

APPENDIX VII.—FEDERAL AID DISTRIBUTION, ALTERNATE NO. 6¹
(5-20-38.25-21.25-25.50—AASHO appointment)

	System percent of trust fund		Iowa share, percent		Iowa percent of trust fund
Interstate.....	5.00	×	1.2000	=	0.06000
Metro-arterial.....	10.000	×	.7000	=	.07000
Primary (45% x 85%):					
40 percent population.....	15.30	×	1.4026	=	.21460
40 percent registration.....	15.30	×	1.7144	=	.26230
10 percent total mileage.....	3.82	×	3.0370	=	.11601
10 percent area.....	3.83	×	1.9640	=	.07522
Total.....	38.25				.66813
Secondary (25% x 85%):					
40 percent population.....	8.50	×	1.4026	=	.11922
40 percent registration.....	8.50	×	1.7144	=	.14572
10 percent total mileage.....	2.12	×	3.0370	=	.06438
10 percent area.....	2.13	×	1.9640	=	.04183
Total.....	21.25				.37115
Urban (30% x 85%): 100 percent urban population ratio.....	25.50	×	1.1121	=	.28359
Total.....	100				1.45287

¹ AASHO "After 75" committee recommendation.

Present Iowa receipts 1.40 percent
Present Iowa contribution 1.58 percent = 88.61 percent by committee formula is $\frac{1.45}{1.58} = 91.77$ percent.

[From the Iowa State Highway Commission, Feb. 7, 1968]

AMES, IOWA.—A 1,878 mile Freeway-Expressway system estimated to cost \$1,768,900,000 was approved today by the Iowa State Highway Commission.

The proposed system is scheduled to be built following completion of Iowa's 710 mile Interstate system and will serve traffic in all sections of the state.

The Interstate system is scheduled for completion in 1971, one year ahead of the national completion date. Approval of the Freeway-Expressway system today allows the Commission staff to plan the system which will serve the traffic needs of the state in the years following completion of the Interstate system.

Portions of the Freeway-Expressway system have been built and will be incorporated in the new system. Other sections are in the planning stages.

Freeways are four lane, limited access highways similar to the Interstate system. Expressways are also divided four lane highways on which there is more access with minor at-grade intersections.

In addition to the 710 miles on the Interstate, some 759 miles of Freeways will complement the Interstate system, and are estimated to cost \$881,820,000, figured at today's construction costs.

The Expressway system includes 1,119 miles, estimated to cost \$887,080,000.

PROPOSED FREEWAYS

U.S. 20 Corridor, Dubuque to Sioux City

Proposed route will serve the U.S. 20 corridor. Cities and towns on or near the corridor include: Dubuque, Dyersville, Manchester, Independence, (south of) Waterloo, Dike, Williams, Webster City, Fort Dodge, Sac City, Correctionville, Sioux City. Estimated cost, \$250.1 million.

U.S. 18 Corridor, I-35 (Mason City) to (near) New Hampton

Proposed route will serve the U.S. 18 corridor. Cities and towns on or near the corridor include: Mason City, Rudd, Floyd, Charles City and (near) New Hampton. Estimated cost is included in New Hampton to Waterloo section.

U.S. 218 Corridor, (near) New Hampton to Waterloo

Proposed route will serve the U.S. 63 and U.S. 218 corridors. Cities and towns on or near the corridor include: New Hampton, Waverly and Waterloo. Estimated cost of proposed Mason City to New Hampton to Waterloo Freeway, \$73 million.