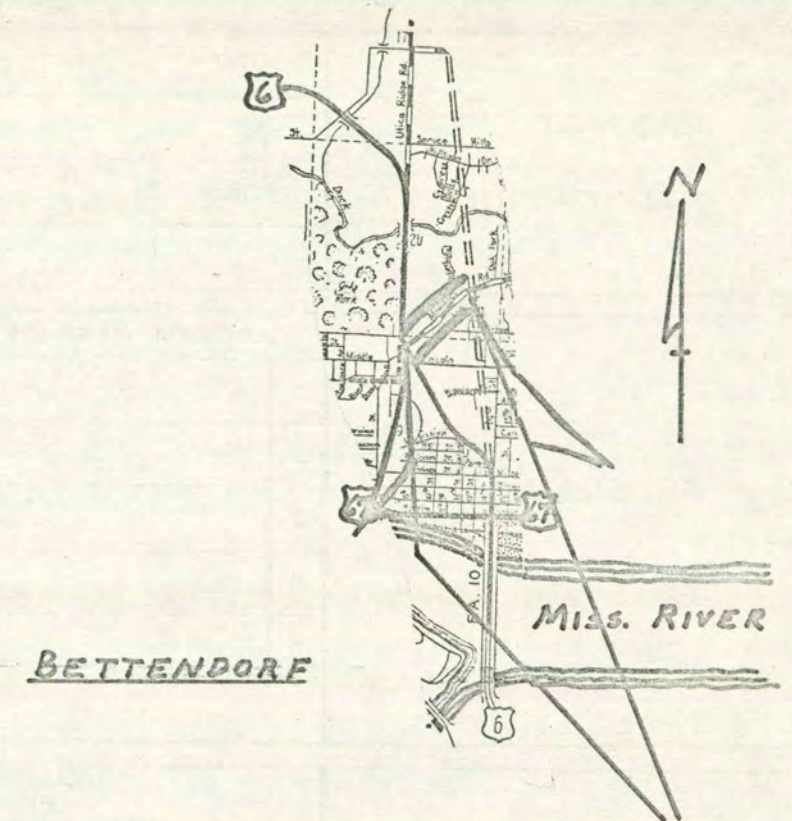
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	0	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	1	_____
3. RESTRICTED SIGHT DISTANCE	_____	Municipal	_____
	_____	"	_____
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	_____	YES	NO
9. AVERAGE SHOULDER WIDTH	_____	_____ FT.	

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
	1966	_____	17,000	_____	
	1967	_____	80,000	_____	
	1968	_____		_____	
	1969	_____		_____	
	1970	_____		_____	
	TOTAL	_____	97,000	_____	

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



This is for intersection development for Middle Road with U.S. 6 and the interchange development with Middle Road and I-74.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT
IDENTIFICATIONCOUNTY Shelby PROJECT LOCATION 60x19 Pony Truss 5.5 Mi. West of Harlan

PROJECT NUMBER

PROJECT LENGTH 0.1

FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
				SECTION	SUB.- SEC.
F	64	2	83	1	

1964 SUFFICIENCY RATING B-351962 A. D. T. 940PROGRAM
DATA

PROGRAM YEAR(S)

ITEMS OF WORK

PROGRAMED AMOUNT

1	1966	1-2-4-6	76,000
2		(Right-of-Way, Bridge, Grade, Pave)	
3			
4			
5			
TOTAL			76,000

SAFETY
HISTORY

ACCIDENT STATISTICS

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL
	R	M	R	M	R	M	R M
1961	0		0		0		0
1962	0		1		0		1
1963	0		0		0		0
1964	0		0		1		1
	0		1		1		2

R-RURAL M-MUNICIPAL

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL --
MUNICIPAL DESIGN
STANDARDS FOR
IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____ DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.

PAVEMENT WIDTH _____ FT. SHOULDER WIDTH _____ FT.

RETAINED SECTIONS _____ M.P.H.

BRIDGE WIDTH 44 FT.

MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____

RETAINED SECTIONS _____

BRIDGE ONLY

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	76,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	76,000

SPECIAL SAFETY FEATURES BEING PROPOSED



A narrow bridge is to be replaced with a new wide structure.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION

COUNTY <u>Sioux</u>		PROJECT LOCATION <u>From Plymouth Co, Line to S.C.L, Alton</u>			
		PROJECT NUMBER			PROJECT LENGTH <u>5.6</u>
FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
F	33	2	84	11	1964 SUFFICIENCY RATING <u>S-34</u>
					1962 A. D. T. <u>2480</u>

PROGRAM DATA

PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1 1966	1-2-3-9-11	150,000
2	(Right-of-Way, Shoulder widening)	
3		
4		
5		
TOTAL		150,000

SAFETY HISTORY

YEAR	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>104</u> MUNICIPAL _____	
	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL
	R	M	R	M	R M		
1961	0		1		3	4	
1962	0		0		3	3	
1963	0		5		3	8	
1964	0		3		1	4	
	0		9		10	19	

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
SHOULDERING _____	RETAINED SECTIONS _____ M.P.H.
	RETAINED SECTIONS _____

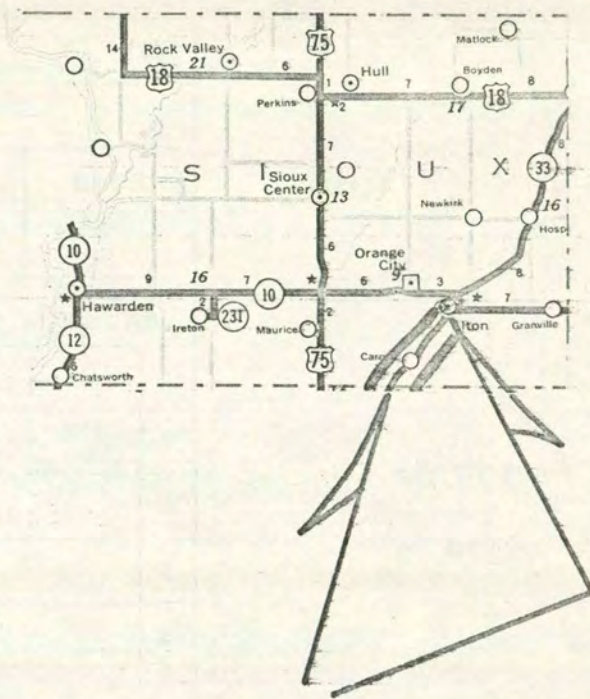
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	0	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	0	—
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 7	3	0.40
	PASSING (2000' FT.) 50	6	2.85
4. SUB-STANDARD BRIDGES	—	1	—
5. SUB-STANDARD INTERSECTIONS	—	0	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	—	—
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	4 FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 <u>150,000</u>
This is the third stage shoulder widening adjacent to a pavement that has previously been widened and resurfaced.		1967 _____
		1968 _____
		1969 _____
		1970 _____
	TOTAL	

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Ten foot wide shoulders are to be constructed adjacent to the previously widened pavement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Story</u>		PROJECT LOCATION <u>Reloc. from Boone County Line to U.S. 69</u>				
	PROJECT NUMBER				PROJECT LENGTH <u>4.8</u>		
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL		1964 SUFFICIENCY RATING <u>35</u>
					SECTION	SUB.- SEC.	
F	30	5	85	5		1962 A. D. T. <u>11,970</u>	

PROGRAM DATA	PROGRAM YEAR (S)		ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966		1 (Right-of-Way)
2	1967		2-3-4-11 (Grading)	1,693,000
3	1968		4-6-11-14 (Paving)	1,234,000
4				
5				
TOTAL				3,376,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>599</u> MUNICIPAL _____	
	YEAR	PERSONAL		PROPERTY			TOTAL
		FATAL R M	INJURY R M	DAMAGE R M	R M		
1961	1	8	7	16			
1962	0	4	6	10			
1963	0	0	5	5			
1964	0	2	2	4			
	1	14	20	35			
	R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.	
	<u>4-Lane</u>	<u>10 Outside</u>	RETAINED SECTIONS _____ M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>6 Inside</u> FT.	
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>4.0</u>	
		RETAINED SECTIONS _____	

SAFETY INVENTORY

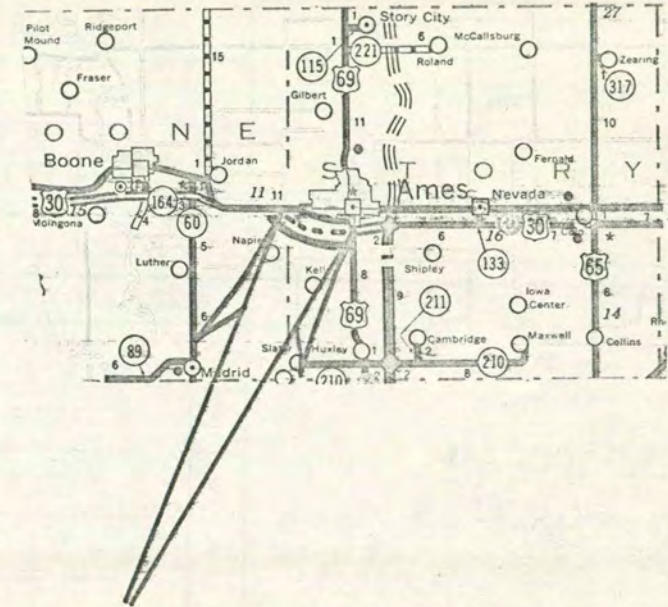
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	0	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	_____	0	_____
	_____	0	_____
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	X	NO
9. AVERAGE SHOULDER WIDTH	_____	__	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	225,000
	1967	846,000
	1968	617,000
	1969	_____
	1970	_____
TOTAL		1,688,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
 A freeway type design will be used with access only by interchange.
 Lighting of interchange ramps included.



This is part of the final section of the improvement of U.S. 30 in Central Iowa. A four-lane facility is to be provided with full control of access. (See also Boone County)

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Story</u>		PROJECT LOCATION <u>Junctions of US 30 with Iowa 133, US 65, and Colo Entrance.</u>			
	PROJECT NUMBER				PROJECT LENGTH _____	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING _____
	F	30	5	85	6	
					1962 A. D. T. _____	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1966 Safety Emergency	14 21,000
	2	(Lighting)	
	3		
	4		
	5	NOTE: Authorized by Commission 5-20-65	
TOTAL			21,000

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
						New Locations in 1964
R-RURAL M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH _____ FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	Lighting only, 3 intersections		RETAINED SECTIONS _____	

SAFETY INVENTORY

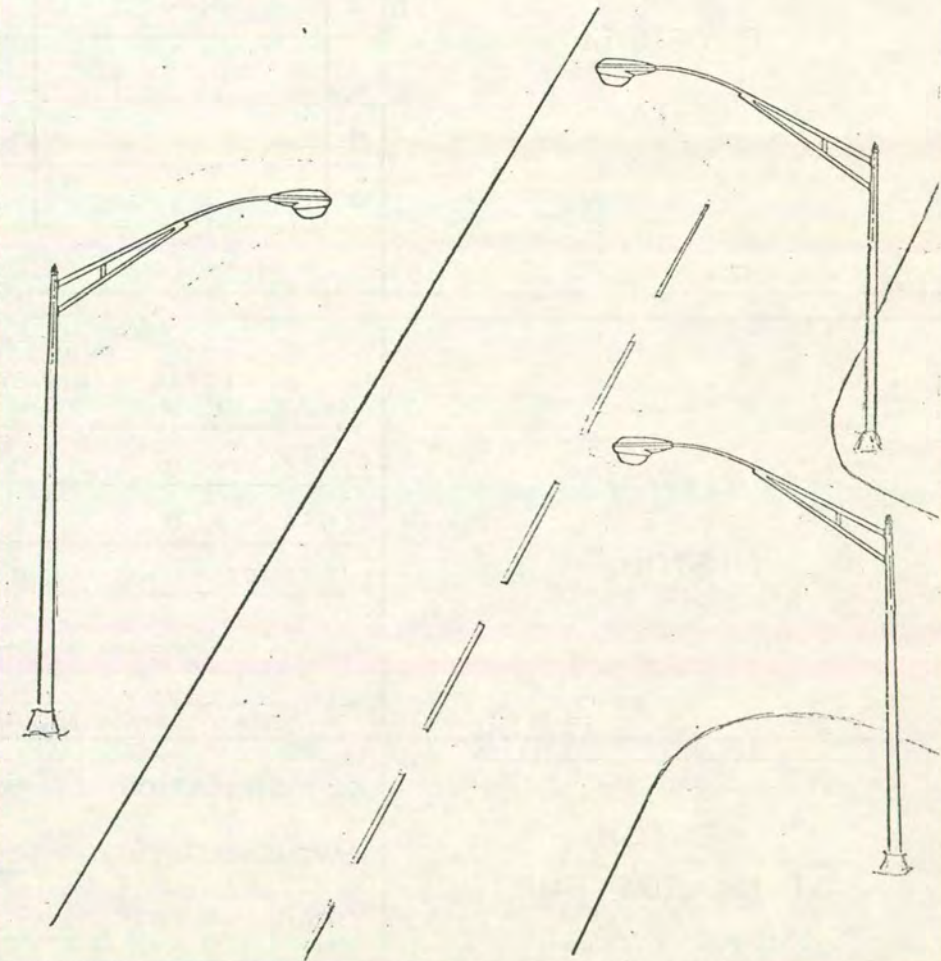
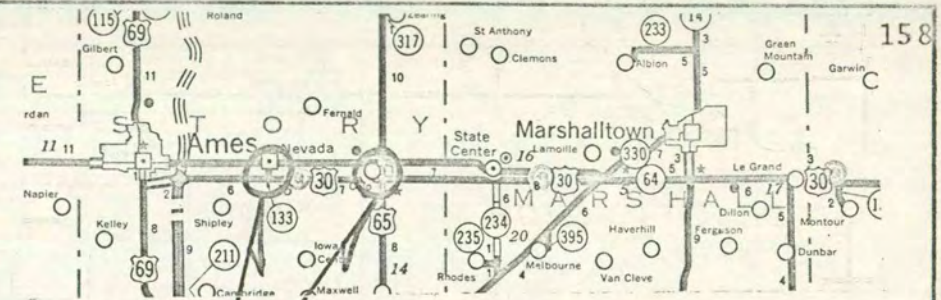
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	_____
9. AVERAGE SHOULDER WIDTH	_____		F.T.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	21,000
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	21,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of two intersections and one interchange



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Tama</u>		PROJECT LOCATION <u>In Traer - S.C.L. North to Wolf Creek Bridge</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>1.1</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1984 SUFFICIENCY RATING <u>15</u>
	F	63	5	86	13	1962 A. D. T. <u>3700</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	3-4-6-11-16 (Grade & Pave)	474,000
3			
4			
5			
TOTAL			503,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	
	1963	0		0		1		1	
1964	0		6		3		9		
1/2 1965	0		0		6		6		
			0	6	10		16		
	R-RURAL		M-MUNICIPAL						

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.
	PAVEMENT WIDTH <u>49</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

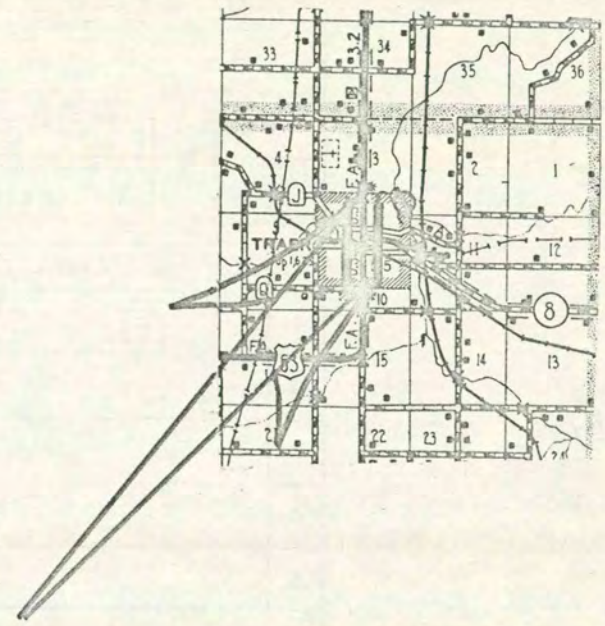
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	6	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	Municipal	
	PASSING (2000' FT.)	"	
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	15,000
	1967	237,000
	1968	_____
	1969	_____
	1970	_____
	TOTAL	252,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



A four lane facility will be provided for this portion of U.S. 63. It is part of the general route improvement scheduled in this area over the next five years.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Tama</u>		PROJECT LOCATION <u>From 30 ft, Section in Tama to 24 Ft, Sec, in Toledo</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>1.8</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>14</u>
	F	63	5	86	11	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1-3-4-6-8-10-11	529,200
2		(Right of Way, Grading and Paving)	
3			
4			
5			
TOTAL			529,200

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1964	0		3		0		3		
1965	0		5		0		5		
	0		8		0		8		

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL 165

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>40</u> M.P.H.
	PAVEMENT WIDTH <u>49</u> FT	SHOULDER WIDTH <u>Curbed</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

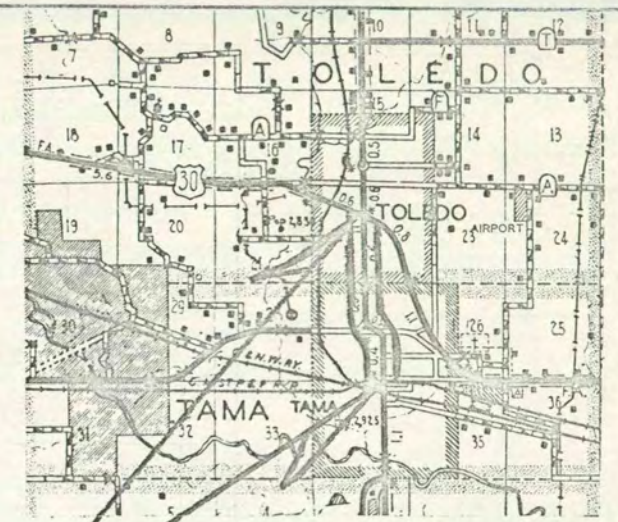
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	Municipal	
	PASSING (2000' FT.)	"	
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	--	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 <u>265,000</u>
		1967 _____
		1968 _____
		1969 _____
		1970 _____
	TOTAL	<u>265,000</u>

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as Per Iowa Manual on Uniform Traffic Control Devices.



A four-lane facility will be constructed on U.S. 63 from U.S. 30 south into Tama. Improved control of access, as well as greater capacity will be a feature of this improvement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Taylor</u>		PROJECT LOCATION <u>Lenox North to Adams County Line</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.9</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>34</u>
	F	49	1	87	6	
					1962 A. D. T. <u>920</u>	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1966	(Right-of-Way 1-3-4-5-11 and Grading)	51,400
	2	1967	6-11 (Paving)	84,800
	3			
	4			
	5			
	TOTAL			136,200

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		0		0		0		
1962	0		0		0		0		
1963	0		0		2		2		
1964	0		0		1		1		
	0		0		3		3		
R-RURAL M-MUNICIPAL									

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 235
MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	RETAINED SECTIONS _____

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION

COUNTY Union PROJECT LOCATION Reloc. from CBO overhead in Afton to Reloc. 34

PROJECT NUMBER _____ PROJECT LENGTH 0.5

FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
				SECTION	SUB.- SEC.
F	169	2	88	7	

1964 SUFFICIENCY RATING --

1962 A. D. T. --

PROGRAM DATA

PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1 1966	1 (Right-of-Way)	5,000
2 1967	3-4-5-11 (Grading)	70,000
3 1968	6-11 (Paving)	112,000
4		
5		
TOTAL		187,000

SAFETY HISTORY

ACCIDENT STATISTICS

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL		NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____
	R	M	R	M	R	M	R	M	
_____									New location - No History

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES 3 DESIGN SPEED: NEW CONSTRUCTION 40 M.P.H.

PAVEMENT WIDTH 29 FT. SHOULDER WIDTH -- FT. RETAINED SECTIONS _____ M.P.H.

BRIDGE WIDTH -- FT. MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION 6.00

RETAINED SECTIONS _____

SAFETY INVENTORY

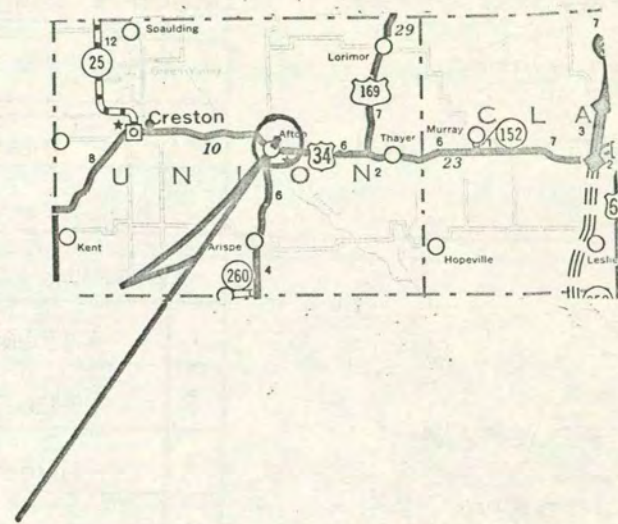
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	1	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 42	2	0.42
	PASSING (2000' FT.) 79	2	0.79
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	0.5
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____ 7 _____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	3,000
1967	35,000
1968	56,000
1969	_____
1970	_____
TOTAL	94,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Intersection with relocated U.S. 34 to be channelized.



U.S. 169 will be extended from its present junction with U.S. 34 northerly to a new junction with relocated U.S. 34.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT
IDENTIFICATIONCOUNTY Union PROJECT LOCATION From Creston West to East Jct. U.S. 169

PROJECT NUMBER

PROJECT LENGTH 8.3

FUND

F. A. P.
ROUTE NO.FEDERAL
CONTROLCOUNTY
NUMBERSTATE CONTROL
SECTION SUB.- SEC.1964 SUFFICIENCY RATING 20

F

34

4

88

2

1962 A. D. T. 2310PROGRAM
DATA

PROGRAM YEAR (S)

ITEMS OF WORK

PROGRAMED AMOUNT

1	1966	1 (Right-of-Way)	94,000
2	1967	2-3-4-5-11 (Grading)	1,128,500
3	1968	6-11-16 (Paving)	1,039,000
4			
5			

TOTAL

2,261,500

SAFETY
HISTORY

ACCIDENT STATISTICS

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL	
	R	M	R	M	R	M	R	M
1961	0		5		7		12	
1962	0		9		9		18	
1963	0		11		9		20	
1964	0		7		17		24	
	0		32		42		74	

R-RURAL M-MUNICIPAL

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 272
MUNICIPAL _____DESIGN
STANDARDS FOR
IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES 3 DESIGN SPEED: NEW CONSTRUCTION 70 M.P.H.
 PAVEMENT WIDTH 24 FT. SHOULDER WIDTH 10 FT. RETAINED SECTIONS _____ M.P.H.
 BRIDGE WIDTH 30 FT. MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION 6.00
 RETAINED SECTIONS _____

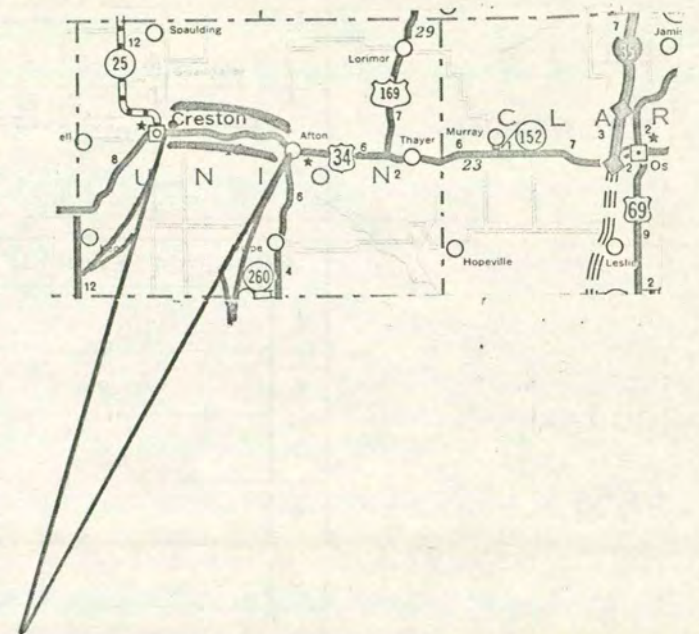
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	—	24	—
2. SUB-STANDARD HORIZONTAL ALIGNMENT	—	4	—
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 38	10	3.06
	PASSING (2000' FT.) 94	4	7.56
4. SUB-STANDARD BRIDGES	—	2	—
5. SUB-STANDARD INTERSECTIONS	—	1	—
6. SUB-STANDARD PAVEMENT WIDTH	18'	—	—
	20'	—	—
	22'	—	—
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	—	0	—
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	— 6 — FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	54,000
	1967	643,000
	1968	592,000
	1969	—
	1970	—
	TOTAL	1,289,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
 Intersection at West Jct. US 169 to be channelized and lighted.



This is the westerly portion of a general route improvement extending easterly to the Lucas County Line (See Clarke County). Some relocation is scheduled along with reconstruction and upgrading of those parts not being relocated.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT
IDENTIFICATION

COUNTY <u>Union</u>		PROJECT LOCATION <u>West Jct, U.S. 169 to East Jct, U.S. 169</u>			
PROJECT NUMBER		PROJECT LENGTH <u>6.3</u>			
FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
F	34	4	88	3	
1984 SUFFICIENCY RATING <u>20</u>					
1962 A. D. T. <u>15,90</u>					

PROGRAM
DATA

PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1 1966	1 (Right-of-Way)	65,000
2 1967	2-3-4-5-11 (Grading)	581,000
3 1968	6-11-14 (Paving)	602,000
4		
5		
TOTAL		1,248,000

SAFETY
HISTORY

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL	NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>237</u> MUNICIPAL <u>196</u>
	R	M	R	M	R	M		
1961	0		1		8		9	
1962	0		3		3		6	
1963	0	0	1	1	4	1	5	2
1964	0	0	3	0	6	2	9	2
	0	0	8	1	21	3	29	4

R-RURAL M-MUNICIPAL

DESIGN
STANDARDS FOR
IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
	RETAINED SECTIONS _____ M.P.H.
	RETAINED SECTIONS _____

SAFETY INVENTORY

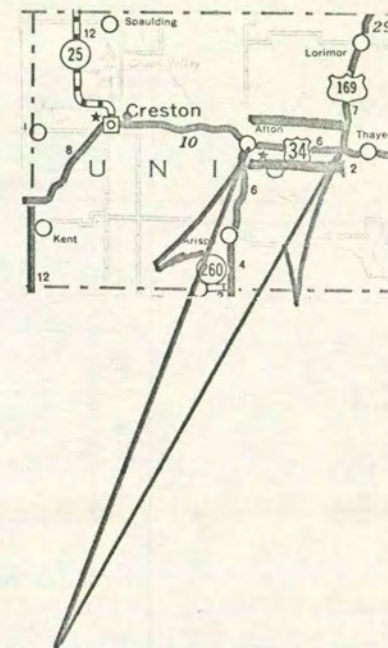
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	22	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	7	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 36	8	2.02
	PASSING (2000' FT.) 70	5	3.91
4. SUB-STANDARD BRIDGES	_____	2	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18' 100	_____	6.3
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	5	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	49,000
	1967	436,000
	1968	451,000
	1969	_____
	1970	_____
TOTAL		936,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
 Intersection at west and east junctions with US 169 to be channelized and lighted.



The reconstruction of this route segment of U.S. 34 - U.S. 169 is part of a general route improvement of U.S. 34 from Creston to the Lucas County Line.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Union</u>		PROJECT LOCATION <u>East Jct. US 169 to Clarke Co. Line</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>3.5</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	F	34	4	88	3
					1964 SUFFICIENCY RATING <u>18</u>
					1962 A. D. T. <u>1410</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	2-3-4-5-11 (Grading)	493,000
3	1968	6-11 (Paving)	355,000
4			
5			
TOTAL			883,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>249</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	1	6	7	
	1962	0	2	3	5	
	1963	0	1	3	4	
	1964	0	2	0	2	
		0	6	12	18	
	R-RURAL		M-MUNICIPAL			

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	RETAINED SECTIONS _____ M.P.H.
		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	15	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	3	_____
3. RESTRICTED SIGHT DISTANCE	78	4	2.64
	100	2	2.37
4. SUB-STANDARD BRIDGES	_____	2	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	3.5
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966 _____ 29,000 _____

1967 _____ 414,000 _____

1968 _____ 298,000 _____

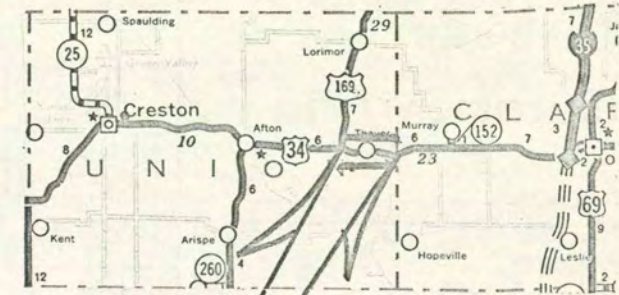
1969 _____

1970 _____

TOTAL _____ 741,000 _____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
West Junction with US 169 to be channelized and lighted.



This is a part of the general route improvement of U.S. 34 from Creston to the Lucas County Line. It will consist of reconstruction and minor relocation. Standards used will be consistent with those used in all recent improvements to this route across the state.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Van Buren</u>		PROJECT LOCATION <u>From Des Moines River in Keosauqua to Jct, Ia, 16</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>6.2</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>26</u>
	F	1	1	89	7	
					1962 A. D. T. <u>1240</u>	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1-2-3-4-5-9-11 (Grading) (Right-of-Way)	341,000
2	1967	6-7-8-11-14-16 (Paving)	442,000
3			
4			
5			
TOTAL			783,000

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
	1962	0		0			10		10
1963	0		4		3		7		
1964	2		2		2		6		
	2		6		15		23		

R-RURAL M-MUNICIPAL

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 194
MUNICIPAL _____

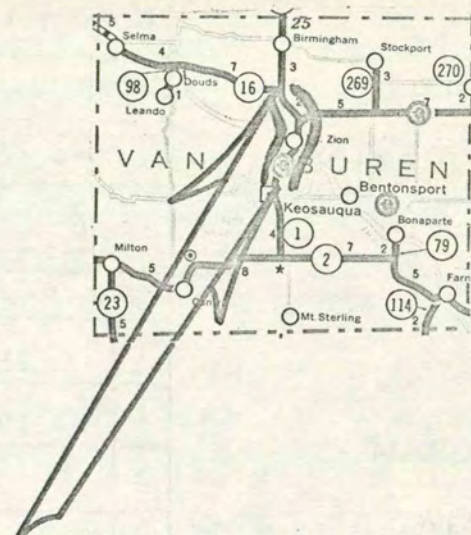
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	1	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 33	5	1.70
	PASSING (2000' FT.) 80	4	4.10
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	6.2
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES	NO X
9. AVERAGE SHOULDER WIDTH		5	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	246,000
	1967	318,000
	1968	_____
	1969	_____
	1970	_____
	TOTAL	564,000

SPECIAL SAFETY FEATURES BEING PROPOSED
 Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



The improvement of this section of Iowa 1 is part of a general upgrading of this route from Keosauqua to Iowa 78. This section is part of the Hiawatha Pioneer Trail.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Van Buren</u>		PROJECT LOCATION <u>From S. Jct. Iowa 16 to Jefferson County Line</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>6.9</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	1	1	89	8	1984 SUFFICIENCY RATING <u>26</u> 1962 A. D. T. <u>1240</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-2-3-4-5-9-11 (Right-of-Way and Grading)
2	1967	6-7-8-11-14-16 (Paving)	491,300
3			
4			
5			
TOTAL			871,200

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>297</u> MUNICIPAL <u>241</u>
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	0	2	2	
	1962	0	0	2	2	
	1963	0 0	4 0	2 1	6 1	
	1964	0 0	1 0	4 1	5 1	
		0 0	5 0	10 2	15 2	
		R-RURAL M-MUNICIPAL				

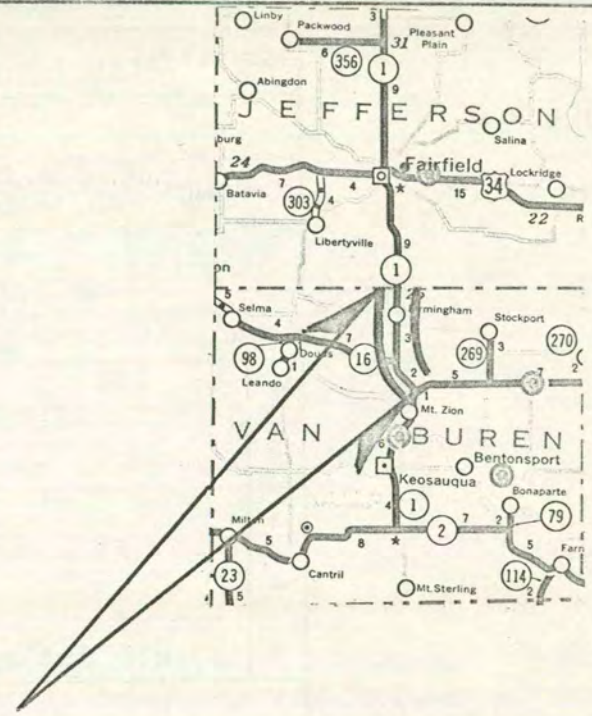
DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS <u>60</u> M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW-CONSTRUCTION <u>6.00</u> RETAINED SECTIONS <u>6.00</u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	6	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	1	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 21	9	1.20
	PASSING (2000' FT.) 63	7	3.60
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	5.73
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	6	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
	1966	_____	255,000	_____
	1967	_____	329,000	_____
	1968	_____	_____	_____
	1969	_____	_____	_____
	1970	_____	_____	_____
	TOTAL	_____	584,000	_____

SPECIAL SAFETY FEATURES BEING PROPOSED
 Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



A general route improvement is scheduled for Iowa 1 from Keosauqua north to Iowa 78 in Keokuk County. A 24 ft. pavement with 10 foot wide shoulders and up-to-date intersection design will be provided.

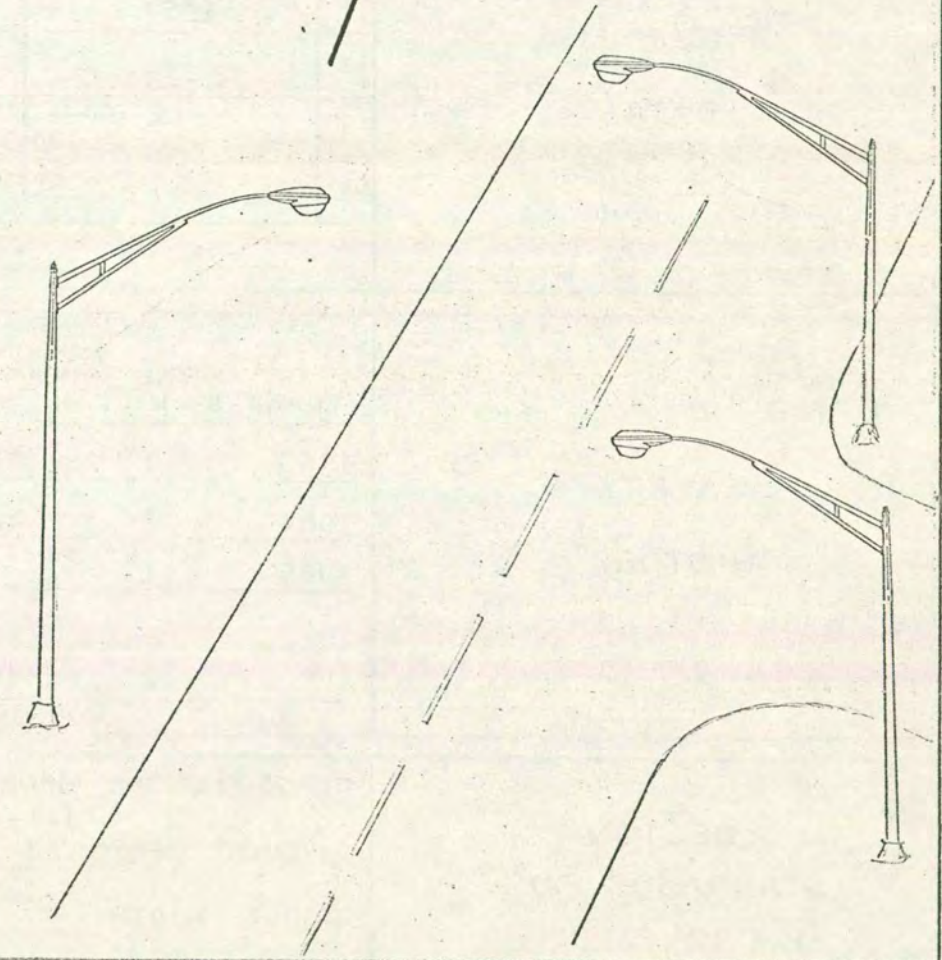
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY		YES NO	_____
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY	1966	_____	7,300
	1967	_____	
	1968	_____	
	1969	_____	
	1970	_____	
	TOTAL	_____	7,300

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Wapello</u>		PROJECT LOCATION <u>Reloc. 34 in Ottumwa across Des Moines River</u>		
	PROJECT NUMBER				PROJECT LENGTH <u>1.5</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.
	U	34	7	90	2
					1984 SUFFICIENCY RATING <u>22</u>
					1962 A. D. T. <u>10,680</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	2-3-4-11 (Bridge & Grade)
2	1967	6-11-16 (Paving)	485,000
3			
4			
5			
TOTAL			2,303,900

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE		
		FATAL R M	R M	R M	R M	R M
	1963	1	17	48	66	
1964	0	16	44	60		
1965	1	7	36	44		
	2	40	128	170		

MUNICIPAL 908

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
	4-Lane PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>Variable</u> FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>5.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	Municipal	
	PASSING (2000' FT.)	"	
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	_____	
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY		YES <input checked="" type="checkbox"/>	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	909,000
	1967	243,000
	1968	_____
	1969	_____
	1970	_____
TOTAL		1,152,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
The intersection with US 63 to be channelized.



OTTUMWA

With the completion of this project the relocation and general improvement of U.S. 34 in Ottumwa will be completed.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT
IDENTIFICATION

COUNTY <u>Wapello</u>		PROJECT LOCATION <u>From South U.A.B. of Ottumwa to Jefferson Street</u>			
PROJECT NUMBER		PROJECT LENGTH <u>1.9</u>			
FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
U	63	2	90	7	
1964 SUFFICIENCY RATING <u>20</u>					
1962 A. D. T. <u>7820</u>					

PROGRAM
DATA

PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1 1966	4-6-11	403,100
2	(Grading and Paving)	
3		
4		
5		
TOTAL		403,100

SAFETY
HISTORY

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL	NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL <u>280</u>
	R	M	R	M	R	M		
1963	0		6		16		22	
1964	0		4		12		16	
1965	0		5		11		16	
	0		15		39		54	

R-RURAL M-MUNICIPAL

DESIGN
STANDARDS FOR
IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>2</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH _____ FT.
BRIDGE WIDTH <u>27</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
	RETAINED SECTIONS _____ M.P.H.
	RETAINED SECTIONS _____

SAFETY INVENTORY

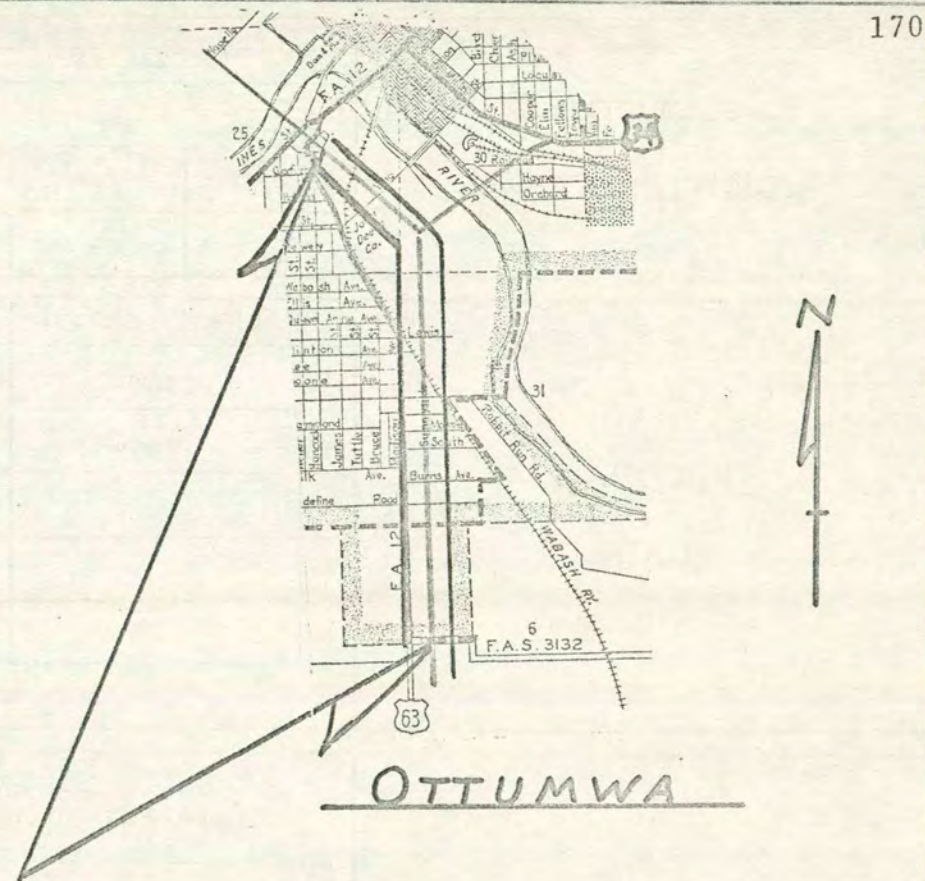
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	4	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 20	1	0.3
	PASSING (2000' FT.) 27	1	0.4
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	1.50
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES <input checked="" type="checkbox"/>	NO
9. AVERAGE SHOULDER WIDTH		5	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	202,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
TOTAL		202,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



With the completion of this project the relocation and general improvement of U.S. 34 and U.S. 63 in Ottumwa will be completed.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Warren</u>		PROJECT LOCATION <u>From Jct, Ia, 205 West to Jct, U.S, 69</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>3.6</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	1964 SUFFICIENCY RATING <u>19</u>
	F	65	3	91	14	1962 A. D. T. <u>1820</u>

PROGRAM DATA	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1 (Right-of-Way)
2	1967	3-4-6-11-14 (Grade & Pave)	587,500
3			
4			
5			
TOTAL			627,500

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>223</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	0	1	3	4	
	1962	0	4	2	6	
	1963	0	1	2	3	
	1964	0	3	4	7	
		0	9	11	20	
		R-RURAL M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u> RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	13	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 49	8	1.65
	PASSING (2000' FT.) 91	2	3.08
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	
	20'	_____	
	22'	100	3.6
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	3	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	20,000
1967	294,000
1968	_____
1969	_____
1970	_____
TOTAL	314,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
Intersection with US 69 to be channelized and lighted.



The reconstruction of this section of U.S. 65 will provide a 24 ft. pavement and 10 ft. wide shoulders as well as improved sight distance and intersection design.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Warren</u>		PROJECT LOCATION <u>From Jct, U.S. 65 North to Present 22' Pavement</u>				
	PROJECT NUMBER				PROJECT LENGTH <u>2.2</u>		
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL		1964 SUFFICIENCY RATING <u>17</u>
					SECTION	SUB.- SEC.	
F	69	3	91	12		1962 A. D. T. <u>3150</u>	

PROGRAM DATA	PROGRAM YEAR(S)		ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966		1 (Right-of-Way)
2	1967		3-4-6-11 (Grade & Pave)	359,000
3				
4				
5				
TOTAL				383,000

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>415</u> MUNICIPAL _____
	YEAR	FATAL R M	PERSONAL INJURY R M	PROPERTY DAMAGE R M	TOTAL R M	
	1961	1	4	3	8	
	1962	0	4	6	10	
	1963	0	5	9	14	
	1964	0	3	7	10	
		1	16	25	42	
	R-RURAL M-MUNICIPAL					

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>		DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.		RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>		RETAINED SECTIONS _____

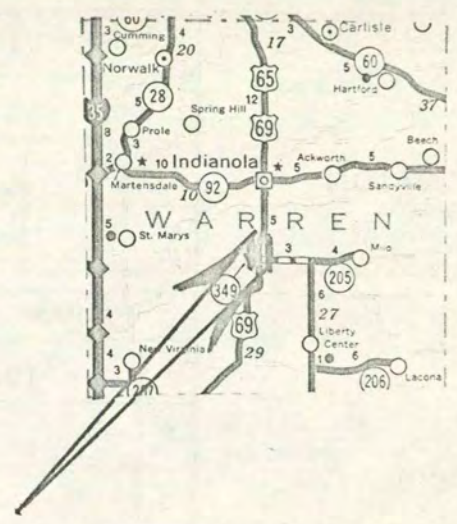
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	4	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	5	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	59	1.3
	PASSING (2000' FT.)	86	1.9
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	100	-2.2
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	6	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966	14,000	
		1967	215,000	
		1968	_____	
		1969	_____	
		1970	_____	
		TOTAL	229,000	

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
 Intersection with US 65 to be channelized and lighted.



This relocation is being done as a companion project to the U.S. 65 improvement to the east. 24 ft. pavement with 10 ft. wide shoulders and new intersection with U.S. 65 will be included.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Washington</u>		PROJECT LOCATION <u>Two Bridges East of Washington</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>0.4</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>B-58, B-43</u>
	F	92	9	92	3	
					1962 A. D. T. <u>2690</u>	

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	1-2-3-4-5-6-11	187,100
	2		(Right-of-Way, Bridges, Grade and Pave)	
	3			
	4			
	5			
TOTAL			187,100	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u> MUNICIPAL <u> </u>				
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL	
		R	M	R	M		R	M		R
	1961	0		0			2		2	
	1962	0		0			0		0	
	1963	0		1			0		1	
1964	0		0		0		0			
	0		1		2		3			
R-RURAL M-MUNICIPAL										

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>44</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	BRIDGE ONLY	RETAINED SECTIONS _____	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)		
	PASSING (2000' FT.)		
4. SUB-STANDARD BRIDGES	_____	2	_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 <u>187,100</u>
		1967 _____
		1968 _____
		1969 _____
		1970 _____
	TOTAL	<u>187,100</u>

SPECIAL SAFETY FEATURES BEING PROPOSED



These two narrow bridges will be improved to provide wider structures.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Washington</u>		PROJECT LOCATION <u>From Jct, Iowa 92 North to Johnson Co. Line</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>16.2</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>21</u>
	F	218	3	92	10	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1 (Right-of-Way)	175,600(Partial)
2	1967	1-2-3-4-5-9-11 (Right-of-Way and Grading)	2,172,900
3	1968	6-7-8-10-11-14 (Paving)	1,914,000
4			
5			
TOTAL			4,262,500

SAFETY HISTORY	ACCIDENT STATISTICS							
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE	TOTAL
		R	M	R	M			
1961	0		7		9	16		
1962	0		14		7	21		
1963	1		14		11	26		
1964	0		6		5	11		
	<u>1</u>		<u>41</u>		<u>32</u>	<u>74</u>		
	R-RURAL M-MUNICIPAL							

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 176
MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.	
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>	
		RETAINED SECTIONS _____	

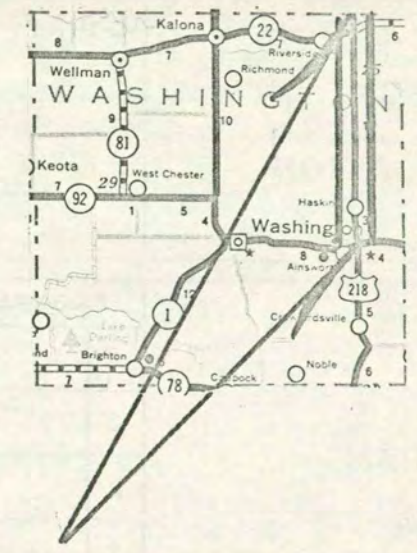
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	74	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	48	7.30
	PASSING (2000' FT.)	74	11.20
4. SUB-STANDARD BRIDGES	_____	6	_____
5. SUB-STANDARD INTERSECTIONS	_____	2	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____ 5 _____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 _____ 132,000 _____
		1967 _____ 1,630,000 _____
		1968 _____ 1,435,000 _____
		1969 _____ _____
		1970 _____ _____
		TOTAL _____ 3,197,000 _____

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices
 The intersection with Iowa 92 to be reconstructed and lighted.



Reconstruction of this section is scheduled as part of the improvement of U.S. 218 from Iowa 92 to I-80 northwest of Iowa City. (See Johnson County) 24 ft. pavement with 10 ft. wide shoulders and improved sight distance will be provided with this project.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT
IDENTIFICATION

COUNTY <u>Washington</u>		PROJECT LOCATION <u>Reloc. at Jct, with U.S. 218</u>			
PROJECT NUMBER		PROJECT LENGTH <u>1.2</u>			
FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
F	92	9	92	3	
1964 SUFFICIENCY RATING <u>S-21</u>					
1962 A. D. T. <u>2980</u>					

PROGRAM
DATA

PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1 1966	1 (Right-of-Way)	50,000 (Partial)
2 1967	1 (Right-of-Way)	43,500
3 1968	3-4-5-6-11-16 (Grade & Pave)	255,800
4		
5		
TOTAL		349,300

SAFETY
HISTORY

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL R M	NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u> MUNICIPAL <u> </u>
	R	M	R	M	R	M		
1961	0		2		3		5	
1962	0		2		3		5	
1963	0		1		1		2	
1964	0		2		0		2	
	0		7		7		14	

R-RURAL M-MUNICIPAL

DESIGN
STANDARDS FOR
IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>70</u> M.P.H.
PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
<u>RELOCATION TO RECONSTRUCT INTERSECTION</u>	RETAINED SECTIONS <u> </u>

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	9	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 56	3	0.5
	PASSING (2000' FT.) 100	1	0.9
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	1	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	None 22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	7	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	50,000
	1967	43,500
	1968	255,800
	1969	_____
	1970	_____
	TOTAL	349,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.
New intersection with US 218 to be lighted.



The relocation of Iowa 92 is scheduled to provide for development of a new intersection with U.S. 218. Improved control of access will be provided.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Wayne</u>		PROJECT LOCATION <u>North Junction US 65 and Iowa 2</u>			
	PROJECT NUMBER				PROJECT LENGTH _____	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING _____
	F	2	6	93	1	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1965 Safety Emergency	14 (Lighting)	7,300
	2			
	3			
	4			
	5	NOTE: Authorized by Commission 5-20-65		
TOTAL			7,300	

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1964	0		1		0		1		

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____

Rebuilt in 1963

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	LIGHTING ONLY	RETAINED SECTIONS _____	

SAFETY INVENTORY

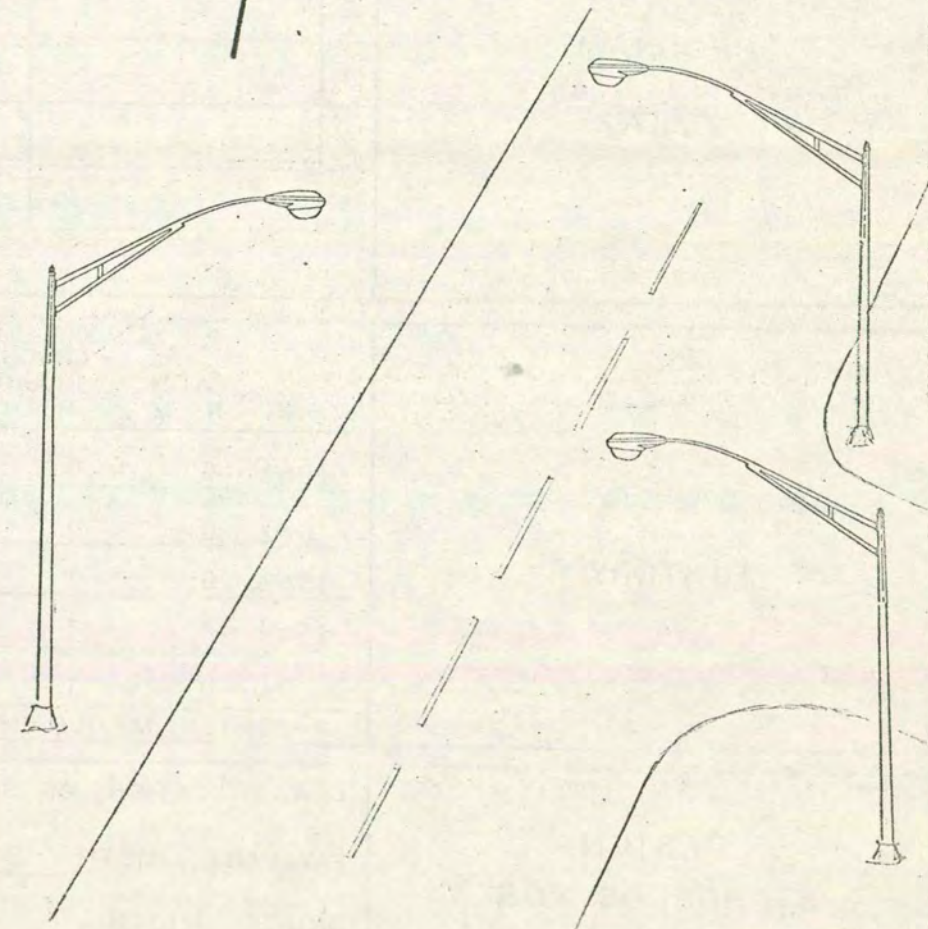
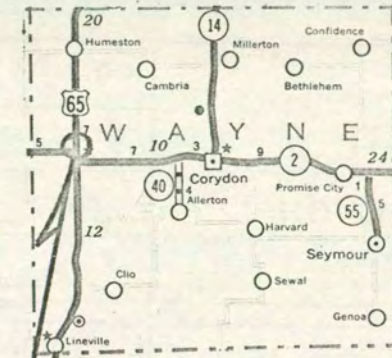
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH	_____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	7,300
	1967	_____
	1968	_____
	1969	_____
	1970	_____
TOTAL		7,300

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of one intersection



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION

COUNTY Webster PROJECT LOCATION 26'x18' Bridge 1 Mile West of Dayton

PROJECT NUMBER _____ PROJECT LENGTH 0.3

FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL	
				SECTION	SUB.- SEC.
F	175	6	94	2	

1964 SUFFICIENCY RATING B-20

1962 A. D. T. 1030

PROGRAM DATA

PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1 1966	1-3-4-6-11	78,000
2	(Right-of-Way, Bridge, Grade and Pave)	
3		
4		
5		
TOTAL		78,000

SAFETY HISTORY

ACCIDENT STATISTICS

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL	NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u>	MUNICIPAL <u> </u>
	R	M	R	M	R	M			
1961	0		0		0		0		
1962	0		0		0		0		
1963	0		1		0		1		
1964	0		1		0		0		
	0		1		0		1		

R-RURAL M-MUNICIPAL

DESIGN STANDARDS FOR IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES 3 DESIGN SPEED: NEW CONSTRUCTION 70 M.P.H.

PAVEMENT WIDTH 24 FT. SHOULDER WIDTH 10 FT. RETAINED SECTIONS M.P.H.

BRIDGE WIDTH -- FT. MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION 6.00

REPLACE BRIDGE WITH CULVERT

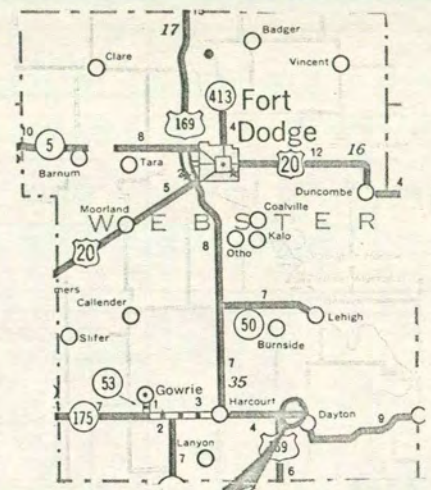
RETAINED SECTIONS

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	2	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	_____	_____	_____
	_____	_____	_____
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	_____	YES	NO X
9. AVERAGE SHOULDER WIDTH	_____	_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
	1966	78,000	_____	_____	_____
	1967	_____	_____	_____	_____
	1968	_____	_____	_____	_____
	1969	_____	_____	_____	_____
	1970	_____	_____	_____	_____
	TOTAL	78,000	_____	_____	_____

SPECIAL SAFETY FEATURES BEING PROPOSED



The narrow bridge at this location will be replaced by a wider structure. Sight distance is also being improved at this location.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Webster</u>		PROJECT LOCATION <u>Intersection of US 169 with US 20 and Iowa 5 (North)</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>--</u>
	F	169	6	94	12	
					1962 A. D. T. <u>--</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1965 Safety Emergency Fund	14 (Lighting) 10,900
	2		
	3		
	4		
	5	NOTE: Authorized by Commission	
TOTAL			10,900

	ACCIDENT STATISTICS Iowa 5					ACCIDENT STATISTICS												
	YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL		YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL :	
		R	M	R	M	R	M	R	M		R	M	R	M	R	M	R	M
SAFETY HISTORY	1961	0		1		3		4		1961	0		0		6		6	
	1962	1		1		3		5		1962	0		4		4		8	
	1963	1		1		1		3		1963	0		0		2		2	
	1964	0		1		0		1		1964	0		1		0		1	
		2		4		7		13			0		5		12		17	
	R-RURAL M-MUNICIPAL																	

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS _____

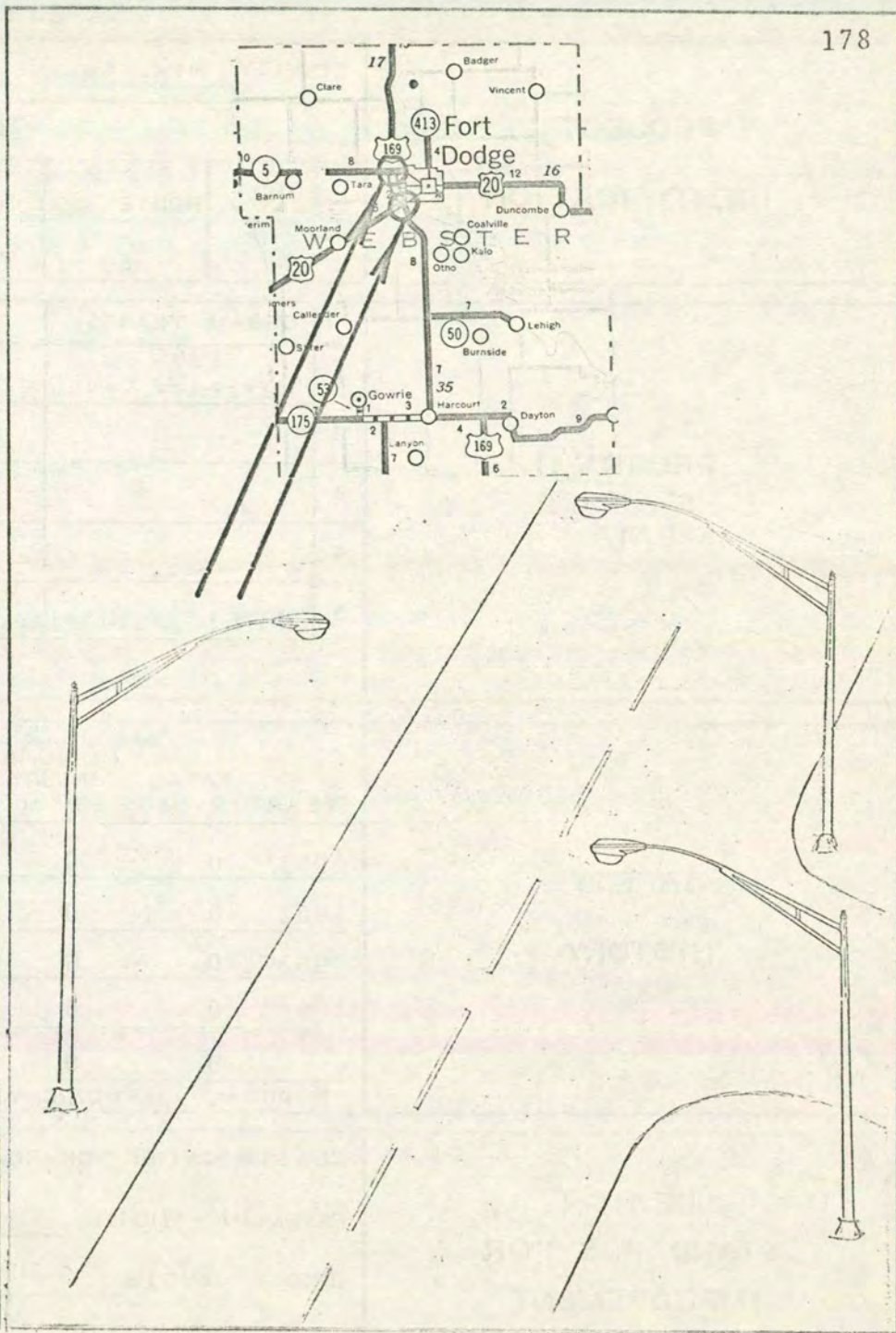
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	_____	_____	_____
	_____	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	_____	YES	NO
9. AVERAGE SHOULDER WIDTH	_____	_____	_____ FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		
	1966	10,900
	1967	_____
	1968	_____
	1969	_____
	1970	_____
	TOTAL	10,900

SPECIAL SAFETY FEATURES BEING PROPOSED

Lighting two intersections



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Winnebago</u>		PROJECT LOCATION <u>60x20 Pony Truss 2.5 Mi, West of Lake Mills</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>--</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>B-54</u>
	F	69	9	95	7	
					1962 A. D. T. <u>2410</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1965 Emergency	2 (Bridge) 32,200
	2		
	3		
	4		
	5	NOTE: Authorized by Commission on 12/30/64	
TOTAL			32,200

SAFETY HISTORY	ACCIDENT STATISTICS						
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		R	M	R	M		
1961	0	0	0	0	0		
1962	0	0	0	0	0		
1963	0	0	0	0	0		
1964	0	0	0	0	0		
	0	0	0	0	0		
	R-RURAL		M-MUNICIPAL				

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____		DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.		SHOULDER WIDTH _____ FT.	
	BRIDGE WIDTH <u>30</u> FT.		MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	BRIDGE ONLY		RETAINED SECTIONS _____	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____		_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY				
	1966	_____	32,200	_____
	1967	_____		_____
	1968	_____		_____
	1969	_____		_____
	1970	_____		_____
	TOTAL	_____	32,200	_____

SPECIAL SAFETY FEATURES BEING PROPOSED



This narrow bridge is being replaced by a wider structure.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Winnebago</u>		PROJECT LOCATION <u>Signals at CNW Crossing in Lake Mills</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>---</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	1964 SUFFICIENCY RATING <u>D-12</u>
	F	69	9	95	7	1962 A. D. T. <u>4310</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT	
	1	1966	10	15,000
	2		(Railroad Signals)	
	3			
	4			
	5			
TOTAL			15,000	

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>--</u>			
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M	R	M	R	
	1963	0		1		0		1	
	1964	0		0		0		0	
	1965	0		0		0		0	
	0		1		0		1		
R-RURAL M-MUNICIPAL									

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	
	_____ SIGNAL ONLY	RETAINED SECTIONS _____	

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____		_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____		_____
3. RESTRICTED SIGHT DISTANCE	_____		_____
	_____		_____
4. SUB-STANDARD BRIDGES	_____		_____
5. SUB-STANDARD INTERSECTIONS	_____		_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	1	_____
8. SUB-STANDARD CAPACITY		YES	NO
9. AVERAGE SHOULDER WIDTH		_____	F.T.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

	1966	_____ 15,000
	1967	_____
	1968	_____
	1969	_____
	1970	_____
TOTAL		_____ 15,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Automatic Signal to be installed.



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Winneshiek</u>		PROJECT LOCATION <u>Jct, U.S, 52 East to Allamakee County Line</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>11.7</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>21</u>
	F	9	8	96	4	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1-2-3-4-11 (Right of Way and Grading)	1,581,100
2	1967	6-11-14 (Paving)	1,161,100
3			
4			
5			
TOTAL			2,742,200

	ACCIDENT STATISTICS					
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE		
1961	1	7	15	23		
1962	0	4	6	10		
1963	0 0	1 22	7 104	8 126		
1964	1 0	3 14	8 141	12 145		
	2 0	15 36	36 245	53 271		
SAFETY HISTORY						NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>350</u>
						MUNICIPAL <u>3650</u>

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT. SHOULDER WIDTH <u>10</u> FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	45	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 62	22	6.60
	PASSING (2000' FT.) 94	5	10.00
4. SUB-STANDARD BRIDGES	_____	4	_____
5. SUB-STANDARD INTERSECTIONS	_____	2	_____
6. SUB-STANDARD PAVEMENT WIDTH	18' 96	_____	10.21
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	6	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	1,202,000
1967	882,000
1968	_____
1969	_____
1970	_____
TOTAL	2,084,000

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



This project extends from the present junction with US 52 easterly on a relocation south of Decorah, then along the present route to the Allamakee County line where it joins a similar project in that county (See Allamakee County Work Sheet). The portion along the present route is being totally reconstructed to provide a 24 ft. pavement with ten foot shoulders. The lighting of the junction with U.S. 52 is being done as a separate project in cooperation with the City of Decorah and Winneshiek County. This road section is part of the Hiawatha Pioneer Trail.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT
IDENTIFICATIONCOUNTY WinneshiekPROJECT LOCATION Junctions of US 52 with Iowa 325 and Iowa 9

PROJECT NUMBER

PROJECT LENGTH --

FUND

F. A. P.
ROUTE NO.FEDERAL
CONTROLCOUNTY
NUMBERSTATE CONTROL
SECTION SUB.- SEC.1964 SUFFICIENCY RATING --

F

52

4

96

9

1962 A. D. T. --PROGRAM
DATA

PROGRAM YEAR (S)

ITEMS OF WORK

PROGRAMED AMOUNT

1 1965
Safety Emergency

14 (Lighting)

8,700

2

3

4

5

NOTE: Authorized by Commission 5-20-65

TOTAL

8,700

SAFETY
HISTORY

ACCIDENT STATISTICS

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE		TOTAL	
	R	M	R	M	R	M	R	M
1963	0		1		0		1	
1964	0		2		1		3	
1963	0		0		0		0	
1964	0		2		1		3	
	0		5		2		7	

US 52

Iowa 9

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____
MUNICIPAL _____

Rebuilt in 1962

R-RURAL M-MUNICIPAL

DESIGN
STANDARDS FOR
IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____ DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.

PAVEMENT WIDTH _____ FT. SHOULDER WIDTH _____ FT.

RETAINED SECTIONS _____ M.P.H.

BRIDGE WIDTH _____ FT.

MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____

LIGHTING ONLY

RETAINED SECTIONS _____

SAFETY INVENTORY

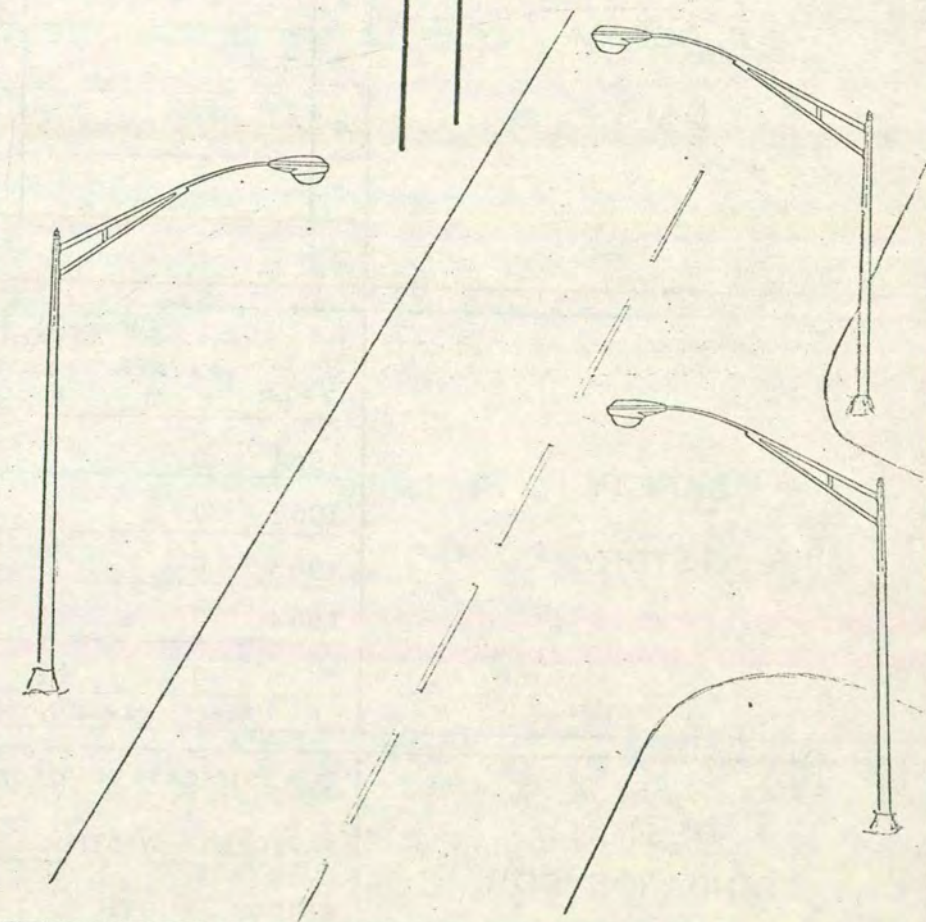
	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	_____	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	_____	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE)	_____	_____
	PASSING (2000' FT.)	_____	_____
4. SUB-STANDARD BRIDGES	_____	_____	_____
5. SUB-STANDARD INTERSECTIONS	_____	_____	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	_____	_____
8. SUB-STANDARD CAPACITY	YES	NO	
9. AVERAGE SHOULDER WIDTH	_____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

1966	8,700
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	8,700

SPECIAL SAFETY FEATURES BEING PROPOSED

Overhead lighting of two intersections



SAFETY INVENTORY AND EVALUATION SHEET

PROJECT
IDENTIFICATION

COUNTY <u>Woodbury</u>		PROJECT LOCATION <u>Oto to Anthon</u>				
PROJECT NUMBER		PROJECT LENGTH <u>7.6</u>				
FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL		1964 SUFFICIENCY RATING <u>6</u>
				SECTION	SUB.- SEC.	
F	31	1	97	19		1962 A. D. T. <u>310</u>

PROGRAM
DATA

PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT
1 1966	6-11	466,000
2	(Paving)	
3		
4		
5		
TOTAL		466,000

SAFETY
HISTORY

YEAR	ACCIDENT STATISTICS				TOTAL R M	NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL <u>470</u> MUNICIPAL _____
	PERSONAL		PROPERTY			
	FATAL R M	INJURY R M	DAMAGE R M			
1961	0	3	1	4		
1962	0	2	1	3		
1963	0	2	0	2		
1964	0	4	3	7		
	0	11	5	16		

R-RURAL M-MUNICIPAL

DESIGN
STANDARDS FOR
IMPROVEMENT

CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>5</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
PAVEMENT WIDTH <u>22</u> FT.	SHOULDER WIDTH <u>6</u> FT.
BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
	RETAINED SECTIONS _____ M.P.H.
	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	34	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	14	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 61	13	4.6
	PASSING (2000' FT.) 70	6	5.3
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	--	FT.

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY		1966 <u>354,000</u>
		1967 _____
		1968 _____
		1969 _____
		1970 _____
		TOTAL <u>354,000</u>

SPECIAL SAFETY FEATURES BEING PROPOSED
 Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



With the paving of this road section the final phase of this route improvement will be completed. Grading and bridging were done in 1965. A 22 ft. pavement with 6 foot wide shoulders is to be constructed.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Woodbury</u>		PROJECT LOCATION <u>From Smithland West on Iowa 141</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>5.0</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1984 SUFFICIENCY RATING <u>100</u>
	F	141	1	97	2	

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
PROGRAM DATA	1	1966 Safety Emergency	16 52,000
	2	(Miscellaneous - Shoulder Stabilization)	
	3		
	4		
	5		
	TOTAL		

SAFETY HISTORY	<u>ACCIDENT STATISTICS</u>					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL _____		
		PERSONAL INJURY		PROPERTY DAMAGE			TOTAL	
	YEAR	FATAL	R	M	R	M	R	M
R-RURAL M-MUNICIPAL								

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES _____	DESIGN SPEED: NEW CONSTRUCTION _____ M.P.H.	
	PAVEMENT WIDTH _____ FT.	SHOULDER WIDTH _____ FT.	RETAINED SECTIONS _____ M.P.H.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____	RETAINED SECTIONS _____
	SHOULDER STABILIZATION ONLY		

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Wright</u>		PROJECT LOCATION <u>Goldfield to Clarion</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>9.0</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	SUB.- SEC.
	F	3	4	99	4	
1964 SUFFICIENCY RATING <u>S-34</u>						
1962 A. D. T. <u>2630</u>						

	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
1	1966	1 (Right-of-Way)	85,000
2	1967	3-9-11 (Shoulder Widening)	85,500
3			
4			
5			
TOTAL			170,500

SAFETY HISTORY	ACCIDENT STATISTICS						
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		R	M	R	M		
1961	0		2		11	13	
1962	1		5		5	11	
1963	0		3		4	7	
1964	0		4		8	12	
	1		14		28	43	
	R-RURAL		M-MUNICIPAL				

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 142
MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>3</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH <u>30</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
	<u>SHOULDERS ONLY</u>	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	1	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 6	3	0.5
	PASSING (2000' FT.) 30	8	2.4
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	--	_____
8. SUB-STANDARD CAPACITY		YES	NO X
9. AVERAGE SHOULDER WIDTH		8	FT.

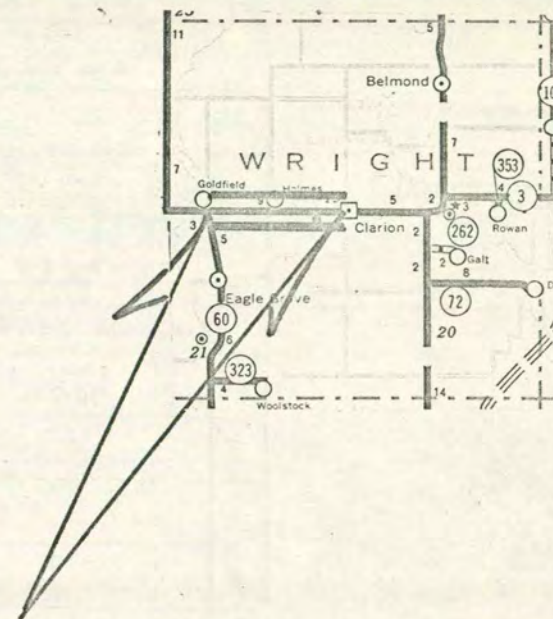
AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This is the third stage shoulder widening adjacent to a pavement that has previously been widened and resurfaced.

	1966	85,000
	1967	85,500
	1968	_____
	1969	_____
	1970	_____
TOTAL		170,500

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Ten foot wide shoulders are to be constructed on this portion of Iowa 3 adjacent to the 24 ft. pavement. This is the final stage of the improvement.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Wright</u>		PROJECT LOCATION <u>From Jct. Ia, 323 North to Eagle Grove</u>			
	PROJECT NUMBER				PROJECT LENGTH <u>5.8</u>	
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION	1964 SUFFICIENCY RATING <u>S-43</u>
	F	60	7	99	6	
					1962 A. D. T. <u>1230</u>	

	PROGRAM YEAR (S)	ITEMS OF WORK	PROGRAMED AMOUNT	
PROGRAM DATA	1	1966	1-3-9-11	69,800
	2		(Right-of-Way - Shoulder Widening)	
	3			
	4			
	5			
TOTAL			68,800	

SAFETY HISTORY	ACCIDENT STATISTICS								
	YEAR	FATAL		PERSONAL INJURY			PROPERTY DAMAGE		TOTAL
		R	M	R	M		R	M	
1961	0		0		4		4		
1962	0		2		2		4		
1963	0		0		0		0		
1964	0		1		2		3		
	0		3		8		11		
	R-RURAL		M-MUNICIPAL						

NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL 105
MUNICIPAL _____

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>60</u> M.P.H.
	PAVEMENT WIDTH <u>24</u> FT.	SHOULDER WIDTH <u>10</u> FT.
	BRIDGE WIDTH _____ FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION _____
	SHOULDERS ONLY	RETAINED SECTIONS _____

SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	0	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	0	_____
3. RESTRICTED SIGHT DISTANCE	STOPPING (YELLOW LINE) 12	3	0.7
	PASSING (2000' FT.) 30	4	1.7
4. SUB-STANDARD BRIDGES	_____	1	_____
5. SUB-STANDARD INTERSECTIONS	_____	0	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____ 8 _____ FT.		

AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY

This is the third stage shoulder widening adjacent to a pavement that has previously been widened and resurfaced.

1966	69,800
1967	_____
1968	_____
1969	_____
1970	_____
TOTAL	69,800

SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



This is the final stage of the improvement of this section of Iowa 60. Ten foot wide shoulders are being constructed.

SAFETY INVENTORY AND EVALUATION SHEET

PROJECT IDENTIFICATION	COUNTY <u>Wright</u>		PROJECT LOCATION <u>In Eagle Grove</u>			
	PROJECT NUMBER					PROJECT LENGTH <u>1.1</u>
	FUND	F. A. P. ROUTE NO.	FEDERAL CONTROL	COUNTY NUMBER	STATE CONTROL SECTION SUB.- SEC.	
	F	60	7	99	6	1964 SUFFICIENCY RATING <u>40</u>
						1962 A. D. T. <u>3420</u>

PROGRAM DATA	PROGRAM YEAR(S)	ITEMS OF WORK	PROGRAMED AMOUNT
	1	1966	1-3-4-6-8-10-11-16
2		(Right-of-Way, Grading, Paving)	
3			
4			
5			
TOTAL			305,600

SAFETY HISTORY	ACCIDENT STATISTICS					NO. OF ACCIDENTS PER 100 MILLION VEHICLE MILES: RURAL _____ MUNICIPAL <u>221</u>	
	YEAR	PERSONAL INJURY		PROPERTY DAMAGE			TOTAL
		FATAL R M	R M	R M	R M		
	1963	0	0	4	4		
1964	0	2	3	5			
1/2 1965	0	1	4	5			
	0	3	11	14			
R-RURAL M-MUNICIPAL							

DESIGN STANDARDS FOR IMPROVEMENT	CLASSIFICATION OF ROAD FOR DESIGN PURPOSES <u>4</u>	DESIGN SPEED: NEW CONSTRUCTION <u>50</u> M.P.H.
	PAVEMENT WIDTH <u>49</u> FT.	SHOULDER WIDTH <u>Curbed</u> FT.
	BRIDGE WIDTH <u>--</u> FT.	MAXIMUM PERCENT OF GRADE: NEW CONSTRUCTION <u>6.00</u>
		RETAINED SECTIONS _____ M.P.H.
		RETAINED SECTIONS _____

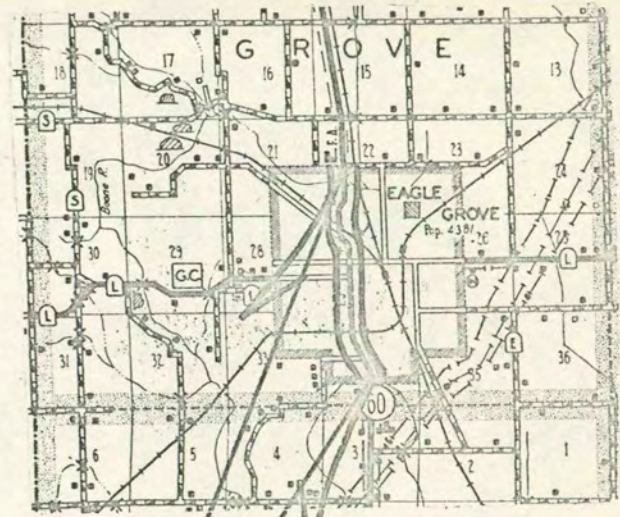
SAFETY INVENTORY

	PERCENT	NUMBER	LENGTH
1. SUB-STANDARD VERTICAL ALIGNMENT	_____	4	_____
2. SUB-STANDARD HORIZONTAL ALIGNMENT	_____	2	_____
3. RESTRICTED SIGHT DISTANCE	_____	Municipal	_____
	_____	"	_____
4. SUB-STANDARD BRIDGES	_____	0	_____
5. SUB-STANDARD INTERSECTIONS	_____	3	_____
6. SUB-STANDARD PAVEMENT WIDTH	18'	_____	_____
	20'	_____	_____
	22'	_____	_____
7. SUB-STANDARD RAILROAD CROSSING PROTECTION	_____	0	_____
8. SUB-STANDARD CAPACITY	YES	NO	X
9. AVERAGE SHOULDER WIDTH	_____	" "	FT.

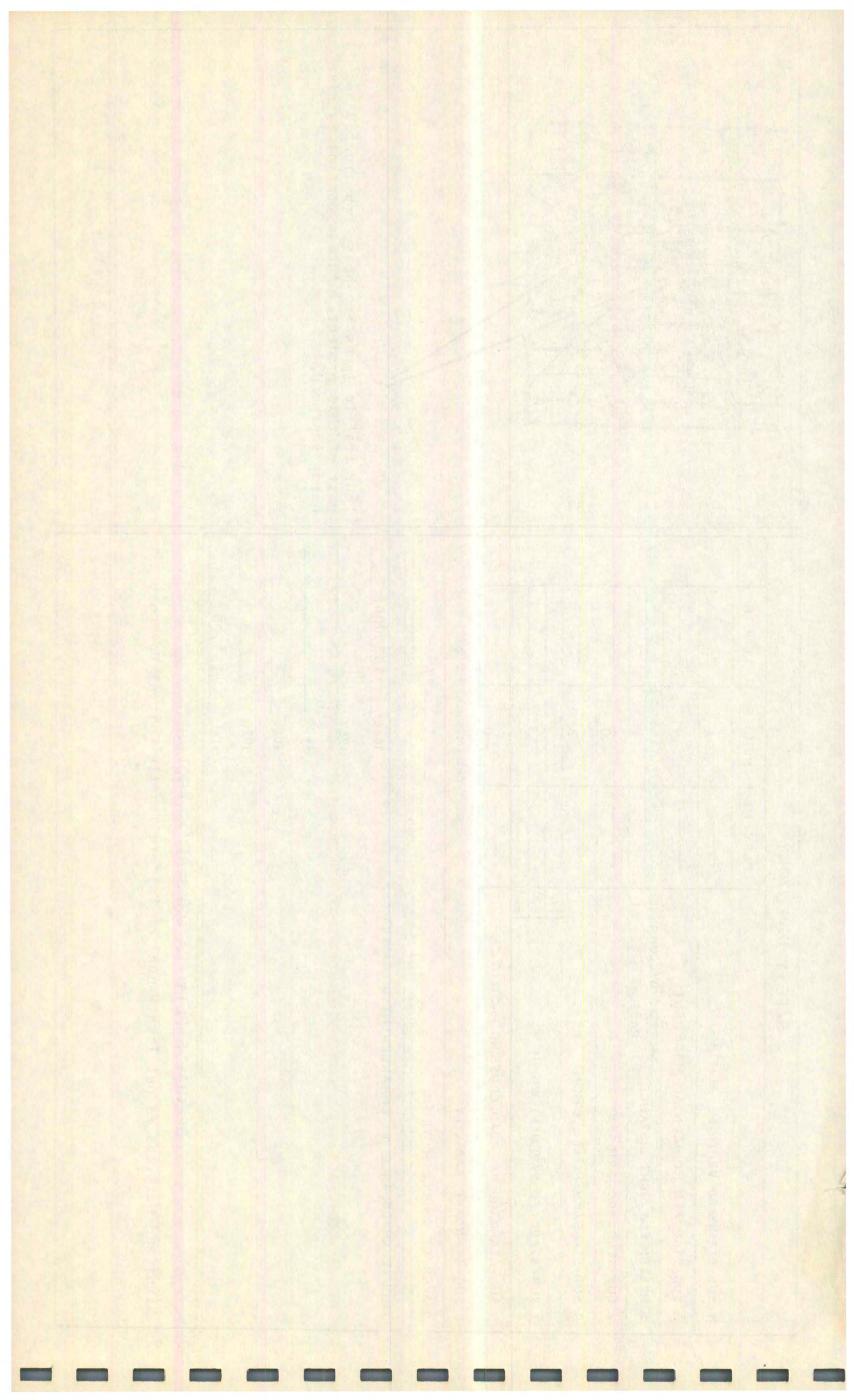
AMOUNT CHARGEABLE TO ENHANCEMENT OF SAFETY					
	1966	_____	153,000	_____	
	1967	_____	_____	_____	
	1968	_____	_____	_____	
	1969	_____	_____	_____	
	1970	_____	_____	_____	
	TOTAL	_____	153,000	_____	

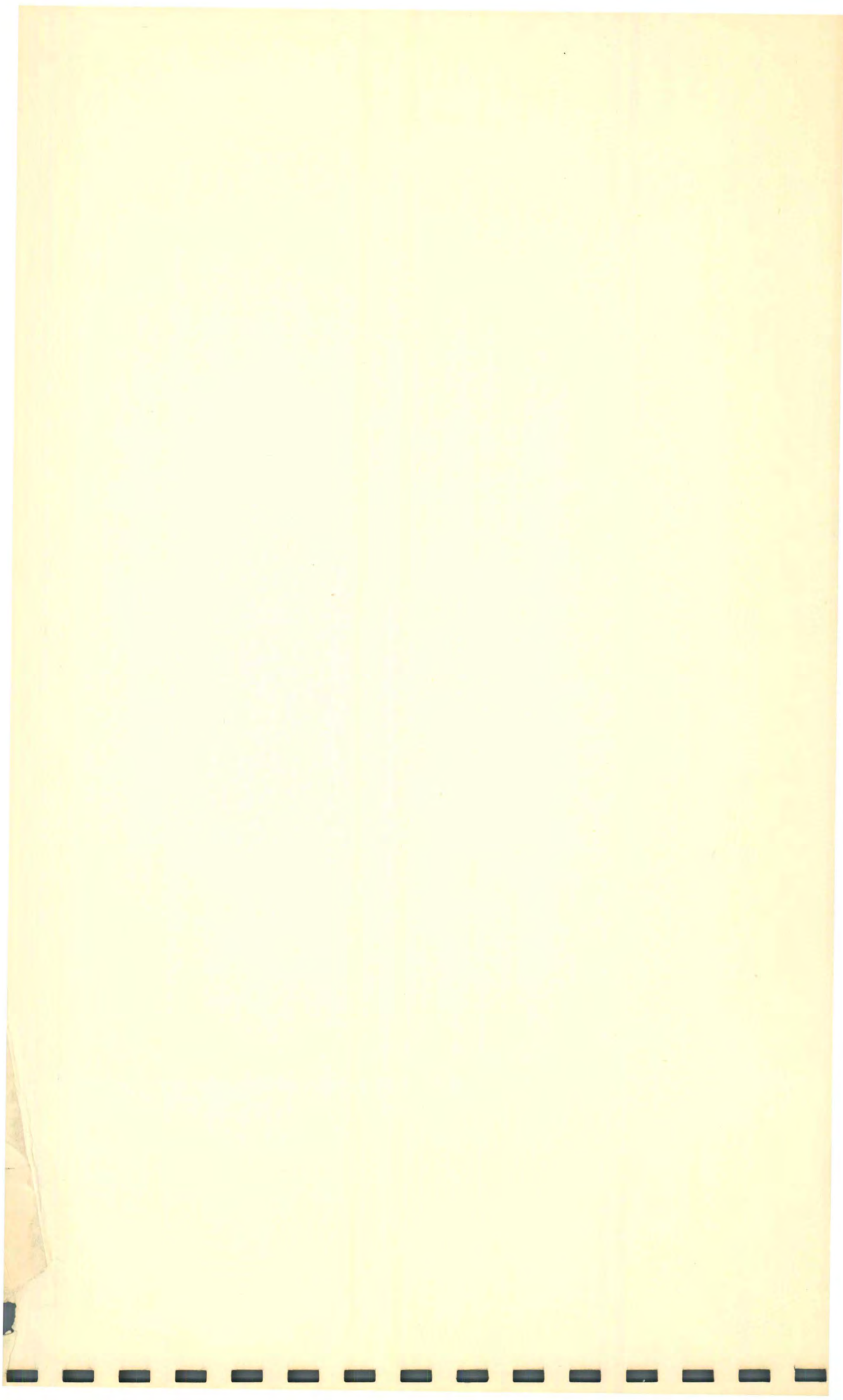
SPECIAL SAFETY FEATURES BEING PROPOSED

Signs and Markings as per Iowa Manual on Uniform Traffic Control Devices.



Four traffic lanes are being constructed as part of this project. Access control is also being improved.





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