

2017-2021 HIGHWAY PROGRAM SUMMARY

approved June 2016

Investing in Iowa's Future



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) 2017 through FY 2021. To view the Program, visit the Iowa DOT's website at www.iowadot.gov/program_management/five_year.html.

This Program continues to advance 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 critical road and bridge construction projects. These critical projects address pavement, bridge, and safety needs and also provide the necessary transportation infrastructure to lower transportation costs and support Iowa's growing economy. 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 DOT staff meet with individuals, local agencies and organizations to discuss potential projects and transportation issues. Comments on the proposed program are encouraged. During 2015, 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 Davenport, Council Bluffs, Burlington, and Decorah. Approximately 41 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 2017-2021 Program.

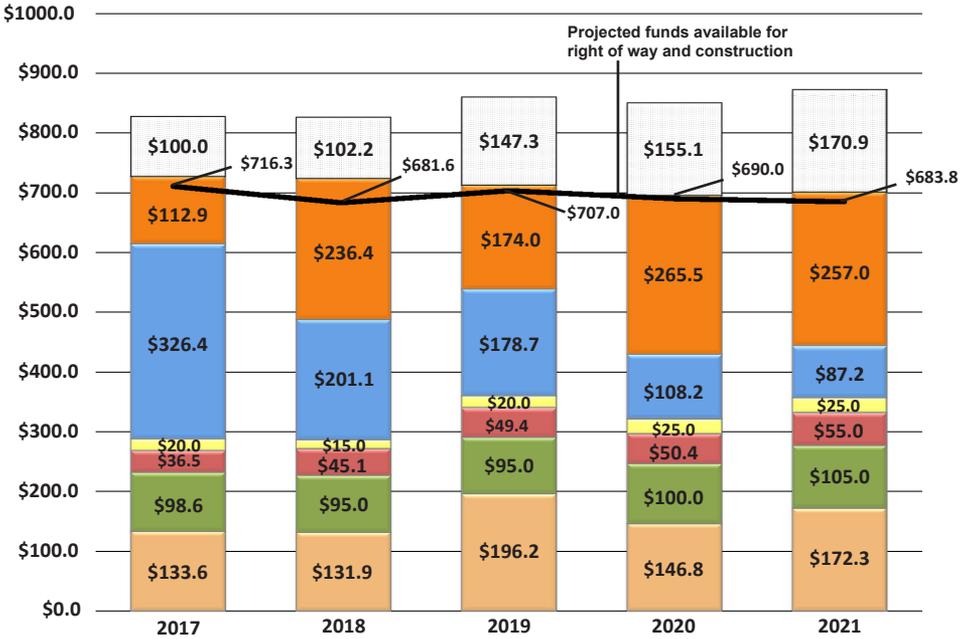
2017-2021 Highway Program

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 2017-2021, approximately \$3.5 billion is forecast to be available for highway right of way and construction investments.

2017-2021 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

2017 - \$11.7 million over programmed
 2018 - \$42.9 million over programmed
 2019 - \$6.3 million over programmed
 2020 - \$5.9 million over programmed
 2021 - \$17.7 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

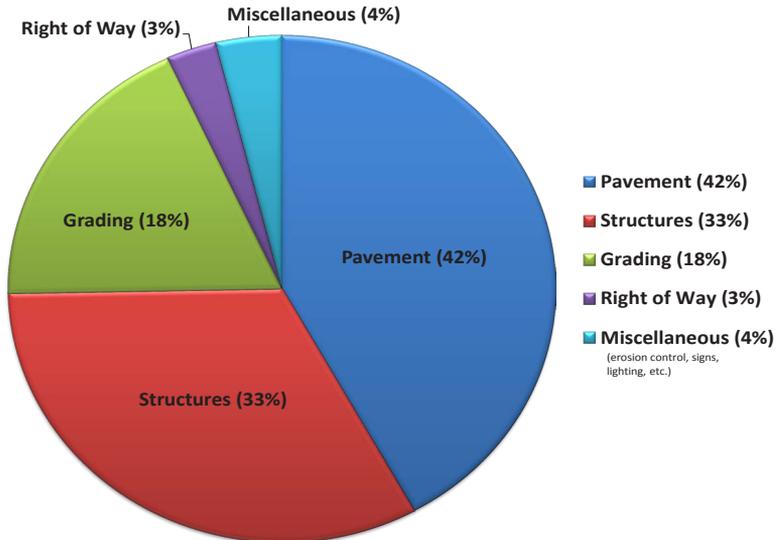
Investments within Iowa's Five-Year Highway Program

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 \$1.6 billion is programmed from FY 2017 through FY 2021 for modernization of Iowa's existing highway system and for enhanced highway safety feature.

The Commission and Iowa DOT continue to recognize the critical importance of an effective and efficient interstate highway system. The interstate highways connect all transportation systems in Iowa and allow major freight movements to occur, delivering Iowa products to the world's marketplace. The Program includes significant interstate investments on Interstate 29 in Sioux City, the interstate system in Council Bluffs, and I-74 Mississippi River bridge replacement in Bettendorf. Portions of these investments address stewardship needs.

The pie chart below summarizes the 2017-2021 Highway Program by work type.

2017-2021 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 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 65 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 construction for four-lane improvements to U.S. 61 in Des Moines County from 210th Street to north of Mediapolis and accelerate the construction of U.S. 30 in Benton County for the Iowa 21 interchange.

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

- Iowa 3 in Bremer County in Waverly
- Iowa 3 in Dubuque County from Pfeiler Road to north of Boy Scout Road
- U.S. 6 in Polk County on Hubbell Avenue in Des Moines
- U.S. 20 in Webster County from east of County Road P-73 to Iowa 17
- U.S. 20 in Black Hawk County from Iowa 21 to I-380 in Waterloo
- Iowa 27 in Black Hawk County from U.S. 20 to Ridgeway Avenue in Cedar Falls
- U.S. 69 in Wright County from north of the Union Pacific Railroad to County Road C-20
- U.S. 75 in Plymouth County from Jackson Street in Merrill to County Road C-38
- U.S. 151 in Linn County from south of Church Street in Fairfax to north of Dean Road
- Iowa 934 in Black Hawk County on University Avenue in Waterloo (as compensation for a transfer of jurisdiction)

Investment Objectives

Continuing investments within Iowa's Five-Year Highway Program

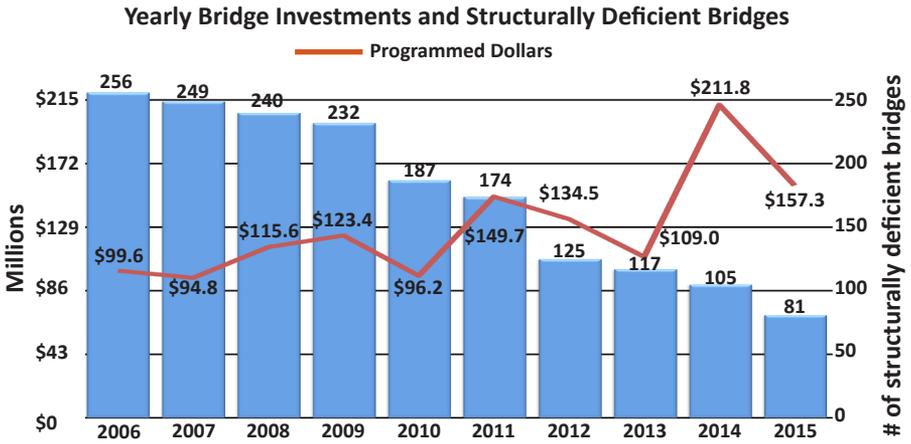
The Commission remains committed to previous highway programming actions by maintaining the schedules of large multiyear corridor improvement projects. These multiyear corridor improvement projects include the following:

- Iowa 1 in Washington County at Iowa 22 in Kalona
- Iowa 3 in Dubuque County from Luxemburg to Pfeiler Road
- Iowa 13 in Linn County from north of County Home Road to south of Central City
- U.S. 20 in Woodbury County from east of Merville to Correctionville
- U.S. 20 in Sac County from west of Adams Avenue to U.S. 71
- U.S. 20 in Dubuque County at Swiss Valley Road
- U.S. 30 in Tama/Benton counties from the Tama bypass to U.S. 218
- U.S. 30 in Linn County for the Mount Vernon and Lisbon bypass
- U.S. 34 in Monroe County at Iowa 5 in Albia
- U.S. 52 in Dubuque County for the Southwest Arterial
- U.S. 52 in Winneshiek County at Iowa 9 in Decorah
- Iowa 57 in Black Hawk County in Cedar Falls
- Iowa 58 in Black Hawk County at Viking Road in Cedar Falls
- U.S. 61 in Des Moines County from Burlington to 210th Street
- U.S. 61 in Louisa County from south of Iowa 92 to Muscatine County
- U.S. 63 in Wapello County from County Road J-12 to U.S. 34 in Ottumwa
- U.S. 63 in Black Hawk County from Jefferson to Newell streets in Waterloo
- U.S. 65 in Jasper County at the Iowa 117/330 intersection
- Iowa 92 in Warren County at Iowa 28 in Martensdale
- Iowa 100 in Linn County from U.S. 30 to Covington Road in Cedar Rapids
- Iowa 122 in Cerro Gordo County in Mason City
- Iowa 141 in Monona County from east of County Road L-32 to west of County Road L-37
- Iowa 141 in Polk County from Iowa 44 to I-35
- Iowa 146 in Marshall County from County Road E-49 to U.S. 30

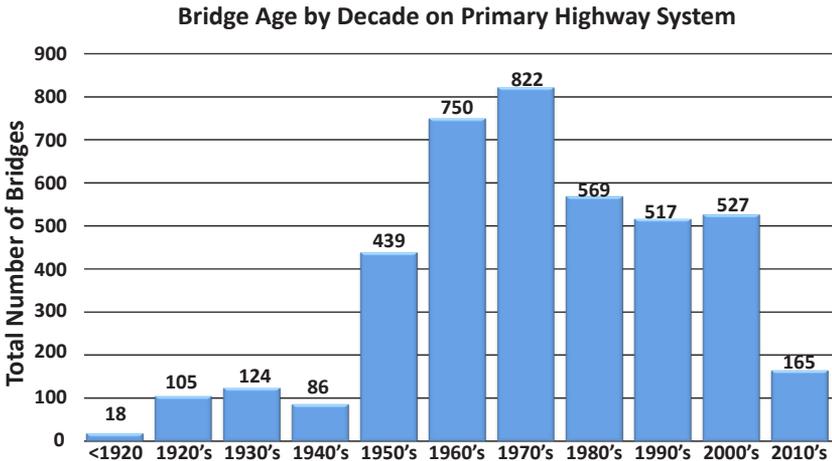
Existing Highway Modernization Needs

Iowa's highway system with current investment levels

The highway program includes over \$1.2 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 256 in 2006 to 81 in 2015, as a result of the Commission's objective to improve the condition of Iowa's bridges.



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. For the first time in many years, this authorization bill provides federal funding certainty for most of the time period covered by the Program. However, it is a five-year authorization bill that will expire September 30, 2020, which is before the last year of the FY 2017-2021 Highway Program. Therefore, there is some federal funding uncertainty after this date.

In addition to providing increased certainty of federal funding, the FAST Act also provided additional funding for road and bridge projects. Due in part to the FAST Act funding increases, the total amount of road and bridge construction funding included in the Program is approximately \$300 million more than last year's Program. This has permitted the Commission to invest even more funding to address Iowa's critical road and bridge needs across the state.

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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