

Urbana to Cedar Rapids to I-80 Corridor

Proposed route would serve Waterloo to Cedar Rapids traffic north of Cedar Rapids and Cedar Rapids to Iowa City south of Cedar Rapids. Cities and towns on or near the corridor include: Urbana, Center Point, Hiawatha, Cedar Rapids, and North Liberty. Estimated cost, \$93.7 million.

Urbana to Independence Corridor

Proposed route would serve Cedar Rapids to Independence traffic. Would connect near Independence with Independence to West Union Expressway. Cities and towns on or near the corridor include: Urbana, Rowley, Independence. Estimated cost, \$12.2 million.

Evansdale to Urbana Corridor

Proposed route would be constructed on new location and serve Waterloo to Cedar Rapids traffic. Cities and towns on or near the corridor include: Evansdale, Brandon and Urbana. Estimated cost, \$18.5 million.

Cedar Rapids to Amana Colonies to I-80 Corridor

From the intersection of I-80 and Iowa County Road L, the proposed route would serve I-80 to Cedar Rapids traffic through the Amana Colonies connecting with U.S. 151 Expressway east of Marion. Estimated cost, \$87 million.

Iowa City to Mount Pleasant Corridor

Proposed route would serve the U.S. 218 corridor. Cities and towns on or near the corridor include: Iowa City, Coralville, Riverside, Ainsworth, Mount Pleasant. Estimated cost, \$48.2 million.

New London to Keokuk Corridor

Proposed route would serve the U.S. 218 corridor. Cities and towns on or near the corridor include: New London, (west of) Fort Madison and Keokuk. Estimated cost, \$38.8 million.

U.S. 34 Corridor, Burlington to Ottumwa

Proposed route would carry traffic now served by U.S. 34. Cities and towns on or near the corridor include: Burlington, New London, Mount Pleasant, Fairfield and Ottumwa. Estimated cost, \$65.4 million.

Ottumwa to Des Moines (I-35) Corridor

Proposed route would serve traffic now using U.S. 63, Iowa 92 and Iowa 60. From southeast of Des Moines to southwest of Des Moines, the Freeway would form the south section of a Des Moines beltline. Cities and towns on or near the proposed corridor include, Ottumwa, Oskaloosa, Knoxville and (south of) Des Moines to I-35. Estimated cost, \$90.2 million.

North-South East Des Moines Corridor

A Freeway connecting I-80 and the Des Moines-to-Ottumwa Freeway would form the east side of a Des Moines beltline. Constructed on new location, the estimated cost is \$11.7 million.

U.S. 61 Corridor, Dubuque to Davenport

Proposed route would serve traffic presently using U.S. 61. Cities and towns on or near the corridor include: Dubuque, Maquoketa, DeWitt and Davenport. Estimated cost, \$92.3 million.

PROPOSED EXPRESSWAYS

U.S. 34 Corridor, Ottumwa to I-29

Proposed route would serve I-29 to Ottumwa to Bloomfield traffic. Corridor is presently served by U.S. 34 and U.S. 63. Cities and towns on or near the corridor include: Glenwood, Red Oak, Corning, Creston, Osceola, Chariton, Albia, Ottumwa and Bloomfield. Estimated cost, \$156.1 million.

U.S. 30 Corridor, Clinton to Onawa

Proposed route would follow corridor presently served by U.S. 30. Except for section from Denison to Onawa and west to the Missouri River, present U.S. 30 alignment is generally followed. Estimated cost, \$236.7 million.

Sioux City to Sibley Corridor

Proposed route would serve traffic presently using U.S. 75 and Iowa 33. Cities and towns on or near the proposed Expressway include: Sioux City, LeMars, Orange City, Sheldon, Ashton and Sibley. Estimated cost, \$61.6 million.