

PROJECT STATEMENT

**FOR THE PUBLIC INFORMATION MEETING
CONCERNING THE PROPOSED RECONSTRUCTION
OF U.S. 61 FROM 130TH STREET NORTH TO THE
EXISTING FOUR-LANE SECTION SOUTH OF THE
LOUISA/MUSCATINE COUNTY LINE**

**PROJECT NUMBER: LOUISA COUNTY
NHS-61-3(48)- -19-58**

MEETING LOCATION:

**CAFETERIA
LOUISA-MUSCATINE ELEMENTARY SCHOOL
14506 170TH STREET
LETTS, IOWA**

JULY 15, 2010

**Prepared by
IOWA DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

PUBLIC INFORMATION MEETING – July 15, 2010

LOUISA COUNTY

NHS-61-3(48)--19-58

To view information concerning this project please go to the following Web site:

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

The Iowa Department of Transportation (DOT) wishes to thank you for attending this Public Information Meeting regarding the alternatives for four-lane reconstruction of U. S. 61 in Louisa County from 130th Street north to the existing four-lane roadway south of the Louisa/Muscatine County line. The purpose of this meeting is to present to you details of the alternatives and to answer any questions that you may have.

PROJECT HISTORY

Pre-location studies were conducted for the U. S. 61 corridor from the Missouri State line north to the Muscatine County line in 1987 and 1989. The Iowa DOT initiated a Planning Study in 1994 for U. S. 61 from IA 92 north to the Muscatine County line. The purpose of this study was to explore potential improvements to the US 61 highway corridor.

PROJECT DESCRIPTION

The proposed project would upgrade U.S. 61 to a four-lane roadway from 130th Street north to the existing four-lane highway south of the Louisa/Muscatine County line. The alternatives include reconstruction of the existing roadway, addition of two new lanes adjacent to the existing two lanes, and construction of four new lanes on new alignment. The improvement would also include upgrading the U.S. 61/IA 92 intersection, either through reconstruction of the existing intersection or construction of an interchange. Other elements that would be considered include using existing U.S. 61 between IA 92 and 170th Street as a frontage road, eliminating the curve south of 170th Street, and providing an overpass at the U.S. 61 and IA 92 intersection. Descriptions of the specific alternatives are included on the following pages.

PURPOSE AND NEED

The purpose of the proposed project is to upgrade and modernize the existing two-lane section of U.S. 61, between the current four-lane section at the Muscatine/Louisa county line and 130th Street, in northern Louisa County, to provide a safer and more efficient element of Iowa's Commercial and Industrial Network (CIN).

The need for the project is based on the factors of safety, lane continuity and economic development.

PRESENT FACILITY AND TRAFFIC VOLUMES

Existing U. S. 61 in Louisa County is a two-lane highway. The 2008 traffic north of IA 92 was 5700 vehicles per day (vpd) and the 2008 traffic south of IA 92 was 4150 vpd.

PROJECT COSTS AND SCHEDULE

U.S. 61 from IA 92 north to the Louisa/Muscatine County line is included in the 2011-2015 Transportation Improvement Program (TIP) with \$3 million for right of way acquisition in 2014 and \$14.5 million for grading in 2015.

PUBLIC PARTICIPATION

If you have any comments concerning the proposed improvement, please make your comments known at this meeting or forward them on the attached self addressed Citizen Comment form. Deadline for receipt of comments is July 26, 2010. A comment form is also available at the following website: <http://www.iowadot.gov/pim>.

Thank you for your participation in this meeting.

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POTENTIAL IMPROVEMENT ALTERNATIVES

Improvement alternatives are described below and are shown on the following fold-out maps.

NO BUILD ALTERNATIVE

The No-Build Alternative would be the continuation of the highway system as it exists. It would not address the safety needs, increasing traffic volumes and outdated geometrics of the roadway within the project corridor. This alternative would not satisfy the Project Purpose and Need requirements. However, it is carried forward to serve as a baseline for comparison with the Build Alternatives.

ALTERNATIVE 1

From 130th Street to 145th Street and from 170th Street to the end of the project two new lanes would be constructed along the west side of existing U.S. 61. Between 145th Street and 170th Street the proposed alignment would shift and four new lanes would be constructed approximately 1000 feet to the west of the existing roadway. An interchange would be constructed at the U.S. 61/IA 92 intersection and IA 92 would go over U.S. 61.

ALTERNATIVE 2

This alternative is the same as Alternative 1 except that proposed U.S. 61 would go over IA 92.

ALTERNATIVE 3

From 130th Street north to 160th Street four new lanes would be constructed approximately 650 to 700 feet west of the existing highway. Between 160th and 170th Streets the new roadway would be relocated east of existing U.S. 61. From 170th Street to the end of the project two new lanes would be constructed along the west side of

existing U.S. 61. An interchange would be constructed at the U.S. 61/IA 92 intersection and U.S. 61 would go over IA 92.

ALTERNATIVE 4

From 130th Street to 160th Street two new lanes would be constructed along the east side of existing U.S. 61. Between 160th and 170th Streets the new roadway would be relocated east of existing U.S. 61. North of 170th Street the alignment would cross over the existing roadway and two new lanes would be constructed west of existing U.S. 61. The curves south of 170th Street would be removed. An interchange would be constructed at the U.S. 61/IA 92 intersection and U.S. 61 would go over IA 92.

ALTERNATIVE 5

From 130th Street to south of County Road G-44X two new lanes would be constructed along the west side of existing U.S. 61. The alignment would then shift 159 feet to the east of the existing roadway and continue as four new lanes along the east side to north of 170th Street. This would allow existing U.S. 61 to be used as a frontage road between IA 92 and 170th Street. From 170th Street to the end of the project two new lanes would be constructed along the west side of existing U.S. 61. An interchange would be constructed at the U.S. 61/IA 92 intersection and U.S. 61 would go over IA 92.

ALTERNATIVE 6

From 130th Street to south of County Road G-44X two new lanes would be constructed along the west side of existing U.S. 61. The alignment would then shift 159 feet to the east of the existing roadway and continue as four new lanes along the east side to north of 160th Street. North of 160th Street, the alignment would shift further to the east to eliminate the curves and tie into the existing roadway north of 170th Street. This would allow existing U.S. 61 to be used as a frontage road between IA 92 and 170th Street. From 170th Street to the end of the project two new lanes would be constructed

along the west side of existing U.S. 61. An interchange would be constructed at the U.S. 61/IA 92 intersection and U.S. 61 would go over IA 92.

ALTERNATIVE 7

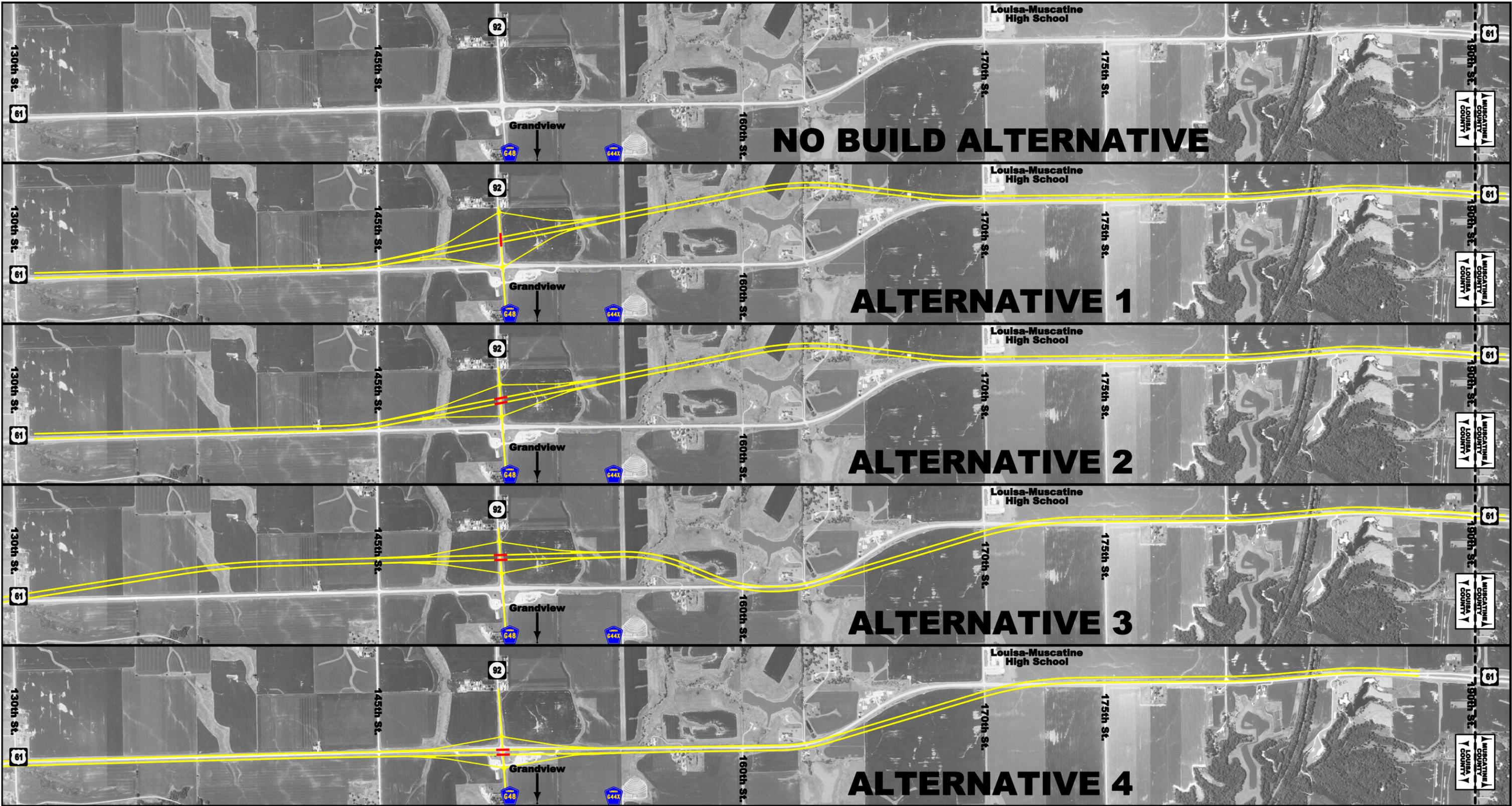
This alternative is a variation of Alternative 6 with the alignment shift starting approximately one-half mile north of 130th Street.

ALTERNATIVE 8

This alternative is a variation of Alternative 7 with four new lanes being constructed east of and parallel to the existing roadway between 160th and 170th streets.

ALTERNATIVE 9

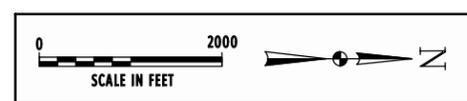
In this alternative, throughout the majority of the project length, two new lanes would be constructed along the west side of existing U.S. 61. Between 160th and 170th streets, through the curved section, two new lanes would be added to the east of the existing roadway. This alternative also includes right turn lanes, offset left turn lanes, and acceleration lanes on U.S. 61. An at-grade intersection would be maintained at the U.S. 61/IA 92 junction.



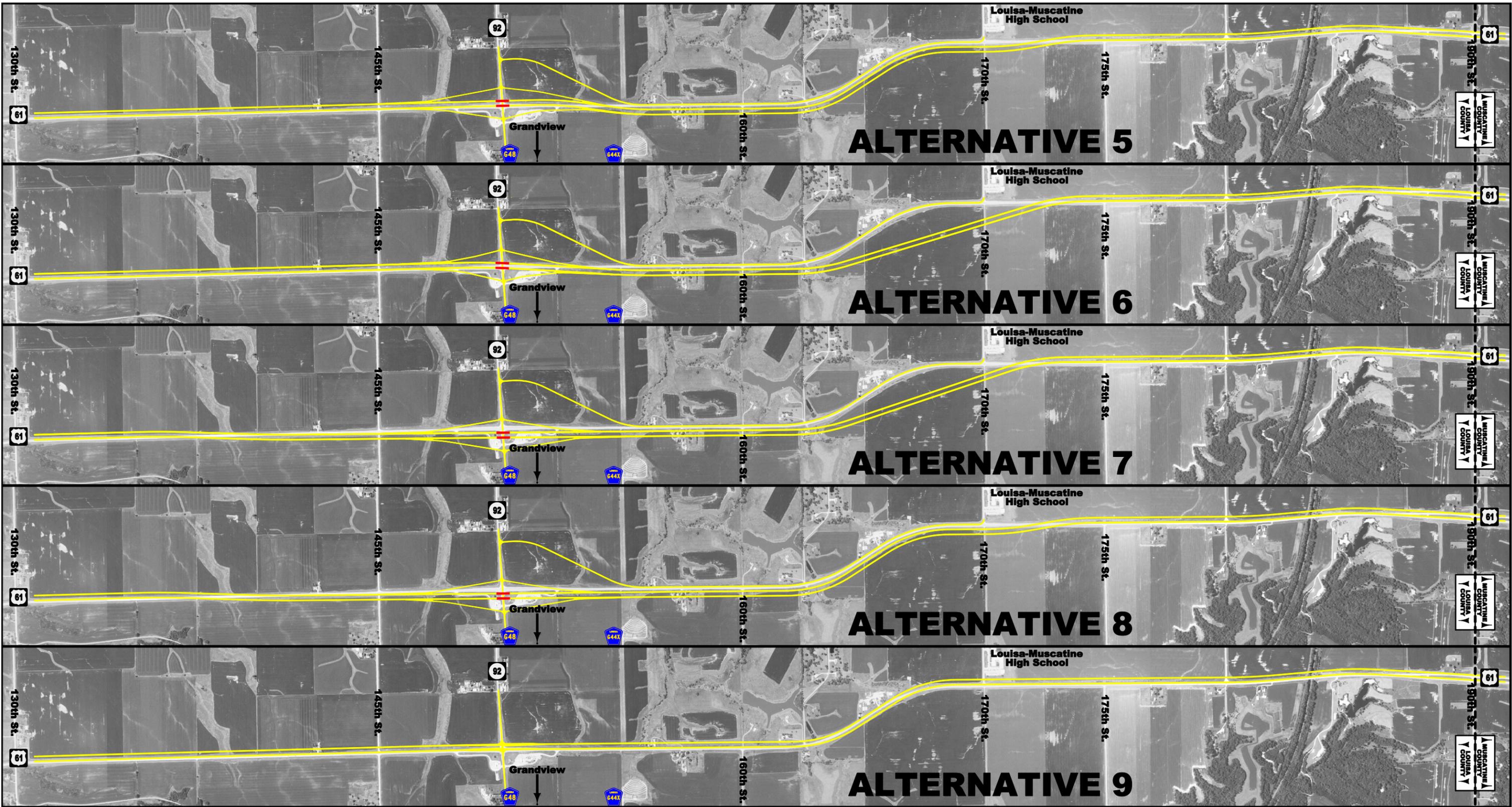

Iowa Department of Transportation
PUBLIC INFORMATION MEETING
 July 15, 2010
Louisa County US 61 Corridor - Alignment Alternatives
 2008 Aerial Photo

LEGEND

	PROPOSED PAVEMENT
	PROPOSED BRIDGE



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE




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Louisa County US 61 Corridor - Alignment Alternatives
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LEGEND

	PROPOSED PAVEMENT
	PROPOSED BRIDGE

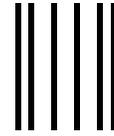

 SCALE IN FEET


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PRELIMINARY PLAN
 NOT FINAL - SUBJECT TO CHANGE

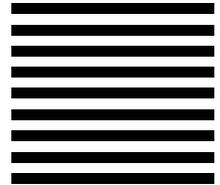
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(TAPE--Do NOT Staple.)

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