

# 2020-2024

## IOWA TRANSPORTATION IMPROVEMENT PROGRAM



# Investing in Iowa's Highways

## *Federal funding for Iowa's Five-Year Highway Program*

Because a significant portion of Iowa's highway system serves interstate and national systems and interests, a large part of funding available for highway programming comes from the federal government. The current federal authorization bill, Fixing America's Surface Transportation (FAST) Act, expires on September 30, 2020, which is before the second year of the FY 2020- 2024 Highway Program. Therefore, there is significant uncertainty about federal funding after this date.

For general information on all things transportation, please visit [www.facebook.com/iowadot](http://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](http://www.iowadot.gov/program_management/five_year.html).



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# 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) 2020 through FY 2024. To view the Program, visit the Iowa DOT's website at [www.iowadot.gov/program\\_management/five\\_year.html](http://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 legislation 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 the additional revenue is included in the highway section of the Program.

Throughout the year, the Commission and Iowa DOT meet with individuals, local agencies and organizations to discuss potential projects and transportation issues. Comments on the proposed program are encouraged. During 2018, 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 Orange City, Des Moines, Clinton, and Decorah. Approximately 35 delegations presented their views.

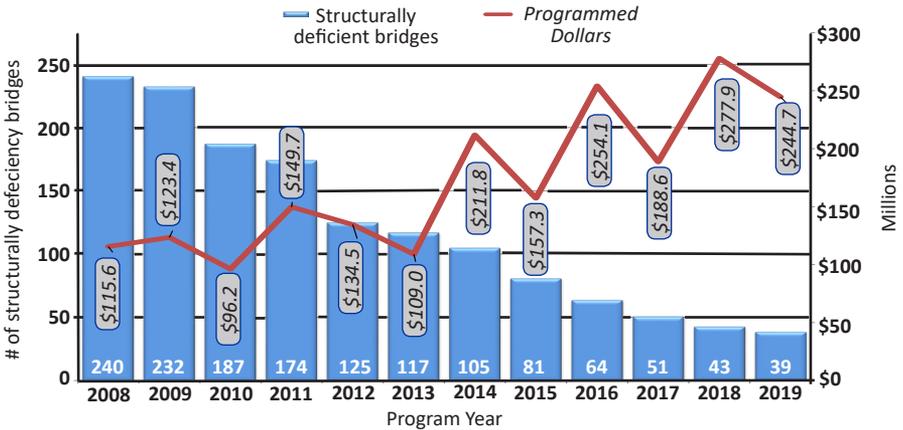
The Commission and the Iowa DOT remain committed to providing modern, safe, and efficient transportation services to the public. This brochure summarizes the 2020-2024 Program.

# Existing Highway Modernization Needs

## Iowa's highway system with current investment levels

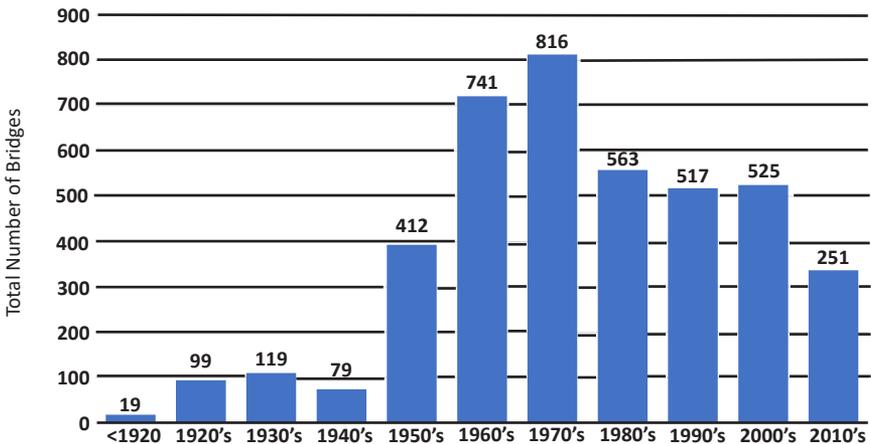
The highway program includes over \$1.0 billion of investments in Iowa's state-owned bridges.

**Yearly Bridge Investments and Structurally Deficient Bridges**



The column chart above illustrates the yearly bridge investments. The number of structurally deficient bridges on the state highway system has been reduced from 240 in 2008 to 39 in 2019 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.

# 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 County in Fairfield
- Iowa 3 in Dubuque County from Luxemburg to Sageville
- Iowa 13 in Linn County from north of County Home Road to south of Central City
- Iowa 17 in Boone County north of U.S. 30
- U.S. 18 in Floyd County at the U.S. 218 intersection in Floyd
- U.S. 20 in Webster County from east of County Road P-73 to Iowa 17
- U.S. 20 in Black Hawk County from U.S. 63 to Iowa 21 in Waterloo
- U.S. 20 in Dubuque County at Swiss Valley Road
- Iowa 21 in Keokuk County from Iowa 149 to Delta
- Iowa 27 in Black Hawk County in Cedar Falls
- U.S. 30 in Story County 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. 52 in Jackson County from Mississippi River to Sabula
- U.S. 61 in Des Moines County from Burlington to Iowa 78
- U.S. 63 in Wapello County from County Road J-12 to U.S. 34 in Ottumwa
- U.S. 67 in Scott County in Davenport
- U.S. 69 in Polk County from I-80 to SE 33rd Street in Ankeny
- U.S. 69 in Wright County from UP RR to County Road C-20
- U.S. 75 in Plymouth County from Woodbury County to Merrill
- Iowa 92 in Keokuk County at the Iowa 21 and County Road V-33 intersections
- Iowa 92 in Washington and Louisa Counties from east of U.S. 218 to Iowa 70 in Columbus Junction
- Iowa 141 in Monona County from east of County Road L-32 to west of County Road L-37
- U.S. 218 in Black Hawk County from Broadway Street to the Airport interchange in Waterloo

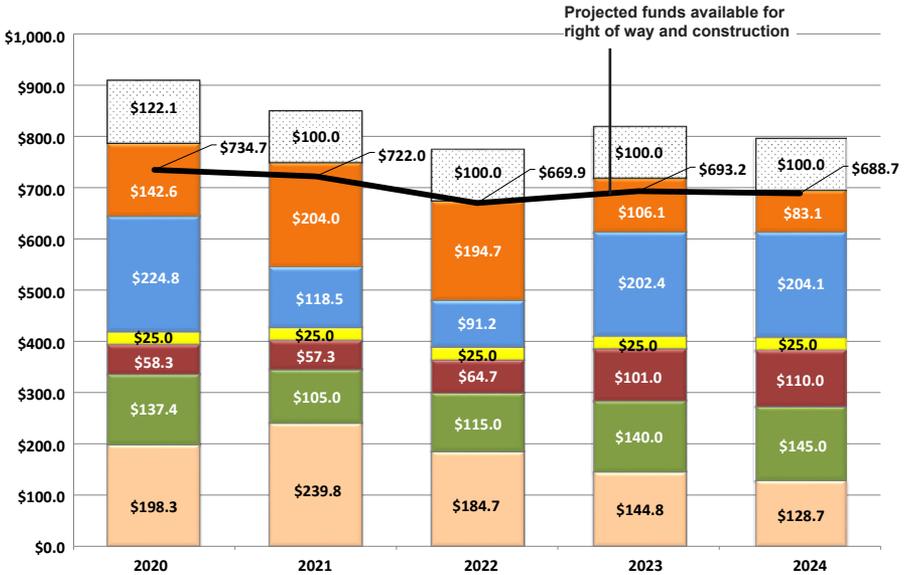
# 2020-2024 Highway Program

## 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 2020-2024, approximately \$3.5 billion is forecast to be available for highway right of way and construction investments.

### 2020-2024 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

2020 - \$51.7 million over programmed  
 2021 - \$27.6 million over programmed  
 2022 - \$5.4 million over programmed  
 2023 - \$26.1 million over programmed  
 2024 - \$7.2 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

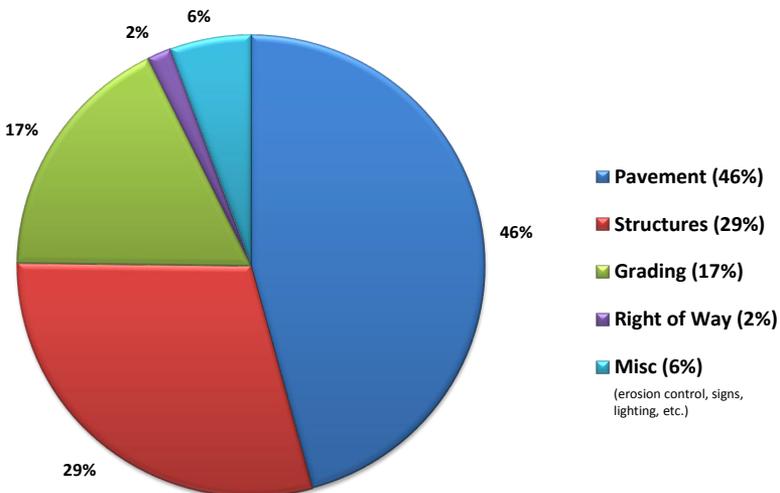
## Investments within Iowa's Five-Year Highway Program

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 \$2.0 billion is programmed in FY 2020 through FY 2024 for modernization of Iowa's existing highway system and for enhanced highway safety features.

The Commission and Iowa DOT continue to recognize the importance of maintaining an effective functioning interstate 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 for reconstruction, six-lane improvements on I-35 in Polk and Story Counties, the I-74 Mississippi River Bridge replacement in Bettendorf, the I-80/380 Interchange reconstruction near Iowa City, six-lane improvements on I-80 in Johnson and Cedar Counties, I-380 in Hiawatha for the Tower Terrace Interchange, and the system in Council Bluffs. Portions of these investments address stewardship needs.

The pie chart below summarizes the 2020-2024 Highway Program by work type.

### 2020-2024 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, or by Iowa DOT assessments and requests. There are 37 projects on the list with a total cost of well over \$5 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 several significant multi-year projects that address safety and operational needs and these include U.S. 30 Missouri Valley Bypass in Harrison County, U.S. 61 in Louisa County from 0.5 miles north of Iowa 78 to 2.0 miles south of Iowa 92, U.S. 63 Oskaloosa Bypass in Mahaska County, and U.S. 218 in Bremer County from Janesville to Waverly. The Iowa 9 Mississippi River Bridge replacement project was also added.

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

- Iowa 1 in Johnson County in Iowa City
- Iowa 13 in Delaware County from north of Manchester to Iowa 3
- U.S. 20 in Woodbury County from Iowa 12 to Little Whiskey Creek
- U.S. 20 in Black Hawk County from Hudson Road to U.S. 63
- U.S. 34 in Montgomery County from Iowa 48 to County Road H-34
- Iowa 38 in Cedar County in Tipton
- U.S. 63 in Poweshiek County from U.S. 6 to Tama
- Iowa 64 in Jackson County in Maquoketa
- U.S. 65 in Cerro Gordo County in Mason City
- U.S. 71 in Dickinson County in Arnolds Park
- U.S. 75 in Sioux County in Sioux Center
- Iowa 141 in Polk County at NW 121st Street
- Iowa 150 in Buchanan County in Independence