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2019-2023

IOWA TRANSPORTATION IMPROVEMENT PROGRAM



approved June 2018

Investing in Iowa's Highways

Program Overview

The Iowa Transportation Commission (Commission) and the Iowa Department of Transportation (DOT) publish Iowa's Five-Year Highway Program (Program) in June of each year to inform you of planned investments on our state's primary and interstate highway system. The Program contains the primary and interstate highway construction-related investments planned for fiscal year (FY) 2019 through FY 2023. To view the Program, visit the Iowa DOT's website at www.iowadot.gov/program_management/five_year.html.

This Program includes continuing advances in the investment of funding to improve state roads and bridges. These advances are possible due to additional revenue authorized by Senate File 257 and signed into law on February 25, 2015. As directed by the legislation, 100 percent of the additional revenue allocated to the Iowa DOT will be spent on road and bridge projects that are critical to maintaining Iowa's transportation infrastructure and create opportunities for expanded economic activity. A list of projects able to be funded due to Senate File 257 is included in the highway section of the Program.

Throughout the year, Iowa DOT staff meets with individuals, local agencies and organizations to discuss potential projects and transportation issues. Comments on the proposed program are encouraged. During 2017, the Commission conducted meetings at four locations around the state for the specific purpose of receiving public input concerning planning and programming. Meetings were conducted in Mason City, Coralville, Shenandoah, and Fort Madison. Approximately 31 delegations presented their views.

The Commission and the Iowa DOT remain committed to providing modern, safe, and efficient transportation services to the public. This brochure summarizes the 2019-2023 Program.

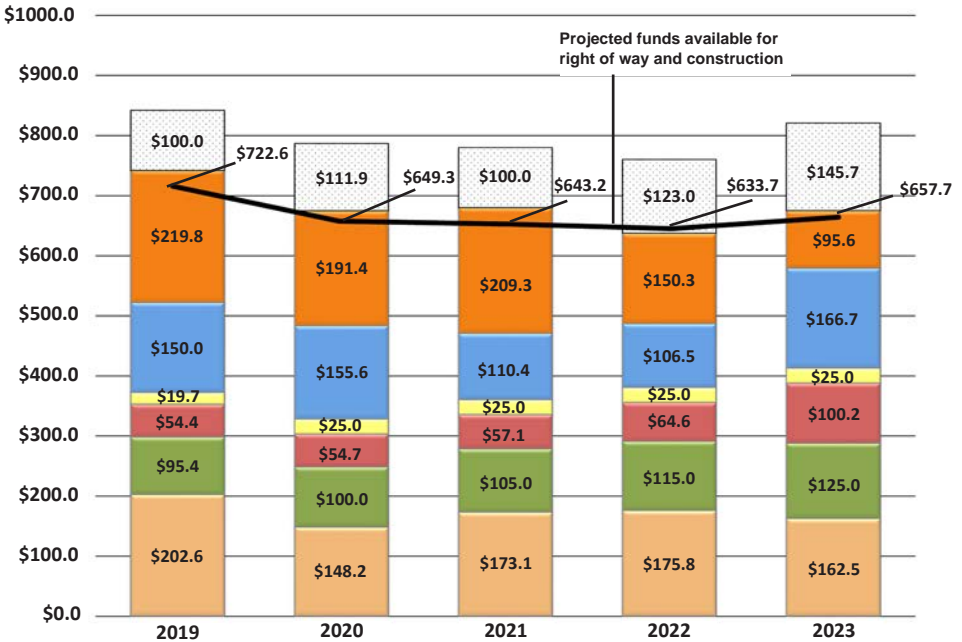
2019-2023 Highway Program

Highway investments versus projected revenues

The Program was developed to achieve several objectives by documenting programmed investments on the primary highway systems for the next five years. In FY 2019-2023, approximately \$3.4 billion is forecast to be available for highway right of way and construction investments.

2019-2023 Highway Program by Funding Category

For Planning Purposes Only (x \$1,000,000)



- Interstate Stewardship
- Non-Interstate Capacity/System Enhancement
- Non-Interstate Pavement Modernization
- Major Interstate Capacity/System Enhancement
- Non-Interstate Bridge Modernization
- Safety Specific
- Projects being developed but not programmed

2019 - \$19.3 million over programmed
 2020 - \$25.6 million over programmed
 2021 - \$36.7 million over programmed
 2022 - \$3.5 million over programmed
 2023 - \$17.3 million over programmed

The column chart above shows projected available funding and the types of projects in the Program. It also shows the scope of projects being developed but not yet funded.

Investment Objectives

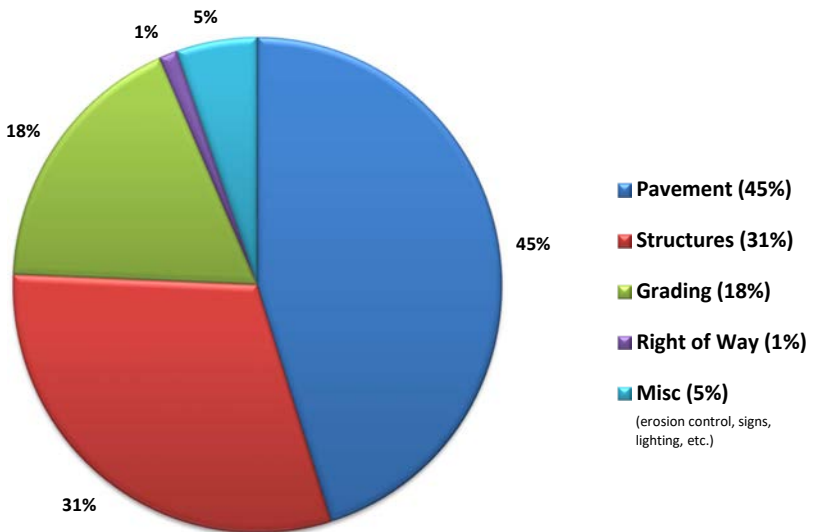
Investments within Iowa's Five-Year Highway Program

The highway section was developed to achieve several objectives. The Commission's primary investment objective remains stewardship, including safety, maintenance, and modernization of Iowa's existing highway system. More than \$1.8 billion is programmed from FY 2019 through FY 2023 for modernization of Iowa's existing highway system and for enhanced highway safety features.

The Commission and Iowa DOT continue to recognize the critical importance of an effective functioning interstate highway system. The interstate system connects all transportation systems in Iowa and allows major freight movements to occur. The Program includes significant interstate investments on I-29 in Sioux City, the I-74 Mississippi River bridge replacement in Bettendorf, the I-80/380 Interchange reconstruction near Iowa City, I-80 in Johnson County between Iowa City and West Branch, I-380 in Hiawatha for the Tower Terrace Interchange, I-35 in Polk County in Ankeny, and the interstate system in Council Bluffs. Portions of these investments address stewardship needs.

The pie chart below summarizes the 2019-2023 Highway Program by work type.

2019-2023 Highway Program by Work Type



Investment Objectives

Needed investments on Iowa's highway system

The Commission has compiled a list of highway program candidates spanning the needs of Iowa's highway system. The candidates have been identified by delegations at Commission public input meetings, by cities or counties, by Iowa DOT assessments and requests, or by Congress identifying them as priorities. The needs are categorized by:

- Major bridge replacements
- Capacity improvements
- Continuity improvements
- Geometric improvements
- Interstate
- Routes on new alignment
- Operations/Safety

There are 58 projects on the list with a total cost of well over \$6 billion, not including many more projects for pavement and bridge modernization.

Added investments to Iowa's Five-Year Highway Program

The Commission was able to add construction for six-lane improvements to I-35 in Polk and Story Counties.

The Commission was able to add several significant small and medium sized projects that address safety and condition needs. These projects include the following:

- U.S. 20 in Black Hawk County from U.S. 63 to Iowa 21 in Waterloo
- U.S. 30 in Story County in Nevada
- U.S. 52 in Jackson County from the Mississippi River to north of Sabula

Investment Objectives

Continuing investments within Iowa's Five-Year Highway Program

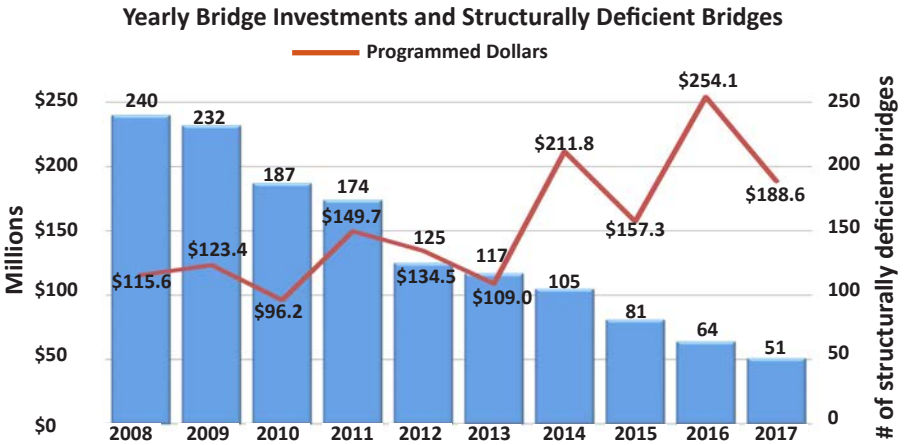
The Commission remains committed to previous highway programming actions by maintaining the schedules of large multiyear corridor improvement projects. These multiyear corridor improvement projects include the following:

- Iowa 1 in Jefferson Co. in Fairfield
- Iowa 3 in Dubuque Co. from Luxemburg to Sageville
- U.S. 6 in Polk Co. from south of Euclid Avenue to north of 38th Street in Des Moines
- Iowa 13 in Linn Co. from north of County Home Road to south of Central City
- Iowa 14 in Marshall and Grundy Counties from Co. Rd. E18 to Iowa 175
- Iowa 17 in Boone Co. north of U.S. 30
- U.S. 18 in Floyd Co. at the U.S. 218 intersection in Floyd
- U.S. 20 in Webster Co. from east of Co. Rd. P73 to Iowa 17
- U.S. 20 in Black Hawk Co. from Iowa 21 to the Cedar River in Waterloo
- U.S. 20 in Dubuque Co. at Swiss Valley Road
- U.S. 30 in Story Co. from east of I-35 to east of 590th Avenue
- U.S. 30 in Tama/Benton Counties from the Tama bypass to U.S. 218
- U.S. 30 in Linn Co. for the Mount Vernon and Lisbon bypass
- U.S. 30 in Clinton Co. at Co. Rd. Y62
- U.S. 52 in Dubuque Co. for the Southwest Arterial
- Iowa 57 in Black Hawk Co. in Cedar Falls
- U.S. 61 in Des Moines Co. from Burlington to north of Mediapolis
- U.S. 63 in Wapello Co. from Co. Rd. J12 to U.S. 34 in Ottumwa
- U.S. 69 in Polk Co. from I-80 to SE 33rd Street in Ankeny
- U.S. 75 in Plymouth Co. from Woodbury Co. to Merrill
- Iowa 92 in Keokuk Co. at Iowa 21 and Co. Rd. V33 intersections
- Iowa 92 in Washington and Louisa Counties from east of U.S. 218 to Iowa 70 in Columbus Junction
- Iowa 100 in Linn Co. from U.S. 30 to Covington Road in Cedar Rapids
- Iowa 141 in Monona Co. from east of Co. Rd. L32 to west of Co. Rd. L37
- Iowa 151 in Linn Co. from south of Church Street in Fairfax to north of Dean Road
- U.S. 218 in Black Hawk Co. from Broadway Street to the Airport interchange in Waterloo

Existing Highway Modernization Needs

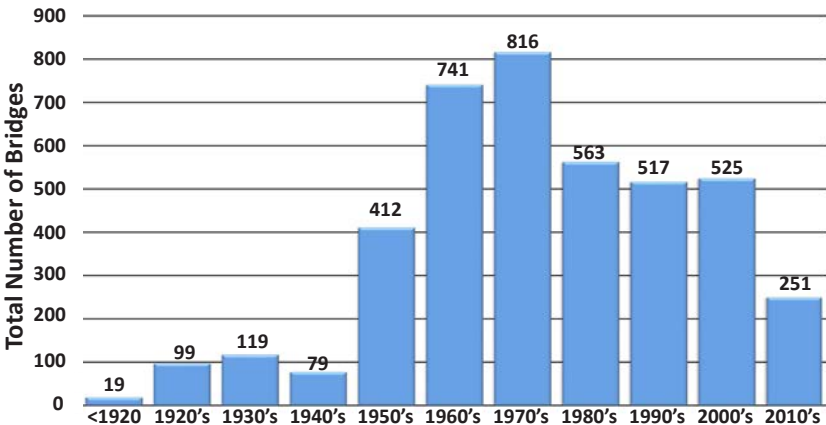
Iowa's highway system with current investment levels

The highway program includes over \$1.0 billion of investments in Iowa's state-owned bridges.



The column chart above illustrates the yearly bridge investments. Over the last few years, the number of structurally deficient bridges on the state highway system has been reduced from 240 in 2008 to 51 in 2017 as a result of the Commission's objective to improve the condition of Iowa's bridges.

Bridge Age by Decade on Primary Highway System



The column chart above shows the age of Iowa's bridges, illustrating that many bridges are approaching 60 or more years of age. If yearly bridge investment levels are not maintained, the number of structurally deficient bridges will begin to trend upward.

Investing in Iowa's Highways

Federal funding for Iowa's Five-Year Highway Program

A large part of funding available for highway programming comes from the federal government. Accurately estimating future federal funding levels is dependent on having a multiyear federal transportation authorization bill. The current authorization, Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4, 2015. However, it will expire September 30, 2020, which is before the third year of the FY 2019-2023 Highway Program. Therefore, there is some uncertainty about federal funding after this date.

For general information on all things transportation, please visit www.facebook.com/iowadot.

Caveat

The Program is based on estimates of funds expected to be available and estimated costs for construction, maintenance, and other work proposed to be accomplished. The Program is subject to modification and is, therefore, not to be construed as a commitment or obligation of the Iowa DOT. Fiscal year, or FY, in this document refers to the state fiscal year from July 1 to June 30, unless otherwise noted. Comments are encouraged and information regarding any changes to the Program can be found at the Iowa DOT's website at http://www.iowadot.gov/program_management/five_year.html.



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