

Iowa DOT Research Request for Proposal (RFP)

It is the intent of Iowa DOT Research to enter into agreement with the responsible bidder whose submitted proposal is the most advantageous, cost and other factors considered. Other factors include but are not limited to meeting or exceeding mandatory requirements, proposed staffing, and meeting required time schedule.

- Original RFP is posted at <https://iowadot.gov/research/Requests-for-Proposal>
- Questions should be submitted to the project manager, identified below.
 - Questions are due no later than 14 calendar days prior to the proposal due date. Questions and responses will be posted on <https://iowadot.gov/research/Requests-for-Proposal> no later than 7 calendar days prior to the proposal due date.
- Responses must be submitted in pdf form to Proposal.Research@iowadot.us
 - Use the following naming convention for the PDF submission:
 - ResearchProposalNumber_Agency_PrincipalInvestigatorLastName.pdf
- Responses must comply with the proposal guidelines in “Required Format for Iowa DOT Research Proposals.”
 - <https://iowadot.gov/research/Research-Process/Proposal-Deliverable-Guidelines>

RFP #: TPF-5(480)

RFP Title: Building Information Modeling (BIM) for Infrastructure

Idea Site: <https://www.pooledfund.org/Details/Study/707>

RFP Posted: September 15, 2022

Proposals Due: On or Before November 1, 2022 at 12:00 Noon Central Standard Time.

Project Manager: Khyle Clute, khyle.clute@iowadot.us, (515)-239-1646

Budget

- Funding limitations have been established. Proposed budgets shall not exceed \$2,600,000.
- Proposed budgets are not limited. They will be considered during the evaluation process.

Timeline

- Timing limitations have been established. Proposed timelines shall not extend beyond 12/31/2027.
- Proposed timelines are not limited. They will be considered during the evaluation process.

Literature Review

- A Literature Review has been performed as part of project development and should not be included as a task in the proposal. The Literature Review is available for download here:
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- A Literature Review has not been performed and may be included as a task in the proposal.

Problem Statement

BIM for Infrastructure is a collaborative work method for structuring, managing, and using an agency's enterprise-wide data and information for transportation assets throughout their life cycles. BIM integrates and leverages digital information found in lidar/UAS surveys, 3D design models, eConstruction data, georeferenced assets and eventually GIS, to bring profound improvements for project delivery and lifecycle data management. The data capabilities are envisioned to better connect the silos within our agencies towards greater collaboration and real-time, fact-based decision-making in managing our highway assets. BIM is about "liberating" data from siloed systems and making it available in an automated way to anyone who needs it when they need it.

Various studies indicate the tangible benefits from BIM's 'digitalization' of our highway program delivery and performance management are substantial. The way we plan, design, construct and manage the highway system can harness the power of data and information to increase efficiency. A European Union (EU) study has suggested savings and other economic benefits in the order of billions, which is why many countries have adopted BIM standards and are working more aggressively to deploy BIM practices. FHWA has invested over \$35M on initial BIM-related studies and deployment via research and Every Day Counts. FHWA is currently collaborating with AASHTO and other stakeholders to adopt a national data standard that will provide for more seamless data exchange across the many digital applications used in delivering and managing our highway assets. BIM deployment is at a tipping point in the U.S. and now requires a more concerted and strategic approach among the stakeholders to realize its full potential faster and keep U.S. productivity and competitiveness strong.

With that in mind, FHWA developed a National Strategic Work Plan (NSWP) for BIM implementation to assist in the advancement of a more concerted and effective U.S.-wide deployment by all stakeholders. The NSWP proposes key implementation activities that could be carried out over the next 10 years to guide FHWA, State DOTs, and their industry partners toward the goal of increasing BIM for Infrastructure maturity and growth nationwide, while maximizing returns on investment. This project serves as a mechanism for stakeholders to work collaboratively to advance the activities that were charted out in the NSWP as well as to collectively address needs as they arise. At the end of 10 years, the NSWP envisions that:

- State DOTs, in cooperation with their external partners, will have mature BIM processes and trained and skilled personnel who use open data standards; information exchange specifications; and digital workflows to collaborate with each other to create, collect, store, process, share, analyze and autonomously exchange data and information across a large number of key systems of record including planning, programming, survey, design, engineering analysis, construction management, asset/maintenance management, GIS, and linear referencing.
- The data created and/or updated in these systems of record will be used in enterprise-level information models that are designed using open standards and managed in a centralized common data environment.
- State DOTs and their external partners can deploy people, processes, policies, tools, and technology systems to: (a) ensure that the enterprise information models grow incrementally as additional data becomes available with each subsequent asset life-cycle phase, (b) minimize data loss to the enterprise information models by federating internal and external systems of record with the common data environment, and (c) maximize efficiency and productivity across all capital improvement, asset operations, and maintenance projects.

Objectives

The main objective is to provide technical guidance for leveraging the concepts of BIM and open data standards and to create a guide for information management across all phases of the built environment. This would include all phases of project development, construction, operations, and asset management for transportation agencies. In order to accomplish this, the framework provided in the FHWA publication “Advancing BIM for Infrastructure, National Strategic Roadmap” and collaboration with similar efforts to advance digital delivery in the development of this guide will be heavily relied on.

In the foreward to the FHWA National Strategic Roadmap it states, “The objective of the roadmap outlined in this document is to help State departments of transportation (DOTs) strategically develop a uniform, nationwide framework related to BIM for Infrastructure, open data–exchange standards and methods for adopting those standards, BIM tools, and a robust personnel training and upskilling program. These State-led and FHWA-supported actions can then become the basis for planning and implementing BIM for Infrastructure to better deliver projects and transportation services at the State DOT level.”

“The maturity model developed for the roadmap for U.S. agencies defines four different BIM for Infrastructure maturity levels—0 through 3—based on two characteristics of an organization’s BIM processes. According to the Dutch Building Information Council, these are the “degree of significant digital information exchange (i.e., the amount, type, and value of data modeled)” and the “degree of information technology (IT) integration (i.e., the extent of automation in processes and the use of technology systems for data management)” (BIR 2014).”

Level 0: Information is modeled using electronic or paper documents, and the definitions of data, terms, objects, and attributes is inconsistent across the enterprise. Knowledge about BIM within the organization is limited or nonexistent. Open standards 7.0 Vision, Goal, and Objective 21 are not used for data management (i.e., modeling, exchange, security, storage). Disparate information and technology systems are used throughout the organization, making data exchanges between these systems difficult. Most of the data integrations that have been carried out are within an asset lifecycle phase (e.g., within the design or O&M phases). Information is often exchanged through informal means such as emails, phone calls, and paper documents.

Level 1: A foundation has been built to deploy BIM through adopting open standards for defining data, terms, objects, and attributes. High-value data exchanges across disciplines are being piloted. The industry in general and the agency’s internal and external stakeholders are aware of BIM processes, policies, standards, tools, and systems. The agency is bringing together all stakeholders to create implementation action plans, plan data governance policies, and execute early pilot projects. Specific types of projects are being targeted as BIM early pilot projects (e.g., bridge projects using design-bid-build (DBB) contracting).

Level 2: The data libraries, terms, and definitions based on open information–exchange standards and adopted in Level 1 have been used to develop standard templates for data exchanges that need to happen within the organization between asset lifecycle phases. These standards have been used to automate information exchanges. Information requirements and delivery specifications are clearly defined.

Level 3: Relationships have been built with external stakeholders, such as contractors, who are involved in design-build (DB) projects or public–private partnerships. There is an understanding between internal and external stakeholders about the standards, processes, and protocols used to exchange

information. Data are available to both internal and external stakeholders through automated systems.

As the Roadmap has very detailed steps associated with moving from one level to the next over the course of 10 years, and with the life of TPF-5(480) Building Information Modeling (BIM) for Infrastructure pooled fund tentatively set at 5 years, one of the secondary objectives will be to look for opportunities to expedite implementation.

The key is many state agencies have begun the BIM journey and are at various stages of implementation and have different needs in terms of the assistance they require. As a result, another secondary objective is to look for ways in which some later project tasks can occur in parallel with many of the foundational steps to address the varying needs of those involved.

To accomplish the main and secondary objectives, an overall BIM for Infrastructure guide should focus on five key areas and contain several sub-areas, some of which may be:

1. Define a digital workflow that focuses on secure collaboration and seamless transfer of data from planning through asset management.
 - a. Outline the workflow and identify major milestones associated with project development from planning through project completion. The *NCHRP 10-111 Guide for 3D Model Construction Inspection* will provide a good example from bridges that could be modified for this effort.
 - b. Identify the key data exchanges that occur at each milestone and make recommendations for how that data could be transferred seamlessly taking advantage of new and existing tools and techniques.
 - c. Identify open data exchange standards for their applicability to roadways.
 - d. Provide guidance on the key elements of information, the attributes, level of development, and level of accuracy to ensure consistency of data exchange formats.
 - e. Identify the data needs and data exchange options for collaborating with key stakeholders, resource agencies, contractors and others to facilitate lifecycle management of infrastructure assets.
 - f. The workflow should be built around information management, with the ability to create the model as the legal document as an output of that workflow and recognize and account for other project types such as rehabilitation projects. Not all information that should be exchanged resides within a model (e.g., project quality assurance data, contractual data).
 - g. Address the elements of cybersecurity and privacy that should be considered relative to open collaboration and data sharing.
 - h. Identify data accuracy levels for various data needed for each construction stage. More specifically, to ensure effective, accurate, and efficient construction based on 3D models, it is essential that all stakeholders have a mutual understanding of geospatial data and accuracy needed for different construction stages and types.
2. Defining the key elements of open data exchange including Industry Foundation Classes (IFC) or other options and their advantages.
 - a. Outline the key principles of data governance and data stewardship.
 - b. Assess the alternative open data standards and their ability to share data across various platforms and project phases.
 - c. AASHTO has identified IFC as the schema for State DOTs and the TPF-5(372) BIM for Bridges and Structures pooled fund has built the information exchange for structures around IFC. This effort should build on the work already accomplished in adopting IFC for Bridges and Structures

- and use that model to help guide the adoption for other assets. It is recognized that roadways have additional considerations such as geospatially based data that bridges may not.
- d. Identify ways agencies can collaborate with contractors, suppliers, and other vendors to enhance the transfer of data to their systems to increase efficiency and reduce data loss, noting how this impacts small contractors as well.
 - e. Provide guidance, or examples on, Data Dictionaries, Model Element Breakdown, and Model View Definitions that State DOTs can utilize for their efforts.
 - f. Identify best practices for data transfer and data collection.
 - g. Identify geospatial data and data accuracy needed for each stage of plan or model development (i.e., conceptual design, preliminary design, and final design).
 - h. Provide guidance on establishing metadata for the various elements.
3. Outlining the tools and resources available for information management across all phases of infrastructure development and management.
 - a. Identify the various tools and options for gathering information about the built environment for pre-construction, active, and post-construction.
 - b. Outline the benefits and limitations of each tool, including the ability to customize and automate those tools, their data formats, compatibility with other tools, and software systems for digital delivery/model-based design.
 - c. Conduct surveys with State DOTs to identify the features necessary to enhance their ability to seamlessly transfer data. This would include follow-up contacts with the State DOTs and possibly virtual meetings to identify what software tools are lacking and what features need to be developed or enhanced.
 - d. Outline examples of what constitutes a data warehouse and the way in which data would need to be structured to consume and access the data efficiently. Although there is general agreement that asset management is a big beneficiary of BIM, real life examples are needed of a data warehouse and how the information would feed into, reside, and flow out of a data warehouse. These examples shall be presented in a way that is easily understood by State DOT senior leadership and others not actively engaged in BIM.
 - e. Provide examples of data classification as part of the secure collaboration effort. Some agencies have established guidelines on what data can be shared within the agency and outside the agency and classified data as confidential, internal, public, etc. This guidance also outlines who has access to the data and restrictions on that access.
 4. Identifying resources for training and retraining the workforce to enhance development of skills, retention, and innovation.
 - a. Create a clearinghouse.
 - i. Include publications and resources that have been completed about BIM, Asset Management, eConstruction, Digital Delivery, Data Governance, etc. that can easily be researched and referenced.
 - ii. Work with vendors and State DOTs to develop a national library of videos, materials, and resources to assist them in their effort to train and retrain staff. One example would be a cell library for 3D elements.
 - iii. Develop a library of best practices related to each discipline, surveys/data acquisition, highway design, bridges and structures, geotechnical, etc. for transitioning to a digital workflow.
 - iv. Include examples of specifications, guidelines, construction contracts, manuals, lessons learned, and training material that could be shared.

- v. Identify options for where the clearinghouse would reside.
 - b. Outline the basic components of Change Management to assist State DOTs in their efforts to implement a digital workflow.
 - c. Work with AASHTO TC3 to develop courses in 3D Design, 3D models, digital inspection, virtual reality and augmented reality that states can use for training and innovation.
 - d. Consider BuildingSmart or other educational committees as other available resources.
5. Identify key opportunities to collaborate and leverage work that has been completed and is currently in progress on BIM, open data standards, and digital delivery.
- a. Work with the BIM for Bridges and Structures pooled fund to incorporate and leverage the work already completed on adopting open standards for structures. Make recommendations on how to use their model to advance the work for creating guidance for open collaboration for the other assets, such as roadways.
 - b. Identify ways to work with stakeholders below and others to collaborate on the goals and objectives of the BIM for Infrastructure pooled fund:
 - i. Association of General Contractors (AGC)
 - ii. American Council of Engineering Companies (ACEC)
 - iii. American Road and Transportation Builders Association (ARTBA)
 - iv. AASHTO Joint Technical Committee on Electronic Engineering Standards
 - v. AASHTO Joint Committee on Data Standardization
 - vi. FHWA Every Day Counts (EDC)
 - vii. BIM For Bridges and Structures pooled fund
 - viii. National Institute of Building Sciences (NIBS)
 - ix. AASHTOWare and other technical solution providers
 - x. BuildingSmart Professional Certification and Training Program for BIM

Minimum Project Tasks

1. Priority Level 1 Tasks

- a. Provide a high-level overview of a digital workflow from Planning through Asset Management to serve as the roadmap for digital delivery.
 - i. As part of the workflow development include:
 1. Model Element Breakdown
 2. Level of Development
 3. Data Dictionary
 - a. Phase 1: Information exchange from planning through project award.
 - b. Phase 2: Information exchange from construction through operations, including asset management.
 4. Develop guidance on Data Governance
 - ii. The process should account for minor projects (such as rehabilitation) as well as major construction and recognize there is information from all projects having differing levels of digital delivery that needs to be captured for operations and asset management.
 - iii. Identify potential legal issues or restrictions associated with information exchange that need to be considered. Examples could include restrictions on information in the right-of-way files, or sensitive cultural areas that need to be preserved.
- b. Identify key project milestones and information exchanges and how that collaboration can occur digitally and securely.
- c. Outline the importance of GIS and geospatial information to the information sharing process and asset management.
- d. Establish a working relationship with groups such as the BIM for Bridges and Structures pooled fund, AASHTO JTCEES and Joint Committee on Data Standardization.
- e. Develop a forum for sharing best practices. Examples include:
 - i. Guidance of signing and sealing the model.
 - ii. Development of a QA\QC Process each stage of the workflow including the handoff from construction to operations and asset management.
 - iii. Review and markup process of models.
 - iv. Guidance on development time associated with a model centric approach.
 - v. Development of the initial phase of a searchable clearinghouse focusing on these best practices.
 - vi. Recommendations for where this forum would be housed and how it should be maintained.
- f. Develop an advisory group with AGC, ACEC, and vendor representation.
- g. Share guidance on how to get management support.
- h. Develop guidance on Change Management and the issues associated with transitioning to a digital workflow.
- i. Begin development of a training approach to moving toward a digital workflow.

2. Priority Level 2 Tasks

- a. Develop a guide that outlines the basic workflow for digital delivery. The guide should define the workflow and show how to take advantage of new techniques and technology to transfer data seamless throughout the workflow from planning to asset management. As part of outlining the workflow, it should be broken into steps that show the progression from where to start through complete maturity.
- b. Identify tools needed to work with the models in the field and identify vendor needs.

- i. Conduct a survey of State DOT tools currently being used and their effectiveness.
 - ii. Identify practices and features that enable those in the field (State DOT staff, contractors, subcontractors, suppliers) to easily obtain needed information when the model is the legal document.
 - iii. Develop a list of tools and enhancements needed to make field tools more efficient and effective at data gathering and sharing. For suggested enhancements of existing vendor tools, formally communicate the finding to the vendor(s).
 - iv. Develop strategies for gathering asset information from rehabilitation and preservation projects.
 - c. Evaluate and make recommendations on how to leverage the benefits of digital delivery for various project delivery methods:
 - i. Design Build
 - ii. CMGC
 - iii. Design Bid Build.
 - iv. P3-Public Private Partnerships
 - d. Develop guidance on how to select pilot projects with varying levels of digital delivery and strategies for success.
 - i. Provide guidance on a phased approach to delivering digital information to the contractor and other stakeholders with a focus on the benefits and drawbacks of various project sizes and types and strategies for success in each.
 - ii. Provide guidance on how to use a pilot project to build agency and industry capacity to use on subsequent projects.
 - e. Identify lessons learned or best practices when incorporating IFC for Bridges to advance the work of incorporating IFC for Roads.
 - f. Identify how to leverage eConstruction efforts for data gathering to expand what is available enterprise wide.
 - g. Identify how to leverage the work done as part of FHWA EDC-6 on Digital As-Built as part of the workflow and data gathering effort.
 - h. Develop strategies to help State DOTs work through data sharing across traditional information silos by identifying keys to successfully integrating data sharing across the enterprise. This may include case studies where this has been accomplished and make it available for State DOTs to use in their own efforts.
 - i. Identify informational needs for using digital information for design to construction and fabrication, including requirements for automated machine guidance (AMG), steel fabrication and others.
 - j. Develop strategies for collaborating with resource agencies and other stakeholders, including exploring advances in augmented and virtual reality and how that can enhance information sharing with key stakeholders.
 - k. Develop guidance on establishing an asset inventory.
 - l. Outline the basics of an asset management warehouse and how information can be harvested from construction to be placed into the warehouse.
 - m. Identify tools and software available for contract administration on projects where the Model As the Legal Document (MALD) controls, including:
 - i. Creating visualizations, animations, and renderings from the 3D model for conveying design intent and stakeholder engagement.
 - ii. Catalog of information-model requirements to define what data should be created and why.

- iii. Advertising and bidding.
- iv. Establishing the hierarchy and relationship between the model, plans and specifications.
- v. Example specifications for digital delivery.
- vi. Engineering estimation.
- vii. Information sharing with the prime contractor and the sub-contractors during bidding and construction.
- viii. Options for handling changes or addendums with a digital deliverable.
- ix. Options for establishing the model of record.
- x. Options for collecting as-built data, who will be responsible and what are the advantages and disadvantages with each approach.
- xi. Signing and sealing a model.
- xii. Post letting review.

Deliverables

1. Infographic: Digital Workflow from Planning through Asset Management
2. White Paper: Glossary of BIM Terminology
3. White Paper: Overview of IFC and its Role in BIM
4. White Paper: Importance of Data Governance and GIS and Their Role in BIM – Establishing a Single Source of Truth for Data Management
5. First phase of a searchable Digital Delivery Information Clearinghouse
6. Literature review on BIM State of Practice at State DOTs
7. Quick Report: State DOT survey results on current tools for Digital Delivery
8. White Paper: Elements of Change Management for a Digital Workflow and Making the Case
9. White Paper: Engaging Stakeholders in Implementing a Digital Workflow
10. White Paper: Training Outline and Curriculum for a Digital Workflow and Model-based Deliverables
11. 3D cell library for parametric elements
12. Draft Capability Maturity Model Survey
13. White Paper: Developing Data Models for Assets within Transportation Asset Management Programs
14. White Paper: Best Practices in Reviewing a Digital Delivery Model
15. White Paper: Signing and Sealing a Digital Delivery Model
16. White Paper: Basic Workflow for Digital Delivery
17. Draft Information Delivery Manual (IDM) for Digital Workflow
18. White Paper: Existing or Desired Tools and Resources Needed to Utilize Models in Field Applications
19. White Paper: Leveraging the Benefits of Digital Delivery for Various Project Delivery Methods
20. White Paper: Selecting Digital Delivery Pilot Projects and Strategies for Success
21. White Paper: Leveraging IFC for Bridges to Advance IFC for Roads
22. White Paper: Leveraging eConstruction Data Gathering for Enterprise-wide Infrastructure Data
23. White Paper: Utilizing Digital Information for Design to Construction and Fabrication
24. White Paper: Leveraging FHWA EDC-6 Digital As-Built Efforts
25. White Paper: Successful Integration of Enterprise-wide Data Sharing
26. White Paper: Establishing Enterprise-wide Asset Inventories
27. White Paper: Asset Management Warehouse Basics
28. White Paper: Harvesting Construction Data to Populate an Asset Management Warehouse
29. White Paper: Collaborating with Resource Agencies and Stakeholders Now and Into the Future
30. White Paper: Best Practices for Contract Administration with the Model As the Legal Document
31. White Paper: Performance Measures for BIM Implementation
32. Second phase of a searchable Digital Delivery Information Clearinghouse
33. Quarterly progress reports to the TAC
34. Draft comprehensive guidance document from all white papers
35. Final comprehensive guidance document from all white papers (Required to be Section 508 Compliant)
36. Deliverable outreach activities (Additional Information #3)

Additional Information

1. Submitted proposals shall cover the work outlined in this RFP and not exceed the estimated budget to complete this work. Given the anticipated fluid environment of BIM initiatives nationwide based on several projects ongoing and upcoming at the state and national levels during this project's lifetime, a single year scope of work will be contracted at the beginning of each year focusing in detail on the work to be accomplished during that year. For each subsequent year, a new scope of work will be provided to the pooled fund team for review and approval prior to contracting. Contracts for year two and beyond will be covered through an amendment to the original contract. This approach will allow this project to leverage work done by others or navigate shortcomings presented in future years that are not known at the time of this posting. The combined budget for the individual scopes of work shall not exceed the estimated budget provided in this RFP but may fluctuate year to year to accommodate the work needing to be accomplished during any one year and the funding limitations of that year.
2. The services sought in this RFP are specifically related to the scope defined and agreed upon by the workplan. The pooled fund team may choose to negotiate an agreement for a portion or all any next phases, elect to issue a separate RFP for a portion or all any next phases, or elect to do nothing at that time.

The realization of these objectives, including the selection of the preferred proposal and firm(s), will be determined solely by the pooled fund team. In no event shall this RFP be construed as an obligation on the part of the pooled fund team or any of its member agencies to award a contract for the services described herein. Iowa DOT, as the lead agency for pooled fund project TPF-5(480), will be responsible for contracting with the selected firm(s) and the administration of the contract(s) thereafter.

3. Percentage-based proposal evaluation criteria will not be used. Instead, the pooled fund evaluation team will individually evaluate proposals on a tiered approach and then collectively determine which proposals are placed in the top tier.

Virtual interviews may be required given the complex nature of this project. If utilized, virtual interviews will be conducted with firms having proposals placed in the top tier. Virtual interviews will last 90 minutes, allowing for a 60-minute presentation by the firm and 30 minutes of questions from the pooled fund evaluation team. Virtual interviews will be conducted via Microsoft Teams.

Evaluations will be based on the demonstration of a clear understanding of project concept, requirements, general approach and intended objectives. Strong preference will be given to proposals indicating their capability of initiating a multitude of project tasks, especially those indicated as Level 1 Priority, within the first few months of the project with appropriate deliverables being completed in part, or in whole, as early as the end of the first contract year. Reorganizing Level 1 and Level 2 Priority Tasks and timeframes to leverage current or upcoming work completed by others is welcomed with justification of the benefits for doing so, serving as secondary support of understanding the intended objectives and funding limitations of this project and how it fits into the larger BIM landscape. Preference will also be given to proposals incorporating desirable approaches to deliverable outreach activities during and near the conclusion of the project. Since the deliverables of this project apply to stakeholders beyond the participating agency representatives, there is a strong desire to ensure outreach, information and integration activities are included as part of this effort. These activities may range from easily shared infographics to webinars and workshops.

4. It is intended that an in-person meeting, typically two days in length, between the selected firm(s) and representatives from each participating agency in TPF-5(480) will take place on an annual basis. The dates and times for each meeting will be agreed upon throughout the course of the project. Travel arrangements and expenses for the participating agency representatives will be contracted separately between the Iowa DOT and Iowa State University. An estimated budget to cover these expenditures has been earmarked from the available funds and is not to be included in the proposed budget for this RFP. Travel expenses for the selected firm(s) will need to be included in the proposed budget.
5. Anticipated Timeline
 - a. Proposals due: Tuesday, November 1, 2022
 - b. Notification of virtual interview: Friday, November 11, 2022
 - c. Virtual interviews: Friday, November 18, 2022
 - d. Notification of proposal selection: Tuesday, November 22, 2022
 - e. Virtual kick-off meeting to discuss Year 1 Scope of Work: Friday, December 16, 2022
 - f. Year 1 Scope of Work approval and contract negotiation: End of January
 - g. Project start date: February 1, 2023.

Non-Discrimination Statement

Iowa DOT ensures non-discrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes that they are being denied participation in a project, being denied benefits of a program, or otherwise being discriminated against because of race, color, national origin, gender, age, or disability, low income and limited English proficiency, or if needs more information or special assistance for persons with disabilities or limited English proficiency, please contact Iowa DOT Civil Rights at 515-239-7970 or by email at civil.rights@iowadot.us.