



PUBLIC MEETING – AUGUST 19, 2014 5-7P.M.

**SCHOITZ RIVER ROOM 1, WATERLOO CENTER FOR THE ARTS,
225 COMMERCIAL STREET, WATERLOO, IOWA**

To view additional information concerning this project please access the following website:

<http://www.iowadot.gov/pim>

Welcome to the Iowa Department of Transportation's Public Information Meeting for the proposed reconstruction of U.S. 63 in Waterloo from Jefferson Street to Franklin Street and reconstruction of Franklin Street from just west of Mullan Avenue to just east of First Street. The purpose of this meeting is to present details of the proposed improvement and to listen to your thoughts and ideas as well as answer your questions regarding the project.

PROJECT DESCRIPTION

Existing U.S. 63 in the project area is a split roadway with First Street serving northbound traffic and Mullan Avenue serving southbound traffic. The proposed improvement would closely follow the existing U.S. 63 alignment.

Northbound U.S. 63 between Jefferson Street and Commercial Street would be reconstructed as a four-lane roadway similar to the existing highway. The roadway from Commercial Street to just north of Mulberry Street would be reconstructed as a 3-lane section similar to the existing highway. Just north of Mulberry Street the roadway would split to provide two lanes that curve to the left for northbound U.S. 63 traffic and one lane that would continue straight for local traffic. Both roadways would tie into Franklin Street. The lane that continues straight would provide a thru entrance into the CVS Pharmacy and a right turn lane onto Franklin Street.

Southbound U.S. 63 between Jefferson Street and the Cedar River Bridge would be reconstructed similar to the existing four-lane roadway. The roadway from the north end of the Cedar River Bridge to Franklin Street would provide a 3-lane section similar to the existing highway.

The sidewalks along U.S. 63 would be replaced with 5-foot wide sidewalks. As part of the project, Franklin Street from west of Mullan Avenue to east of East First Street would also be reconstructed.

Through traffic on U.S. 63 would be detoured during construction using U.S. 218, Airport Boulevard, Broadway Street, and West Airline Highway. During reconstruction of Franklin Street traffic would be detoured using Park Avenue, Lafayette Street and Park Road. (See the detour map at the back of this handout.) A paved trail system extends through the project area and underneath the U.S. 63 bridges on both the north and south banks of the Cedar River. The trail may need to be temporarily closed during construction.

PRESENT FACILITY AND TRAFFIC VOLUMES

The northbound segment of existing U.S. 63 was originally constructed in 1968 while the southbound segment was constructed in 1963. The roadways were both resurfaced in 1994. The 2012 average annual daily traffic using the northbound segment of U.S. 63 was 7,000 vehicles per day and is projected to increase to 8,400 vpd by the year 2035. The 2012 average annual daily traffic using the southbound segment of U.S. 63 was 8,000 vehicles per day and is projected to increase to 11,700 vpd by the year 2035.

PROJECT SCHEDULE AND COSTS

The 2015 – 2019 Transportation Improvement Program shows \$500,000 for Right of Way acquisition in 2015; and \$1,350,000 for traffic signals and \$5,083,000 (State's share) for grading and paving in 2016.

ENVIRONMENTAL CONSIDERATIONS

The Iowa DOT completed surveys within the project corridor to identify any possible historic properties. The term historic property includes a prehistoric or historic site, building, structure, object, or district that is listed or eligible for listing on the National Register of Historic Places. The surveys within the project corridor did identify historic properties, some of which could be affected by this project. The Iowa DOT is requesting your comments about the impacts this project may have on any historic properties. This request is based on the federal regulations known as Section 106 of the National Historic Preservation Act.

This project will continue to be monitored by the Iowa DOT and FHWA throughout all development stages and construction to ensure that all possible environmental effects are identified.

RIGHT OF WAY

As part of the proposed improvements, additional right-of-way may be required. The Iowa DOT's policy provides for appraisal of property and/or property rights needed for each project. These appraisals use professional techniques and methods to determine "just compensation" in accordance with Federal and State constitutions, laws and regulations. The appraisals are prepared to assure fair treatment for both the property owner and the public.

After the appraisals are completed, each owner is contacted by a right of way agent for the purpose of explaining the plans and appraisals and for contracting the required right of way. In instances where an agreement cannot be reached through negotiations, the property may be acquired by the laws of eminent domain.

RELOCATION ASSISTANCE

The State of Iowa's acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and provides relocation resources to all residential and business relocatees without discrimination.

If you are required to move as a result of a highway project, whether an owner or tenant, you will be eligible for relocation assistance advisory services. You may be eligible for moving assistance, supplemental replacement housing payments, and reimbursement for certain expenses incurred in purchasing replacement housing.

It is the intent of the State of Iowa to ensure that displaced individuals receive fair and equitable treatment and do not suffer disproportionately from highway programs designed for the whole public. Any person, family, business, or farm displaced by a highway project shall be offered relocation assistance services for locating suitable replacement property. Relocation payments and advisory assistance are offered in addition to the State's purchase of your property.

Personnel from the Office of Right of Way, Relocation Assistance Section, have studied the proposed project presented at this meeting and anticipate that no businesses, residences or people would be displaced as a result of this improvement.

Questions or problems concerning relocation assistance should be directed to the Office of Right of Way, Relocation Assistance Section, Iowa DOT, 800 Lincoln Way, Ames, Iowa, 50010.

CONTACT US

If you have any comments or concerns regarding the project presented today, please contact either:

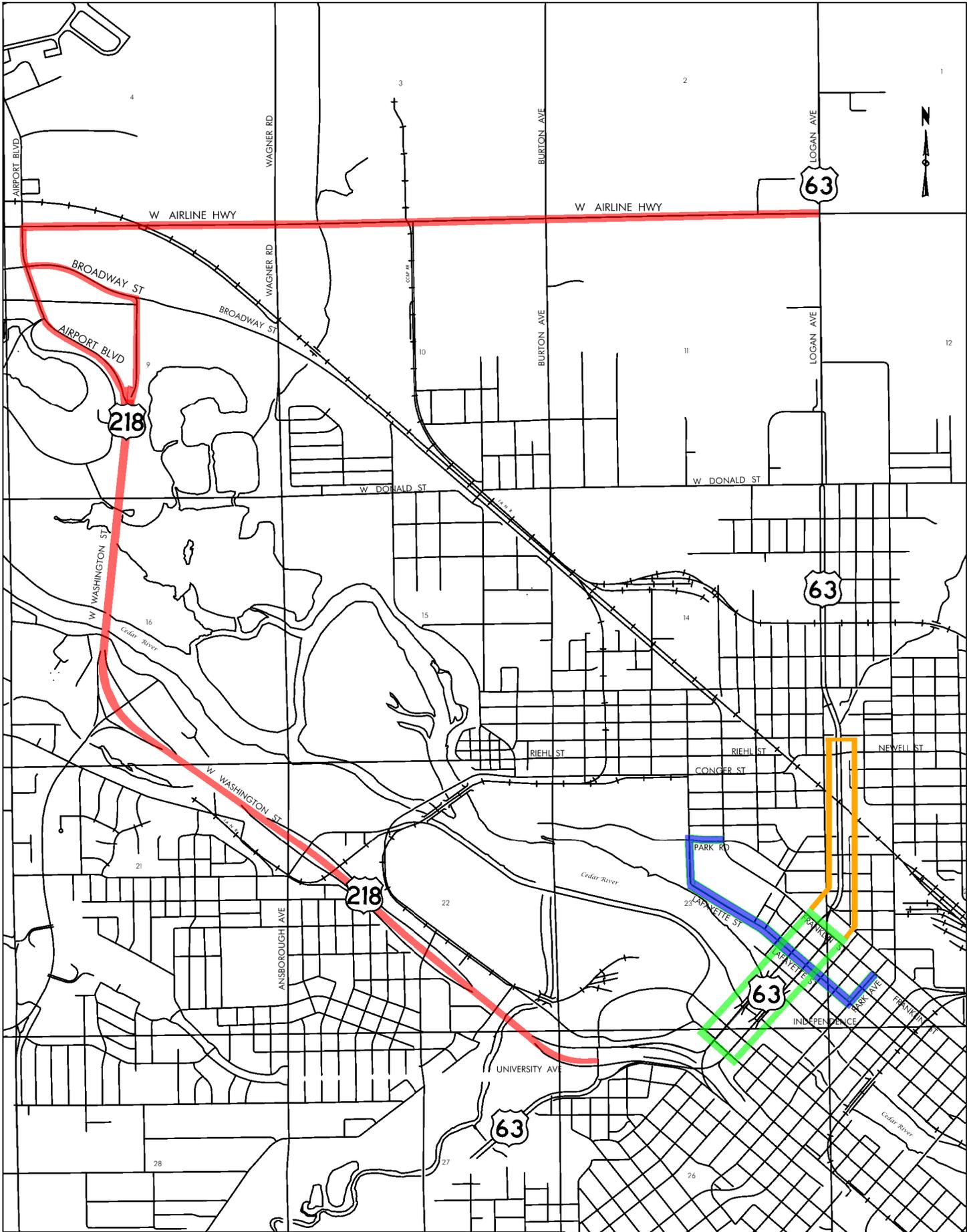
Mark Callahan, Design Engineer or
Pete Hjelmstad, Field Services Coordinator
Iowa DOT District 2 Office
1420 Fourth Street SE
Mason City, Iowa 50401
Phone: 641-423-7584 or 800-477-4368
E-mail: mark.callahan@dot.iowa.gov or pete.hjelmstad@dot.iowa.gov

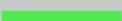
PUBLIC PARTICIPATION

Please share your ideas with us today, submit them using the attached comment form (self-addressed and pre-paid for your convenience), email your comments to the District contacts above or through the following website <http://www.iowadot.gov/pim>. All comments and information provided will be given consideration as the project development process continues.

Thank you for your participation in this meeting.

Federal and state laws prohibit employment and/or public accommodation discrimination on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation or veteran's status. If you believe you have been discriminated against, please contact the Iowa Civil Rights Commission at 800-457-4416 or Iowa Department of Transportation's affirmative action officer. If you need accommodations because of a disability to access the Iowa Department of Transportation's services, contact the agency's affirmative action officer at 800-262-0003.



US 63 DETOUR		PROJECT AREA JEFFERSON TO FRANKLIN PROJECT	
FRANKLIN STREET DETOUR		PROJECT AREA FRANKLIN TO NEWELL PROJECT	

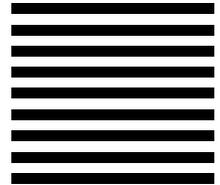
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