



BETTERBRIDGES
BRIGHTER OPPORTUNITY



July 31, 2025

APPLICANT:

Iowa Department of Transportation
Supported by 23 Partner Local Public Agencies

PREPARED FOR:

Office of Bridges and Structures
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

**Competitive Highway
Bridge Program
Iowa Priority #1**

Project Narrative

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BASIC PROJECT INFORMATION

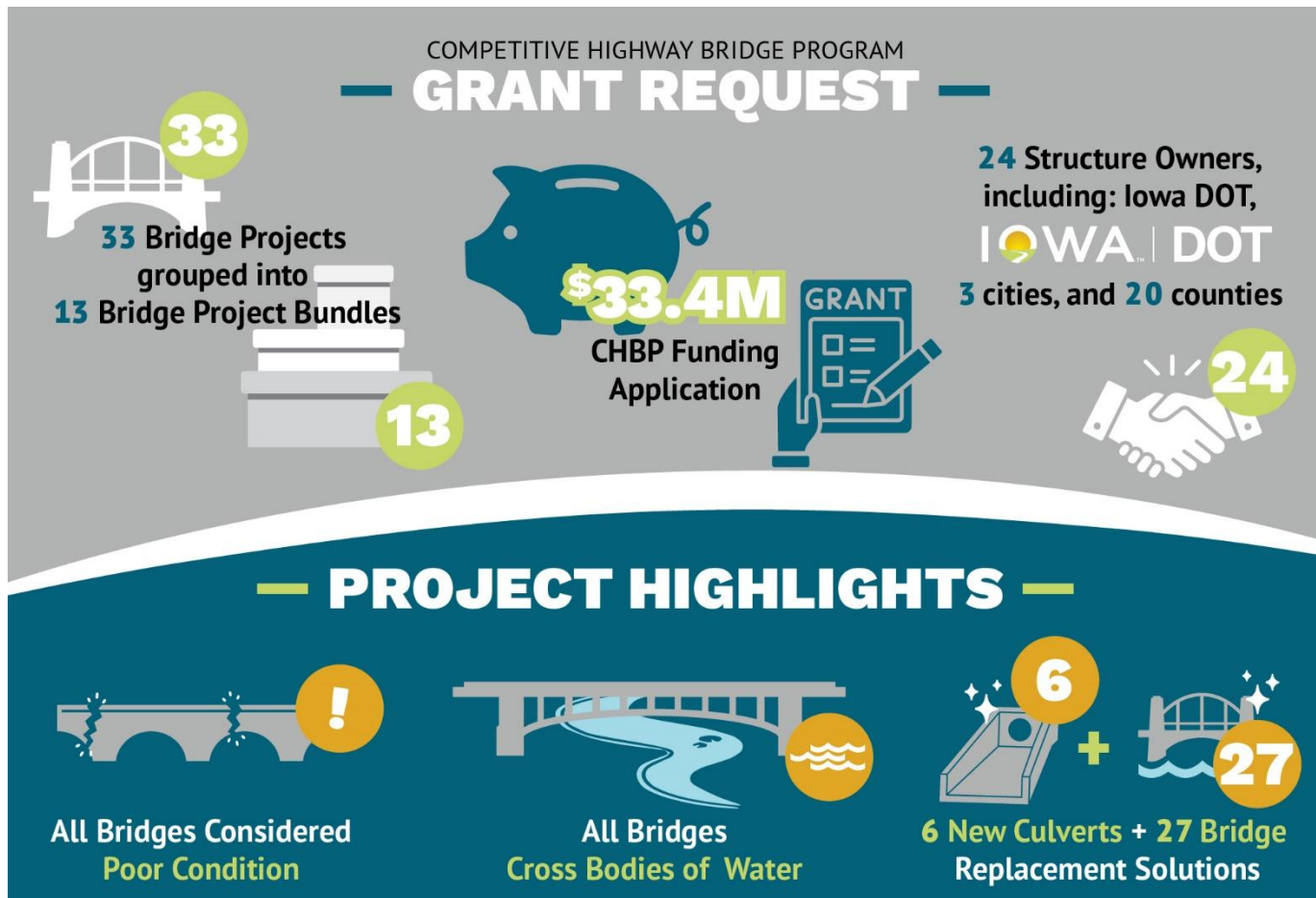
Project Description

The Iowa Department of Transportation (Iowa DOT), supported by 20 counties and 3 cities, seeks \$33,490,656 in Competitive Highway Bridge Program (CHBP) funds to replace 33 city, county, and state-owned poor condition bridges and culverts under this application to provide the Better Bridges, Brighter Opportunity project (the Project).

Iowa has the highest number of bridges classified as poor in the country. The inventory of approximately 24,000 Iowa bridges serves the state's agricultural and manufacturing industries and drives the state's economy. Structures throughout Iowa connect small communities, local traffic, and farms to regional services and national marketplaces as the first link in the domestic supply chain.

Iowa's Farm-to-Market (FM) road system is critical to the state's economic health and is the lifeline that connects agricultural products to the greater U.S. and global markets. All but one of the structures are rural in nature with most being located on FM roads. The Project bundles similar structures into 13 smaller packages to streamline the construction process and lower costs. **Table 1** includes details about each structure and bundle.

Public support for replacement of poor condition structures in Iowa is high. For this effort, an online survey was distributed across all the communities and counties containing bridge Projects, with 81.4 percent of the 1,191 respondents saying the existing structure in their area does not provide safe conditions and 77.9 percent of respondents saying replacing the current structure would improve travel conditions, indicating strong support.



Project Challenges

According to the National Bridge Inventory (NBI), approximately 19 percent of all Iowa bridges are classified as poor, meaning Iowa has the unenviable designation as first in the nation in this category.¹ The structures included



Figure 1: Jackson County – Bridge #15

in this Project are all rated in poor condition with anticipated closure dates ranging from 2026 to 2051, indicating that time is of the essence to fix this critical infrastructure in America's heartland. Poor bridge conditions include concrete spalls, reinforcement corrosion, scour, and fracture-critical elements. A representative example lies in Bridge #15 (Jackson County), a one-lane 86-year-old bridge with advanced deck and substructure deterioration that does not meet current safety standards (**Figure 1**).

Iowa farms are the most productive in the United States, producing more corn, pork, eggs, and biofuel than any other state in the country.²

All rural Iowa farms are reliant on

FM roads to support the movement of products to the marketplace that feed and fuel America. Detours caused by anticipated structure closures related to this application will range from 1 to 11.1 miles one way and result in disruption to the supply chain, increased transportation costs to farmers, and ultimately reduced farm profits and increased prices for consumers. Detours will also be detrimental to rural residents by lengthening daily trips to work, school, shopping, and other essential services. Combined, these issues will compound and harm rural Iowa's economy until the structures included in this application are replaced.

Iowa DOT has partnered with counties, cities, and the Iowa County Engineers Association (ICEA) to coordinate and address these deficient structures.³ This key partnership enables the new structures to be replaced quickly at lower costs. Resources to replace structures are limited and stretched thin across the many poor condition structures in Iowa. This CHBP grant award will create an infusion of additional funds that will make a programmatic impact on the transition toward achieving a state of good repair for Iowa structures.

Project Location

The 33 bundled structures are located throughout Iowa, with 32 located on rural routes and 1 on an urban route. The bundles were determined by structure vicinities, types, and letting schedules. Bundles included in this application are shown on the location map in

Figure 2, and a KMZ file is included as **Appendix A**. For a complete overview of each structure, see the Bridge Map Book in **Appendix B**, which details individual structure conditions and surrounding structure conditions along detour routes.

¹ American Road & Transportation Builders Association. [National Bridge Inventory: Iowa](#). Accessed February 27, 2025.

² Iowa Farm Bureau. [Top 10 Farm and Agriculture Facts – Iowa](#). Accessed January 19, 2025.

³ Iowa County Engineers Association. Home Page. <https://www.iowacountyroads.org/>. Accessed July 9, 2025.

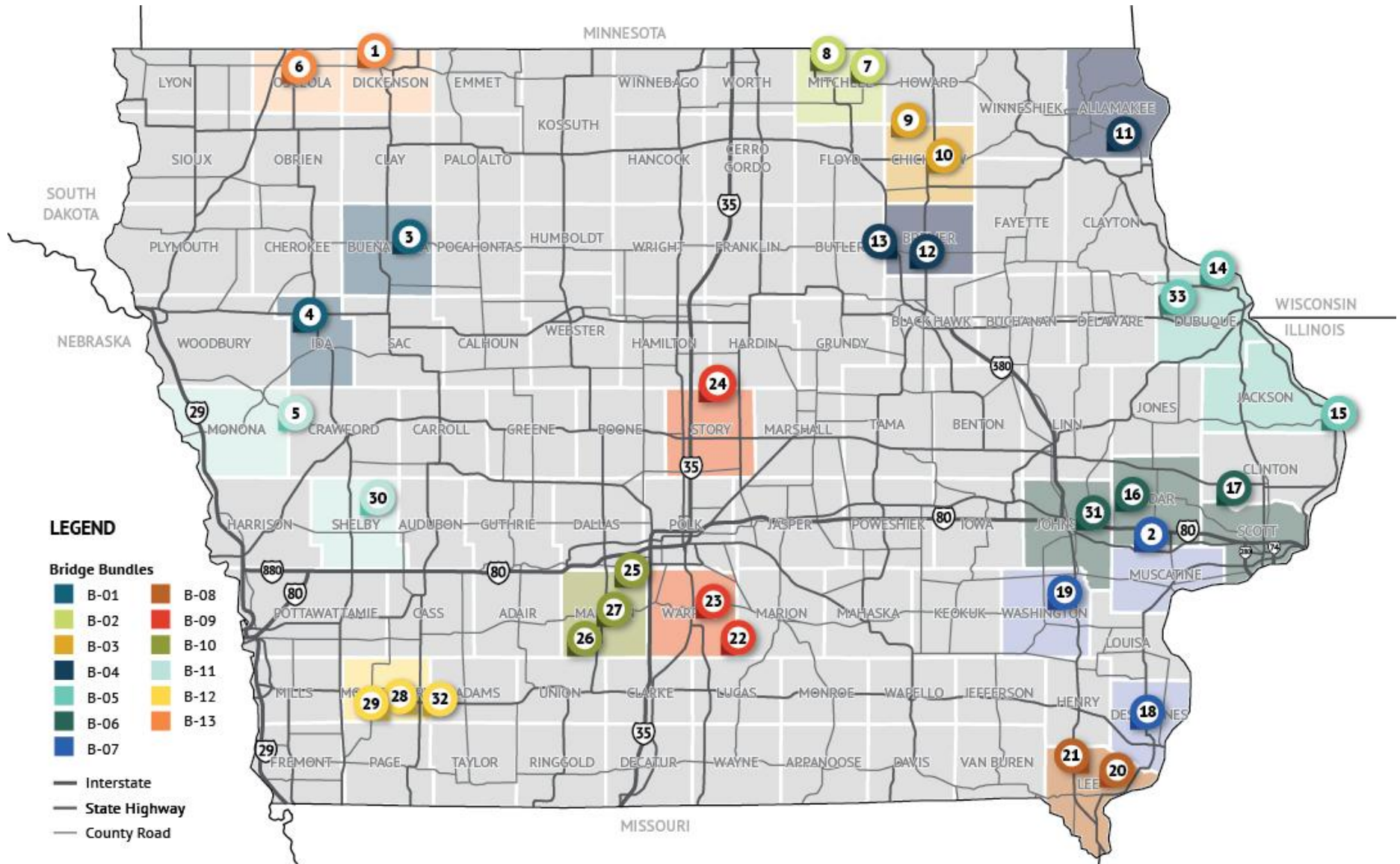


Figure 2: Project Location Map

Table 1. Bridge Project Information by Bridge Bundle

BUNDLE ID	SPONSOR/ASSET OWNER	NBI NUMBER	GRANT NUMBER	BRIDGE CONDITION	POSTING	YEAR OF CLOSURE	REMAINING YEARS OF LIFE	BRIDGE AGE (YEARS)	AADT	PERCENTAGE TRUCK TRAFFIC	DETOUR LENGTH (MILES)	PLANNED WORK*	FFC (Major Collector, Minor Collector, Minor Arterial, Local)
B-01	Buena Vista County	085740	3	Poor	Posted	2033	8	60	310	24%	2.0	CCSB	Major Collector
B-01	Ida County	186961	4	Poor	Posted	2028	3	124	180	50%	4.1	RCB	Major Collector
B-02	Mitchell County	248530	7	Poor	Posted	2028	3	71	410	22%	7.0	CCSB	Major Collector
B-02	Mitchell County	249201	8	Poor	Open	2032	7	40	220	15%	3.2	CCSB	Major Collector
B-03	Chickasaw County	112770	9	Poor	Posted	2030	5	67	510	20%	3.3	PPCB	Major Collector
B-03	Chickasaw County	019680	10	Poor	Posted	2032	7	97	1070	25%	1.5	Twin-cell Box Culvert 12x8	Major Collector
B-04	Allamakee County	061140	11	Poor	Posted	2030	5	70	130	50%	7.5	PPCB	Local
B-04	Bremer County	078920	12	Poor	Posted	2028	3	85	280	50%	5.0	PPCB	Minor Collector
B-04	Bremer County	079060	13	Poor	Posted	2028	3	95	200	10%	5.0	RCB	Local
B-05	Dubuque County	148160	14	Poor	Posted	2035	10	84	120	28%	4.6	CCSB	Local
B-05	Jackson County	193040	15	Poor	Posted	2030	5	86	110	10%	2.6	CCSB	Local
B-05	City of Dyersville	004305	33	Poor	Open	2046	22	57	1810	15%	0.5	CCSB	Local
B-06	Cedar County	103280	16	Poor	Posted	2035	10	64	820	22%	3.0	CCSB	Major Collector
B-06	Scott County	303010	17	Poor	Posted	2035	10	101	1060	13%	2.9	CCSB	Major Collector
B-06	City of Iowa City	006260	51	Poor	Open	2035	10	89	2881	1.8%	1.0	Quad-cell RCB Culvert	Local
B-07	Iowa DOT	037830	2	Poor	Open	2041	17	104	1770	8%	4.9	CCSB	Minor Arterial
B-07	Des Moines County	143270	18	Poor	Posted	2035	10	83	280	10%	8.6	PPCB	Major Collector
B-07	Washington County	337040	19	Poor	Posted	2035	10	99	160	15%	7.0	Triple-cell Box Culvert 12x8	Major Collector
B-08	Lee County	218910	20	Poor	Posted	2040	15	76	250	10%	6.5	PPCB	Major Collector
B-08	Lee County	219030	21	Poor	Posted	2040	15	75	370	23%	4.5	CCSB	Major Collector
B-09	Warren County	332850	22	Poor	Posted	2040	15	66	400	15%	2.0	CCSB	Major Collector
B-09	Warren County	333690	23	Poor	Posted	2030	5	54	280	8%	6.8	CCSB	Local
B-09	Story County	316170	24	Poor	Posted	2030	5	69	120	--	4.0	CCSB	Minor Collector
B-10	Madison County	234750	25	Poor	Posted	2028	3	69	130	15%	7.5	PPCB	Minor Collector
B-10	Madison County	232680	26	Poor	Posted	2031	6	67	130	15%	3.9	CCSB	Major Collector
B-10	Madison County	233280	27	Poor	Posted	2029	4	94	180	20%	5.0	CCSB	Minor Collector
B-11	Monona County	250540	5	Poor	Posted	2033	8	75	160	13%	3.4	PPCB	Major Collector
B-11	Shelby County	047910	30	Poor	Open	2030	5	86	420	17%	5.2	Twin-cell Box Culvert	Major Collector
B-12	Montgomery County	254240	28	Poor	Posted	2028	3	85	300	14%	3.4	PPCB	Major Collector
B-12	Montgomery County	254550	29	Poor	Posted	2026	1	69	220	--	11.0	PPCB	Major Collector
B-12	City of Villisca	011520	32	Poor	Posted	2028	22	85	440	20%	11.1	PPCB	Major Collector
B-13	Iowa DOT	023700	1	Poor	Open	2051	27	95	4082	11.9%	3.0	CCSB	Minor Arterial
B-13	Osceola County	263300	6	Poor	Posted	2030	5	66	520	12%	3.0	CCSB	Major Collector

*Planned Work:

CCSB – Continuous Concrete Slab Bridge
 PPCB – Prestensioned Prestressed Concrete Beam

RCB – Reinforced Concrete Box Culvert

Lead Applicant

Iowa DOT, the lead applicant, has an outstanding history of delivering federal aid projects. Between federal fiscal years 2019 and 2024, Iowa DOT averaged 123 federal aid projects each year, totaling nearly \$919 million annually. Iowa DOT, counties, and cities regularly collaborate on projects spanning jurisdictions, as showcased by the Bridges for Iowa's Future 2018 CHBP grant award that included the reconstruction of 77 bridges. All bridges under that grant award are complete, and the bundled project was delivered on time and within budget.

Iowa DOT's subject matter experts in the Local Systems Bureau will serve as key resources for this grant due to their familiarity with federal funding and the ongoing functional role supporting local agencies in the delivery of infrastructure projects. The Local Systems Bureau currently has oversight on 217 active federal aid projects and has the resources and experience to provide oversight on this Project.



- In 2024, 102 of the local public agency (LPA) federal aid projects let were overseen by the Local Systems Bureau.
- In 2024, roughly 45 percent of the LPA projects let through Iowa DOT were federal aid projects (53 percent by cost), equating to 109 LPA projects with a total award value of greater than \$188,000,000.
- Over the past two years, the Local Systems Bureau has made intentional efforts to improve project closeout rate and has successfully closed more projects than were let statewide (federal aid and non-federal aid).

Other Public & Private Parties

The counties and cities listed below are participating in this grant application and have entered into a 28E agreement with Iowa DOT ([Appendix C](#)) that outlines all parties' responsibilities, roles, obligations, and funding commitments. Counties and cities will work closely with Iowa DOT to finalize Project development, coordinate bid letting, and deliver successful structure replacement Projects. Iowa Code, Chapter 28E, allows state and local governments to efficiently cooperate and share services and facilities for the mutual advantage of each. A city, county, township, or other authorized agency may agree to provide administrative and engineering services for another through mutual aid agreements. For the purposes of this application, the following parties have entered into a 28E agreement with Iowa DOT and with each other for the delivery of this application.

- | | | | |
|---------------------|----------------------|-----------------|-----------------|
| • Allamakee Co | • City of Dyersville | • Lee Co | • Scott Co |
| • Bremer Co | • City of Villisca | • Madison Co | • Shelby Co |
| • Buena Vista Co | • Des Moines Co | • Mitchell Co | • Story Co |
| • Cedar Co | • Dubuque Co | • Monona Co | • Warren Co |
| • Chickasaw Co | • Ida Co | • Montgomery Co | • Washington Co |
| • City of Iowa City | • Jackson Co | • Osceola Co | |

ICEA will assist the counties and cities in coordinating with Iowa DOT to complete the Project. No other entities, private or non-private, are involved with this Project or will receive a direct and predictable financial benefit.

GRANT FUNDS, SOURCES, & USES OF ALL PROJECT FUNDING

The Project has a total estimated cost of \$49,114,670, including previously incurred costs, future eligible costs, and future non-participating grant costs. These costs are detailed further in this section and supplemented by [Appendix D](#), which includes cost crosswalks to standard form entries and individual bridge cost details.

Budget Summary

The total eligible cost of bridge replacement described in this application is \$43,363,320. Iowa DOT requests \$33,490,656 in funds through the CHBP, equating to 77.2 percent of the eligible Project costs. Other federal funds previously awarded through the Highway Bridge Program (HBP) in the amount of \$1,200,000 will account for 2.8 percent of total eligible Project costs, for a total federal contribution of 80 percent. Non-federal funding comprising state and local sources valued at \$8,672,664 will be applied to meet the 20 percent match commitment. Refer to [Table 2](#) for a summary of eligible Project costs categorized by funding source.

Table 2. Eligible Project Costs

Project Bundle	Funding Source			Total
	Federal CHBP	Federal – Other HBP	Non-Federal State & Local Match	
B-01	\$1,408,000	\$0	\$352,000	\$1,760,000
B-02	\$1,056,000	\$0	\$264,000	\$1,320,000
B-03	\$2,198,680	\$0	\$549,670	\$2,748,350
B-04	\$3,528,800	\$0	\$882,200	\$4,411,000
B-05	\$2,390,320	\$0	\$597,580	\$2,987,900
B-06	\$3,844,000	\$0	\$961,000	\$4,805,000
B-07	\$3,326,136	\$0	\$831,534	\$4,157,670
B-08	\$2,156,000	\$0	\$539,000	\$2,695,000
B-09	\$2,376,000	\$0	\$594,000	\$2,970,000
B-10	\$2,926,000	\$0	\$731,500	\$3,657,500
B-11	\$2,244,000	\$0	\$561,000	\$2,805,000
B-12	\$3,336,000	\$1,200,000	\$1,134,000	\$5,670,000
B-13	\$2,700,720	\$0	\$675,180	\$3,375,900
Total Eligible Project Costs	\$33,490,656	\$1,200,000	\$8,672,664	\$43,363,320
	\$34,690,656		\$8,672,664	
% Shares	77.2%	2.8%	20%	100%
	80%		20%	

Detailed Project Budget, Sources, & Uses

In addition to CHBP funding, the 80 percent federal share in this application is realized through the Iowa HBP, which is comprised of Bridge Formula Program funds and a set-aside from the Surface Transportation Block Grant Program funds. HBP funds are dedicated exclusively to bridge infrastructure improvements by Iowa's LPAs.

All non-federal match funding will be met through a blend of state, FM, and local fund sources. Also, participating agencies will contribute additional non-federal funding valued at \$5,751,350 to subsidize activities incurred outside the CHBP agreement and future non-eligible (non-match) Project costs. These additional non-federal funds will not apply as match for this CHBP application.

The Project budget includes sufficient contingencies valued at \$3,885,120 to address unanticipated cost increases. No additional inflationary factor has been applied in this application. Note that participating LPA funding commitments are documented in corresponding 28E agreements ([Appendix C](#)).

Seventeen structures included in this application have been programmed with "other federal funds" in the Statewide Transportation Improvement Program (TIP/STIP). The category "other federal funds" includes anticipated CHBP funding by the Iowa DOT definition. After notification of the CHBP award, bridges already programmed in STIP will be adjusted to reflect the award, and the remaining 16 structures will be programmed as amendments to STIP, adding these projects for the first time.

Table 3 shows the total costs of all bundles and structures by fund source. **Table 4** conveys major activity costs for all bundles, including costs incurred outside the CHBP agreement, future eligible costs in the CHBP award, and future non-eligible/non-match costs.



Table 3. All Bundle and Bridge Costs by Source

Grant ID		Funding Source				Cost	
Bundle ID	Bridge ID	Federal	Federal – Other	Non-Federal		Total Bridge	Total Bundle
		CHBP	HBP	State & Local Match	State & Local Additional (non-eligible)		
B-01	3	\$616,000	\$0	\$154,000	\$86,000	\$856,000	\$1,873,350
	4	\$792,000	\$0	\$198,000	\$27,350	\$1,017,350	
B-02	7	\$528,000	\$0	\$132,000	\$133,000	\$793,000	\$1,603,000
	8	\$528,000	\$0	\$132,000	\$150,000	\$810,000	
B-03	9	\$1,670,680	\$0	\$417,670	\$90,000	\$2,178,350	\$2,908,350
	10	\$528,000	\$0	\$132,000	\$70,000	\$730,000	
B-04	11	\$1,232,000	\$0	\$308,000	\$245,000	\$1,785,000	\$4,991,000
	12	\$1,496,000	\$0	\$374,000	\$195,000	\$2,065,000	
	13	\$800,800	\$0	\$200,200	\$140,000	\$1,141,000	
B-05	14	\$440,000	\$0	\$110,000	\$90,500	\$640,500	\$3,426,400
	15	\$528,000	\$0	\$132,000	\$82,000	\$742,000	
	33	\$1,422,320	\$0	\$355,580	\$266,000	\$2,043,900	
B-06	16	\$704,000	\$0	\$176,000	\$110,000	\$990,000	\$5,862,000
	17	\$748,000	\$0	\$187,000	\$147,000	\$1,082,000	
	31	\$2,392,000	\$0	\$598,000	\$800,000	\$3,790,000	
B-07	2	\$1,654,136	\$0	\$413,534	\$441,000	\$2,508,670	\$4,762,270
	18	\$1,056,000	\$0	\$264,000	\$78,600	\$1,398,600	
	19	\$616,000	\$0	\$154,000	\$85,000	\$855,000	
B-08	20	\$1,364,000	\$0	\$341,000	\$162,000	\$1,867,000	\$2,963,500
	21	\$792,000	\$0	\$198,000	\$106,500	\$1,096,500	
B-09	22	\$1,144,000	\$0	\$286,000	\$80,000	\$1,510,000	\$3,161,000
	23	\$616,000	\$0	\$154,000	\$80,000	\$850,000	
	24	\$616,000	\$0	\$154,000	\$31,000	\$801,000	
B-10	25	\$1,320,000	\$0	\$330,000	\$250,000	\$1,900,000	\$4,245,000
	26	\$968,000	\$0	\$242,000	\$190,000	\$1,400,000	
	27	\$638,000	\$0	\$159,500	\$147,500	\$945,000	
B-11	5	\$1,496,000	\$0	\$374,000	\$250,000	\$2,120,000	\$3,120,000
	30	\$748,000	\$0	\$187,000	\$65,000	\$1,000,000	
B-12	28	\$1,232,000	\$0	\$308,000	\$162,200	\$1,702,200	\$6,100,100
	29	\$1,144,000	\$0	\$286,000	\$160,400	\$1,590,400	
	32	\$960,000	\$1,200,000	\$540,000	\$107,500	\$2,807,500	
B-13	1	\$1,820,720	\$0	\$455,180	\$468,800	\$2,744,700	\$4,098,700
	6	\$880,000	\$0	\$220,000	\$254,000	\$1,354,000	
Total Costs		\$33,490,656	\$1,200,000	\$8,672,664	\$5,751,350	\$49,114,670	
		\$34,690,656		\$14,424,014			
Total Eligible Costs		\$33,490,656	\$1,200,000	\$8,672,664	\$0	\$43,363,320	
Total Non-Eligible Costs		\$0	\$0	\$0	\$5,751,350	\$5,751,350	
% Total Costs		68.2%	2.4%	17.7%	11.7%	100%	

Table 4. Activity Costs for All Bundles

	Federal (CHBP)	Federal – Other (HBP)	Non-Federal	Total
Costs Incurred Outside the Agreement				
Major Preconstruction Activities				
NEPA, Mitigation, Permitting, Planning, Engagement	\$0	\$0	\$551,820	\$551,820
Design (Conceptual, Preliminary, Final)	\$0	\$0	\$2,587,880	\$2,587,880
Right-of-Way Acquisition	\$0	\$0	\$322,000	\$322,000
Total	\$0	\$0	\$3,461,700	\$3,461,700
%	0.0%	0.0%	100.0%	100.0%
Future Eligible Costs				
Construction Activity				
Roadway Construction	\$5,693,108	\$0	\$1,423,277	\$7,116,385
Bridge Construction	\$23,384,012	\$1,200,000	\$5,921,503	\$30,505,515
Demolition of Old Structure	\$1,485,040	\$0	\$371,260	\$1,856,300
Contingency	\$2,928,496	\$0	\$956,624	\$3,885,120
Total	\$33,490,656	\$1,200,000	\$8,672,664	\$43,363,320
%	77.2%	2.8%	20.0%	100.0%
Future Non-Eligible (Non-Match) Costs				
Construction Activity				
Construction Administration & Inspection	\$0	\$0	\$2,096,400	\$2,096,400
Utilities	\$0	\$0	\$193,250	\$193,250
Total	\$0	\$0	\$2,289,650	\$2,289,650
%	0.0%	0.0%	100.0%	100.0%
Total Activity Costs by All Project Phases	\$33,490,656	\$1,200,000	\$14,424,014	\$49,114,670

MERIT CRITERIA

State of Good Repair

Iowa has 23,685 bridges, ranking the state seventh in the nation for the overall number of bridges. However, more than 4,400 of those bridges are classified as poor, representing the highest number of bridges in poor condition of any state in the nation. Iowa DOT, along with its partnering agencies, is proposing to replace 33 structures throughout the state. These 33 structures include 2 Iowa DOT-owned structures, 3 municipal city-owned structures, and 28 county-owned structures. Two of the existing structures are culverts. All 33 structures need to be replaced due to their poor condition and high risk of further load postings or closure. The latest structural inspection assessment reports for all structures in this application are included in [Appendix E. Figure 3](#) shows an example from Bridge #31 in Iowa City, which has severe concrete deterioration.



Figure 3: Iowa City – Bridge #31

All of the structures included in this Project cross waterways, and scour vulnerability is a major concern. This makes repeat weather events like frequent flooding a significant issue, as the impacts of scour could undermine foundations, further compromising the structural stability of these failing structures. Improving the state of good repair is a primary purpose and high priority of this Project.

Several of the load-restricted structures included in this Project simply cannot meet the load and traffic requirements typical of a regional transportation network relied upon heavily by agriculture. The ability to quickly



and reliably move heavy loads of grain, fertilizer, livestock, specialized mechanical equipment, and more is crucial to a stronger, more resilient food supply chain. When traffic is forced to take detour routes due to restricted or closed bridges, the increased travel costs have serious impacts on Iowa's farming and livestock production culture, the local and regional economy, and the global supply chain. Furthermore, residents' quality of life would also be affected by the detour routes, due to the increase in noise, dust, and safety impacts. **Table 5** summarizes the condition and expected closure date of each bridge included in the Project.

Table 5. Bridge Condition Summary

NBI Number	Bundle ID	Grant ID	Asset Owner	Age	Condition	Over Waterway/ Scour	Posted	Closure Date
085740	B-01	3	Buena Vista County	60	Poor	Yes	Yes	2033
186961	B-01	4	Ida County	124	Poor	Yes	Yes	2028
248530	B-02	7	Mitchell County	71	Poor	Yes	Yes	2028
249201	B-02	8	Mitchell County	40	Poor	Yes	No	2032
112770	B-03	9	Chickasaw County	67	Poor	Yes	Yes	2030
019680	B-03	10	Chickasaw County	97	Poor	Yes	Yes	2032
061140	B-04	11	Allamakee County	70	Poor	Yes	Yes	2030
078920	B-04	12	Bremer County	85	Poor	Yes	Yes	2028
079060	B-04	13	Bremer County	95	Poor	Yes	Yes	2028
148160	B-05	14	Dubuque County	84	Poor	Yes	Yes	2035
193040	B-05	15	Jackson County	86	Poor	Yes	Yes	2030
004305	B-05	33	City of Dyersville	57	Poor	Yes	No	2046
103280	B-06	16	Cedar County	64	Poor	Yes	Yes	2035
303010	B-06	17	Scott County	101	Poor	Yes	Yes	2035
006260	B-06	31	City of Iowa City	89	Poor	Yes	No	2035
037830	B-07	2	Iowa DOT	104	Poor	Yes	No	2041
143270	B-07	18	Des Moines County	83	Poor	Yes	Yes	2035
337040	B-07	19	Washington County	99	Poor	Yes	Yes	2035
218910	B-08	20	Lee County	76	Poor	Yes	Yes	2040
219030	B-08	21	Lee County	75	Poor	Yes	Yes	2040
332850	B-09	22	Warren County	66	Poor	Yes	Yes	2040
333690	B-09	23	Warren County	54	Poor	Yes	Yes	2030
316170	B-09	24	Story County	69	Poor	Yes	Yes	2030
234750	B-10	25	Madison County	69	Poor	Yes	Yes	2028
232680	B-10	26	Madison County	67	Poor	Yes	Yes	2031
233280	B-10	27	Madison County	94	Poor	Yes	Yes	2029
250540	B-11	5	Monona County	75	Poor	Yes	Yes	2033
047910	B-11	30	Shelby County	86	Poor	Yes	No	2030
254240	B-12	28	Montgomery County	85	Poor	Yes	Yes	2028
254550	B-12	29	Montgomery County	69	Poor	Yes	Yes	2026
011520	B-12	32	City of Villisca	85	Poor	Yes	Yes	2028
023700	B-13	1	Iowa DOT	95	Poor	Yes	No	2051
263300	B-13	6	Osceola County	66	Poor	Yes	Yes	2030

SPOTLIGHT: Bridge Condition

Bridge #32 in Villisca, Iowa, is a prime example of the fragile nature of Iowa's rural bridges and their importance to the overall transportation system. This bridge is in poor condition with severe deterioration on the deck and corrosion of beams and bearings. Asphalt was overlayed to try to extend the life of the bridge, which is anticipated to close by 2028, but the deterioration has continued and could lead to further damage, such as holes in the deck. If the deck continues to deteriorate or additional sections are lost due to beam corrosion, the bridge will have to be further load posted or fully closed. The community relies heavily on agriculture, so the current load posting already forces farmers and community members to take longer trips to deliver their products to the local grain elevator and rail lines for distribution to a wider consumer base. If the bridge were to close, the detour would result in 11.1 miles of out-of-distance travel. Load postings and closures would also significantly impact the local schools and EMS. EMS response times that may currently take 3 minutes would likely take 12 minutes for a one-way trip to find an alternative route due to the low capacity of nearby bridges and the nature of the surrounding secondary roads, which are narrow and composed of dirt and gravel.



Iowa DOT, cities, and counties are committed to maintaining these structures in a state of good repair. Each structure will be maintained and preserved to a state of good repair that maximizes the life cycle of each asset. Preventative maintenance will be funded with local/federal/state sources in the programming control of each agency consistent with the [Iowa DOT Transportation Asset Management Plan – Iowa In Motion](#).

EFFECTIVE WORK TYPES AND SCOPES

The asset owners intentionally selected bridge types and scopes that are part of the Iowa DOT standard plans library. This results in the best engineering value and ensures the most cost-effective designs are used over the long term compared to alternative work types. One of the key design elements is the width of the structures. Each structure will either remain the same or widen, with most structures proposed to be at least 30 feet or wider. This allows space for two lanes of traffic plus shoulders, enabling vehicles, trucks, and agricultural equipment to cross the bridge safely and efficiently.

REDUCED PREVENTATIVE MAINTENANCE COSTS

Iowa's bridge standards and the associated materials utilized by asset owners have been fine-tuned over time to be as low maintenance and cost effective as possible so as to sustain and maximize each asset's lifecycle. For example, standards for concrete slab bridges have been adjusted over time to incorporate epoxy steel in the bottom mat as a response to recognized deterioration patterns. Additionally, sealant for concrete rails has been incorporated into bridge rail details, which preserves the rails and leads to lower maintenance costs. All projects will be required to utilize Iowa DOT specifications, which contain stringent materials requirements and construction tolerances, ensuring long-lasting structures. Utilizing Iowa's bridge standards will result in cost and time savings. It is estimated that the time it would take another state to complete final design without a design

library like Iowa's would be approximately 6 months in duration. By applying Iowa's Bridge and Culvert Standards, bridges in this **application have a time savings of 15 percent**, resulting in completion of approximately **4.5 months instead of the standard 6 months**. This Project also bundled structures in nearby locations with similar work types, designs, and materials into smaller packages to reduce cost and maximize efficiency by strategically using available resources. The approach to use smaller packages with common geography, scope, and schedule entices contractor participation, which is estimated to result in **lower bid rates amounting to approximately 2 percent of the Project cost, or a savings of \$867,000**.

RISK FOR DAMAGE

Failure to address the deteriorating structures will have detrimental impacts on Iowa's environment. These structures are at a higher risk for severe impacts from seasonal and catastrophic flooding events. Detours due to permanent bridge closures from failed facilities will lengthen vehicular travel distance and travel time. This Project focuses on improving flooding resilience and system protection in all the Project vicinities. New structures over waterways will be designed to accommodate flooding and other extreme hydrologic events, which will result in some structures' overall height being raised or in increased culvert capacities. Additionally, a few bridges are being converted to box culverts. These conversions reduce the chance of impacts by large agricultural equipment, an occurrence which is not uncommon in rural Iowa.

The Project will increase flooding resilience in each project area. Thousands of miles of rivers bisect cities and farms throughout the state. Flooding is a severe hazard, and economic losses to cities and farms accounted for 38.5 percent of the total cost of all billion-dollar events affecting Iowa from 1980 to 2024.⁴ This Project will allow for sufficient bridge clearances and culvert capacities to help withstand the mobility and economic challenges caused by seasonal and catastrophic flooding events

MAINTENANCE AFTER CONSTRUCTION

The current condition of the structures necessitates extensive corrective and preventative maintenance to preserve continued operational reliability, structural integrity, and adherence to engineering safety standards. Routine maintenance, inspections, concrete deck overlay, debris removal, resealing joint approaches, and high abutment pile repairs were monetized and scheduled in the Benefit Cost Analysis ([Appendix F and G](#)) as ongoing operations and maintenance costs. To keep these structures operational for the next 1 to 26 years **without replacement, Iowa DOT, cities, and counties would collectively have to pay more than \$400,000 per year, or a total of \$11.2 million, in maintenance costs**. The high cost of these maintenance efforts puts a significant financial strain on the individual agencies. However, **if the structures are replaced, maintenance costs would decrease to about \$300,000 per year, resulting in a total average savings of \$100,000 per year for all 33 bridges combined, which provides valuable resources and money that each agency, including the small, rural counties, can reallocate to other pressing needs**.

Safety & Mobility

Improving safety and mobility is a primary purpose of this Project, with the application's bridges having similar limited mobility concerns and safety issues. Many of the structures have narrow widths with no shoulders, creating unsafe and uncomfortable conditions for large, heavier vehicles, such as school buses, fire trucks, and heavy farm equipment. Several structures have widths that only allow one vehicle to use the bridge at a time safely. Twenty-seven of the structures are also load posted, which requires some vehicles, such as heavy farm equipment and trucks, to take detour routes. This adds time and distance and puts these critically important vehicles at greater risk for safety conflicts. Twenty-seven of the structures are anticipated to close in the next decade due to deteriorated conditions and safety concerns. This would create long detours to essential services such as schools, emergency and medical services, employment, and community services.

An online survey was shared with the communities in each structure's Project area to gauge residents' thoughts about the condition and safety of the structure in their area. More than **80 percent of the 1,191 respondents think the structure in their area does not provide safe conditions for users crossing it**, and 58.8 percent noted changing

⁴ NOAA National Centers for Environmental Information. [Billion-Dollar Weather and Climate Disasters | Iowa Summary | National Centers for Environmental Information \(NCEI\)](#). Accessed March 5, 2024.

their typical route to avoid the structure over concern of its condition. Nearly **78 percent of respondents expressed that replacing the current structure with a new, modern structure would improve travel conditions, such as safety and efficiency for the local community, businesses, and agricultural industry.**

NEW AND CONTINUED SAFETY BENEFITS THAT REDUCE CRASHES

Overall, these structures are on lower-volume roadways. Crash information from the most recent and complete 10 years of data was collected using Iowa's online Iowa Crash Analysis Tool. Crash modification factors (CMFs) were used to determine the reduction in crash frequency at applicable structure locations based on factors such as roadway cross-section, volume, and crash history. These factors were developed using the following sources and were applied to the listed bridge conditions. **The average expected crash reduction from safety design improvements was determined to be 44 percent for the bridges that have observed historical crashes and applicable CMFs.**

- CMF Clearinghouse ID 2839
 - Bridge widening on low-volume, rural roads (annual average daily traffic < 400 vehicles per day)
- Highway Safety Manual Part C, **Tables 10-9 through 10-12**
 - Bridge lane width
 - Bridge shoulder width and type
 - Bridge approach lane width
 - Bridge approach shoulder width and type

TARGETED SOLUTIONS FOR SAFETY PROBLEMS

With all the structures deteriorating quickly, mobility in the affected communities is becoming more limited. Many structures cannot bear the weight and size of typical truck traffic and agriculture equipment. This forces out-of-distance detours that add extra miles traveled and increases the risk for traffic conflicts. Maintenance crews also have issues accessing unpaved roads when bridges are load posted, limiting their ability to maintain rural roads, the lifblood of Iowa. **If any structures included in this application close, school buses and EMS vehicles would be forced to detour, significantly impacting travel to school and essential medical services. These detours could add between 2 to 18 minutes for EMS response times for a one-way trip** – an operational delay that may affect service delivery efficiency and emergency response benchmarks in rural areas. This Project will ensure the structures are replaced and redesigned to incorporate key improvements, such as wider cross-sections; addition of shoulders, approach guardrail, and flatter and safer foreslopes (for safety and recovery); and elimination of obstructions in the clear zone. The newer structures will include modern designs based on the most recent standards, such as better geometrics and wider lane facilities, to align with the Safe System Approach and USDOT's National Roadway Safety Strategy. These proposed improvements could be considered proven safety countermeasures that ensure appropriate speeds and more room for all roadway users.



These improvements align with the Safe System Approach and USDOT's National Roadway Safety Strategy because they could be considered proven safety countermeasures that ensure appropriate speeds and more room for vulnerable road users.

SAFETY DURING CONSTRUCTION

All of the structures will be reconstructed on alignment resulting in the road being closed to all through traffic at the point of construction. This accelerates construction, avoids creating a dangerous work zone, and doesn't require the use of work zone speed enforcement. All participating agencies are able to post closures and detours on the '511' websites and use social media to notify the public. Google and Waze will also be notified of detours. Appropriate and clear signing will be present for all detouring traffic.

ADDRESSING MOBILITY DEFICIENCIES DUE TO LOAD POSTINGS AND CLOSURE

While the low-volume nature of these roadways results in few crashes occurring at the existing structures, the effect that detoured traffic would have on increased vehicle miles traveled (VMT) is more concerning. All the structures included in this Project have been identified as being in poor condition with twenty-seven of the

structures currently load posted. It is a concern that each structure is at risk of closing due to structural failure. If any of these structures were to be further load posted or closed, vehicles and trucks would be required to travel out of distance using detours that would result in higher VMT. Increases in system VMT translate to increases in crashes. **If all the structures closed, the combined detours could result in a total of more than 150 miles of out-of-direction travel.** Nearby agricultural businesses rely on these routes for the movement of goods and equipment throughout the state – and the global supply chain – with several of these structures being located on FM routes.

For purposes of this application, the safety impacts of the additional out-of-distance travel, travel time, and roadway classification of the detour routes were quantified using published crash rate data provided by Iowa DOT. Based on the analysis, **if all the structures were to close, the total VMT is expected to grow by more than 12.9 million miles per year.** Over 30 years, this could lead to an **estimated 528 crashes, with 181 of those being injury crashes.** Replacing these deteriorating structures with this Project would prevent this escalation in crashes and mitigate the negative impacts on the surrounding community's safety and quality of life. Simply put – the Project will prevent life-altering crashes in a state that is critical to America's food supply chain. The Traffic Safety and Volume Development Methodology is included inside the BCA narrative. Details about the safety analysis can be found in [Appendix F](#). Iowa DOT, counties, and cities are committed to replacing these existing structures in poor condition with new, wider, and more modern structures so as to avoid these costly closures.

Pedestrian and Bicycle Safety. Three of the proposed structures will include pedestrian and bicycle facilities, such as a 10-foot shared-use path with lighting and bicycle fences and 6-foot sidewalks with protective features to separate pedestrians and vehicles. Several of the structures will also include wider shoulders both on the approaches and on the structures themselves. By integrating with the existing roadway features and providing a continuation of the pedestrian and bicycle facilities while also including additional shoulder space for greater separation from vehicles on other designs, these structures will significantly improve comfort and safety for all roadway users.

Innovation

The Project uses a unique, innovative bundling approach to reduce cost and expedite delivery of the replacement structures. By bundling these 33 projects into 13 bundles, both innovative quantifiable and qualitative benefits are achieved.

Estimated Savings Through the Bundling Approach

All structures included in this application will be bundled into groupings that are based on Project vicinity, type of work, and complimentary letting schedules. Bundling projects into multiple smaller packages supports streamlined contract letting. Rather than separately letting each structure, the bundling approach reduces the number of contracts required, optimizing administrative efforts for both agency and contractors and for Iowa DOT in its oversight role.

Multiple bundles promote private sector market participation, which stimulates a competitive bidding environment. Projects that contain substantial scopes of work can reduce the pool of qualified contractors because of limited bonding capacity, which can lead to greater premiums and higher overall costs. Our approach to smaller packages with common geography, scope, and schedule entices contractor participation, which is estimated to result in **lower bid rates amounting to approximately 2 percent of the Project cost, or a savings of \$867,000.**

Another cost-savings benefit is produced through the geographic bundling of structures. The cost of mobilizing construction crews, equipment, and materials in a single bundle scenario would be significantly higher than mobilizing construction crews to bridges in a smaller bundle and located in closer proximity. By deploying crews and equipment more efficiently across multiple sites, transportation and setup expenses can be minimized. Additionally, construction work can be carried out simultaneously within a bundle. For example, while a freshly poured bridge deck cures, a construction crew can shift to another site in the bundle and continue work, reducing downtime and lowering costs overall. Fewer mobilizations also help decrease fuel costs and reduce wear on machinery, making Project delivery more cost-effective.

Bundling Compatibility

Managing a singular bundle of all 33 bridges would result in inefficiencies and delayed project delivery. The geographic distance among Project sites would result in complex coordination, require substantial mobilization efforts, and limit contractor participation, which reduces competitiveness in the bidding process. These outcomes are inconsistent with the CHBP and Iowa DOT's principled priority of effective funding stewardship and the state's role in supporting a safe and connected transportation system.

The 13 bundles will maximize work performance through improved resource management. Project management and oversight will be more streamlined, and Project sites in each bundle will share similar work types based on standard design elements contained in the Iowa DOT Bridge and Culvert Standards. Contractors will use standardized designs and materials across multiple sites while also applying consistent construction methods with common labor pools.

Estimated Construction Time & Cost Savings

Coordinated construction scheduling and resource management in each bridge bundle will lead to significant savings in labor, equipment rental, and traffic control expenses. Project management and oversight will be streamlined due to similar work types founded on standard design elements contained in the Iowa DOT Bridge and Culvert Standards. This enables contractors to standardize the use of formwork and materials for these sites and apply consistent construction methods with common labor pools.

Savings benefits are also realized through purchasing material for each bundle. Contractors may purchase and stockpile materials for their bundled bridges in advance, helping to mitigate cost increases from inflation. As an example, bulk purchasing steel realizes a savings of \$100 per 1,000 pounds. With the average weight of steel per bridge equating to 63,600 pounds, **the cost savings is estimated to be \$6,320 per bridge, or \$210,000 for the Project.** Contractors who undertake stockpiling through bulk purchasing may be eligible for 100 percent reimbursement of the material costs for qualifying purchases.



A cost savings of \$1.22M, including \$345K in mobilization savings, is realized by bundling construction packages.

Cost Savings Through Multiple Bundles

The chosen bundling method is estimated to SAVE approximately \$1.22 million. This includes a \$345,000 savings through mobilization and \$867,000 in savings through increased contractor participation.

The construction savings result from increased contractor participation and reduced construction crew mobilization. Smaller bundle packages allow for more efficient movement among bridge locations, enabling crews to be deployed flexibly based on Project needs. In contrast to a single bundle, which would require high costs to mobilize crews, equipment, and materials across greater distances, our approach minimizes transportation costs, wear on machinery, and in some cases, enables simultaneous construction at multiple sites. By organizing the

Project into 13 bundles, we estimate a mobilization savings of approximately \$345,000. Additionally, the ability to shift crews among nearby sites as needed helps maintain productivity and ensures steady progress, further reducing downtime and inefficiencies.

Project Delivery Efficiencies

The 13 bundles optimize Project scheduling through coordinating labor, equipment, and materials to allow for continuous work and support for expedited Project completion. Reducing Project schedules will also lessen disruptions to communities and traffic flows. Detours have been evaluated and strategically managed to minimize adverse impacts on residents and businesses.

Iowa DOT & LPA Collaboration

Iowa DOT, in collaboration with partner counties and cities, is an active and strategic partner that functions to coordinate and support Project delivery. There are few states with such an active, cohesive, and proactive county engineering organization who can help assemble bridge bundles and participate in a grant such as this. ICEA and Iowa DOT have cooperatively developed the Transportation Program Management System (TPMS), a web-based application that allows local agencies to submit all project development materials to the affected Iowa DOT

bureaus, such as Local Systems, Location and Environment, and Program Management. This web-based system aids in the early discovery of project issues needing to be addressed and expedites and coordinates project delivery across multiple jurisdictions, which will be useful for this request. Iowa DOT communicates and coordinates extensively with ICEA. ICEA also has an executive board who has promoted and supported this endeavor, and the ICEA Service Bureau employs a grants coordinator to help manage applications such as this.

Additionally, Iowa DOT and the applicant counties will cooperatively use Doc Express and Appia. Doc Express is a secure, web-based, electronic document submittal program with a digital filing cabinet document exchange that provides remote access to project documents and has digital and electronic signature capability. Appia is a web-based application used for construction administration and inspection that aids local agencies in assembling and managing daily reports (diaries), materials quantities and certifications, time charges, and change orders. It transmits payment voucher data electronically for processing and is viewable by Iowa DOT and Iowa Division FHWA staff. These required-for-use programs maximize efficiency and greatly accelerate the project closeout process.

Iowa DOT sees monetary and time savings in its oversight and administration. One example of this savings is the reduction in travel time for project audits. With the use of Doc Express, staff can audit project documentation from the office. Iowa DOT conservatively estimates a savings of 2 hours of travel per audit. At approximately 100 audits per year, this results in a savings of about \$13,000/year for wages and \$1,500/year for travel associated with audits alone.

Leveraging Digital Tools for Efficiency

Additionally, Iowa DOT has implemented an automated payment process that allows payment data to be transmitted by the local agency directly to the Iowa DOT via Appia. This automated payment process saves about 9.5 hours weekly, which equates to about \$29,000/year. For the Projects in this application, assuming 11 payments per Project, this equates to savings of about \$5,000 for Iowa DOT.

Iowa DOT also produces 'json' files used to set up projects in Appia. Standard field books take hours to set up, but an Appia project setup can be completed in 15 minutes. Doc Express also expedites contract signing times. Because of the application's digital signature and tracking capabilities, for county projects overseen by Iowa DOT in 2023, 85 percent of contracts were fully executed in less than 30 days, and 60 percent were fully executed in less than 20 days.

While these time savings may seem small, they have a big impact on project delivery schedules and provide efficient contract administration. Quicker completion of these items allows Iowa contractors to deliver bridge and roadway projects sooner, benefiting both the economy and the traveling public.

Iowa Bridge Standards

The use of bridge standards illustrates how Iowa sets the stage for a return on federal investment, improved design timeline, and cost savings. Iowa DOT has pioneered bridge standards for more than 100 years and has refined standards to be compliant with AASHTO Load and Resistance Factor Design (LRFD) bridge specifications. Standards are comprehensive, including both bridge superstructure and substructure designs, and are available for a variety of clear roadway widths, bridge lengths, and bridge skews. The LPAs partnering in this grant will use Iowa DOT's extensive library of bridge standards as well as county bridge standards for the design of the new structures.

Iowa's bridge standards will result in cost and time savings. It is estimated that the time it would take another state to complete final design without a design library like Iowa's would be approximately 6 months in duration. By applying Iowa's Bridge and Culvert Standards, bridges in this **application have time savings of 15 percent, resulting in completion in approximately 4.5 months instead of the standard 6 months.**

The bundling process in this application required collaboration among state and local agencies to maximize CHBP funds and streamline Project delivery. With LPAs responsible for 31 of the 33 bridges, Iowa DOT and ICEA play a key role in ensuring effective administration of federal aid. As a proven steward of federal funds, Iowa DOT plays a critical role in providing oversight and in managing resources efficiently. Partnering with LPAs and the Federal Highway Administration (FHWA) through the Every Day Counts initiative, Iowa DOT fosters solutions that

improve processes, accelerate project delivery, and enhance the impact of CHBP funds – resulting in faster, safer, and more cost-effective bridge replacements.

PROJECT READINESS & PERMITTING RISK

Iowa DOT and this Project are ready to deliver. With Iowa DOT in the lead, this Project will reach a ribbon cutting. FHWA can be certain of the following:

- **Federal requirements will be followed, and Iowa DOT is grant ready with a time-tested, compliant process and policy in place.**
- **The Project has a schedule and budget that are reasonable and achievable, with sufficient float and contingency built in to mitigate schedule creep and cost escalation.**
- **The Project's non-federal sources are stable and fully committed, contingency has been applied to cost estimates, and a plan for cost overruns is in place and agreed to by all parties in the 28E agreement (Appendix C).**
- **The Project has conducted a prescreening on NEPA and received a Programmatic Categorical Exclusion class of action for all structures. All NEPA decisions that are not already in hand have schedules that will be accomplished inside the Project schedule (and Table 9). Proof of readiness for both executed NEPA documents and class of action determinations are included in Appendix H.**

The following section includes additional detail to support the technical feasibility of Iowa DOT and the Project, financial completeness, and environmental risks.

Technical Feasibility

Detailed Statement of Work

The Project will remove 31 bridges and 2 culverts in poor condition, and 27 new bridges and 6 culverts will be constructed. All current structures are anticipated to close in the next 26 years, and 27 of the bridges are projected to close in 10 years. All structures are being replaced with standard bridge designs customized to each site. Details about the statement of work for each bridge are included in the Planned Work column in **Table 1**. All bridges in this application are low risk for development and delivery because they are small structures being replaced on the current alignment and will use the Iowa DOT Standard Bridge and Culvert Plans for the basis of design.

Basis of Design

A primary advantage and innovation for the structures included in this grant application is the extensive use of Iowa's Standard Bridge and Culvert Plans. Iowa DOT developed its first bridge standard more than 100 years ago and since then, the designs have been modified and are compliant with AASHTO LRFD bridge specifications. The bridges included in this Project are illustrative case studies of how Iowa's excellence in bridge design standards set the stage for a return on investment in federal dollars. Iowa's bridge standards save time and money because each bridge does not need to be custom designed. Contractors who work in Iowa already have the forms necessary for the construction of these bridges and are intimately familiar with their designs, which makes bids both cost competitive and predictable.

Engineering & Design Activities

In Iowa, when using standard plans, there are three unique design phases that reflect design unknowns: Conceptual, Preliminary, and Final. **Table 6** shows the design level and associated cost contingency percentages applied at each design level. One structure is in Final design, two structures are in Conceptual design, and all other structures are in Preliminary design. Appropriate contingency has been applied to all design phases. Additionally, for many of the bridges, in-house forces within the County Engineer's Office or Public Works Office will complete the design of the standard structures, leading to reduced design costs and an enhance schedule for that project phase.

Table 6. Design Level and Cost Contingency

Design Phase	Contingency Applied	Structures Count
Final (61–100%)	0%	1
Preliminary (11–60%)	10%	30
Conceptual (<=10%)	15%	2

Cost Estimate Assumptions

Each cost estimate was prepared by a licensed engineer and is based on a standard bridge plan design, customized to the site location. Estimates were based on unit prices and market values as of January 2025. While recent cost estimates for bridges in Iowa have been coming in lower than the engineer's estimate, that may not be a trend that holds long term.⁵ The main risk facing the delivery of the bridge replacement Projects is the potential escalation of Project budgets and cost overruns due to increased material prices. To mitigate this risk, contingencies based on each bridge's design phase were applied to each Project budget as shown in [Table 6](#). An additional effort to counter potential budget escalations is the executed 28E agreement that names Iowa DOT as lead applicant and details how contingency dollar amounts will be managed by each structure owner. Refer to [Appendix C](#) and the Technical Capacity of Lead Applicant section for more information about the 28E agreement. If any Project experiences overruns above the costs shown in this application, the counties and cities will coordinate with Iowa DOT to fill funding gaps with an appropriate combination of additional federal, state, and local sources that maximize federal participation at 80 percent, including federal funds from the Iowa HBP.

Table 7. Risk Contingencies and Responses

Risk Item	Response	
Is other federal funding and non-federal funding secured?	Yes	Yes, all match and other federal funds presented in the Project budget section are committed. These details have been formalized in the 28E agreement in Appendix C .
Is there a plan to address potential cost overruns?	Yes	Any overruns will be assumed by each agency. The lead applicant will administer and track costs on a structure-by-structure basis. This detail has been formalized in the 28E agreement in Appendix C .
Is funding identified to preserve and maintain the new structures?	Yes	Each bridge will be maintained and preserved to a state of good repair that maximizes the life cycle of each asset. Preventative maintenance for each Project and will be funded with local/federal/state sources in the programming control of each agency.

Applicant's Experience & Capability to Deliver Federally Funded Projects

The following elements are certain when considering the technical feasibility and competency of Iowa DOT as the lead applicant:

Extensive experience with federal funds and completing projects with similar scope. Iowa DOT has been a recipient and steward of federal funds for decades and has a proven record of accomplishment in delivering highway and bridge projects following Title 23 and Title 49 processes. Between federal fiscal years 2019 and 2024, Iowa DOT averaged 123 of its own federal aid projects each year, totaling \$919 million annually. Additionally, LPA federal aid projects are overseen by the Iowa DOT Local Systems Bureau, which currently has oversight on 217 active federal aid projects. The Local Systems Bureau also has oversight on many LPA discretionary grants, including multicounty discretionary grants in the amounts of \$38.64 million and \$24.76 million for the Bridge Investment Program and the RAISE/BUILD programs, respectively.

Both the monetary and human resources to deliver the Project. This Project will be managed through Iowa DOT's Local Systems Bureau. This staff is experienced in the stewardship and oversight of federal dollars and provided exceptional oversight on the previous 2018 CHBP application, which included the construction of 77 bridges in 29 bundles and was delivered on time and within budget. The 2018 CHBP project was of a similar size, scope, and partnership model to this Project. The Local Systems Bureau currently has oversight on 229 active federal aid projects and has successfully closed out more local public agency projects than were let statewide over the last 2

⁵ Iowa DOT. [Price Index for Iowa Highway Construction](#). Accessed January 24, 2025.

years, an indication of effective and efficient project delivery methods. Iowa DOT's Location and Environment Bureau has prescreened all structures in this application and has identified them as low risk for delivery.

Has standard operation procedures, policies, and design standards in place that comply with all applicable federal requirements. As the Project navigates through letting, Iowa DOT will ensure that established Title VI/Nondiscrimination policies⁶ and relevant domestic product preference policies are applied throughout all procurement proceedings and that contracting documents will comply with all regulatory acts during the construction and grant delivery process. Iowa DOT's Local Systems Bureau has FHWA-approved state-of-the-practice manuals (called Instructional Memorandums) that provide explicit instruction for LPAs and will guide this Project. The [Federal-aid Project Development Guide for Local Public Agencies](#) covers a robust range of topics that provide instruction, expectations, and tools for compliant implementation of federally funded projects from cradle to grave.

Has identified certified LPAs as the contracting lead for each bundle. Each bundle lead employs a full-time engineer who is in "responsible charge" per 23 Code of Federal Regulations (CFR) 635 and has the technical capacity to deliver. Supported by engineering and administrative staff, these leads are experienced in the receipt of federal aid funds and the development and delivery of federally funded projects. In 2024, roughly 45 percent (109) of the LPA projects let through Iowa DOT were federal aid projects (53 percent by cost), with a total award value of greater than \$188M.

Project Schedule

Detailed project schedules showing milestone accomplishments for each bridge are included in **Table 8**, which is organized by bridge bundle. Milestones are shown for all required federal aid highway project development activities. **All necessary activities will be completed to allow CHBP funds to be obligated prior to the September 30, 2027, deadline and expended prior to the September 30, 2032, deadline. The schedule for each bundle incorporates appropriate float time so that any unexpected delays will not put the funds at risk of expiring.** Please note these schedules were developed based on an assumed CHBP application award for Fall/Winter 2025. Since each of these projects has a sizable funding gap that CHBP funds would help fill, the schedules will be adjusted to accommodate the award announcement.

⁶Iowa DOT, [Title VI | Department of Transportation](#).



Table 8 Bridge Project Schedule Milestones by Bridge Bundle

Bridge Identifiers				NEPA Status			Funding Status				Design Status						ROW Status				Agreement Status			Construction			
Bundle ID	Sponsor/ Asset Owner	NBI Number	Grant Number	Class of Action	Status	NEPA Start	NEPA End	Currently in STIP?	CHBP Funded Phases	Appropriate Contingency Applied	Other Funding Secured?	Size, Location Planning	Preliminary Design Start	Preliminary Design End	Final Design Start	Final Design End	Current % Complete	Bid Prep Package Type	ROW Start	ROW End	Acquisition Needed?	Relocation Needed?	Agreement Type	Agreement & Obliga- tion Finalization	Anticipated Letting Using CHBP Funds	Construction Start	Construction End
B-01	Buena Vista County*	085740	5	PCE	...	Jan 2025	May 2025	Will be programmed upon award of CHBP	Construction	✓	✓	✓	Jan 2025	May 2025	July 2025	Nov 2025	15%	Let together in design, bid, build bundle	Aug 2025	Sep 2025	All work is within existing ROW	NO	State DOT – Capital Obligation	Dec 2025	May 2026	July 2026	Dec 2026
B-01	Ida County	186961	4	PCE	...	Mar 2025	Oct 2025	Will be programmed upon award of CHBP	Construction	✓	✓	✓	Feb 2025	Jul 2025	Oct 2025	Feb 2026	15%		Oct 2025	Feb 2026	Minor ROW and temp const easements	NO					
B-02	Mitchell County*	248530	7	PCE	—	Feb 2025	Sep 2026	✓ ID: 54931	Construction	✓	✓	✓	Sep 2025	Apr 2026	May 2025	Jul 2026	15%	Let together in design, bid, build bundle	Jun 2026	Jul 2026	All work is within existing ROW	NO	State DOT – Capital Obligation	Sep 2026	Oct 2026	Apr 2027	Nov 2027
B-02	Mitchell County	249201	8	PCE	—	Feb 2025	Sep 2026	Will be programmed upon award of CHBP	Construction	✓	✓	✓	Sep 2025	Apr 2026	May 2025	Jul 2026	15%		Jun 2026	Jul 2026	All work is within existing ROW	NO					
B-03	Chickasaw County*	112770	9	PCE	—	Mar 2025	Aug 2025	✓ ID: 53435	Construction	✓	✓	✓	Dec 2024	Apr 2025	Aug 2025	Nov 2026	50%	Let together in design, bid, build bundle	Aug 2025	Oct 2025	Minor ROW and temp const easements	NO	State DOT – Capital Obligation	Nov 2026	Jan 2027	Apr 2027	Oct 2027
B-03	Chickasaw County	019680	10	PCE	—	Apr 2025	Sep 2025	Will be programmed upon award of CHBP	Construction	✓	✓	✓	Jan 2025	May 2025	Sep 2025	Oct 2026	15%		Sep 2025	Nov 2025	Minor ROW and temp const easements	NO					
B-04	Allamakee County	061140	11	PCE	...	Feb 2025	Aug 2025	✓ ID: 37763	Construction	✓	✓	✓	Jan 2025	Mar 2025	Sep 2025	Oct 2025	30%	Let together in design, bid, build bundle	Sep 2025	Oct 2025	Minor ROW and temp const easements	NO	State DOT – Capital Obligation	Nov 2025	Dec 2025	Mar 2026	Oct 2026
B-04	Bremer County*	078920	12	PCE	...	Nov 2024	Apr 2025	✓ ID: 35012	Construction	✓	✓	✓	Nov 2024	Apr 2025	May 2025	Sep 2025	30%		May 2025	Aug 2025	Minor ROW and temp const easements	NO					
B-04	Bremer County	079060	13	PCE	...	Sep 2024	Jan 2025	✓ ID: 27164	Construction	✓	✓	✓	Jul 2024	Feb 2025	May 2025	Sep 2025	30%		May 2025	Aug 2025	Minor ROW and temp const easements	NO					
B-05	Dubuque County*	148160	14	PCE	—	Jan 2025	Jul 2025	✓ ID: 45812	Construction	✓	✓	✓	Oct 2024	Dec 2024	Jul 2025	Nov 2025	20%	Let together in design, bid, build bundle	Sep 2025	Oct 2025	All work is within existing ROW	NO	State DOT – Capital Obligation	Nov 2026	Dec 2026	Apr 2027	Nov 2027
B-05	Jackson County	193040	15	PCE	—	Apr 2025	Oct 2025	Will be programmed upon award of CHBP	Construction	✓	✓	✓	Oct 2025	Apr 2026	Jun 2026	Sep 2026	25%		May 2026	Jul 2026	Minor ROW and temp const easements	NO					
B-05	City of Dyersville	004305	33	PCE	—	Mar 2025	Jul 2025	Will be programmed upon award of CHBP	Construction	✓	✓	✓	Jul 2025	Sep 2025	Sep 2025	Oct 2025	10%		Sep 2025	Oct 2025	All work is within existing ROW	NO					
B-06	Cedar County	103280	16	PCE	—	Nov 2025	Jan 2026	Will be programmed upon award of CHBP	Construction	✓	✓	✓	Dec 2024	Sep 2026	Sep 2026	Nov 2026	15%	Let together in design, bid, build bundle	Sep 2026	Oct 2026	Minor ROW and temp const easements	NO	State DOT – Capital Obligation	Jan 2026	Feb 2027	May 2027	Dec 2028
B-06	Scott County*	303010	17	PCE	—	Mar 2025	Sep 2025	✓ ID: 31024	Construction	✓	✓	✓	Feb 2025	Aug 2026	Aug 2026	Nov 2026	15%		Aug 2026	Sep 2026	All work is within existing ROW	NO					
B-06	City of Iowa City	006260	31	PCE	—	Oct 2025	Dec 2025	Will be programmed upon award of CHBP	Construction	✓	✓	✓	Jul 2025	Nov 2025	Jan 2026	Sep 2026	10%		Jul 2026	Dec 2026	Minor ROW and temp const easements	NO					
B-07	Iowa DOT*	037830	2	PCE	✓ 10/2023	Jul 2023	Oct 2023	✓ ID: 52529	Construction	✓	✓	✓	Dec 2022	Dec 2023	May 2025	Nov 2025	60%	Let together in design, bid, build bundle	Dec 2023	Sep 2025	Minor ROW and temp const easements	NO	State DOT – Capital Obligation	Jul 2026	Aug 2026	Oct 2026	Aug 2027
B-07	Des Moines County	143270	18	PCE	—	Feb 2025	Aug 2025	Will be programmed upon award of CHBP	Construction	✓	✓	✓	Mar 2025	Oct 2025	Oct 2025	Jan 2026	15%		Oct 2025	Jan 2026	Minor ROW and temp const easements	NO					
B-07	Washington County	337040	19	PCE	—	Mar 2025	Sep 2025	✓ ID: 51161	Construction	✓	✓	✓	Jan 2025	Feb 2025	Oct 2025	Jun 2026	15%		Oct 2025	Apr 2026	Minor ROW and temp const easements	NO					

* Indicates Bundle Lead

** The Villisca project was originally designed as a locally funded project, however, cost escalation has required federalization. NEPA is underway and the final design phase will be restarted once NEPA has concluded

LEGEND:

✓ - Yes, Complete

... - Underway

— - Not Started

NO - No, Not Needed

Bridge Identifiers					NEPA Status			Funding Status				Design Status						ROW Status				Agreement Status			Construction		
BUNDLE ID	SPONSOR/ ASSET OWNER	NBI NUMBER	GRANT NUMBER	CLASS OF ACTION	STATUS	NEPA START	NEPA END	CURRENTLY IN STIP?	CHBP FUNDED PHASES	APPROPRIATE CONTINGENCY APPLIED	OTHER FUNDING SECURED?	SIZE, LOCATION PLANNING	PRELIMINARY DESIGN START	PRELIMINARY DESIGN END	FINAL DESIGN START	FINAL DESIGN END	CURRENT % COMPLETE	BID PREP PACKAGE TYPE	ROW START	ROW END	ACQUISITION NEEDED?	RELOCATION NEEDED?	AGREEMENT TYPE	AGREEMENT & OBLIGA- TION FINALIZATION	ANTICIPATED LETTING USING CHBP FUNDS	CONSTRUCTION START	CONSTRUCTION END
B-08	Lee County*	218910	20	PCE	2008; Re-eval underway	Feb 2025	Aug 2025	✔ ID: 3508	Construction	✔	✔	✔	Nov 2025	May 2026	Jun 2026	Jul 2026	15%	Let together in design, bid, build bundle	Jun 2026	Jul 2026	Minor ROW and temp const easements	NO	State DOT – Capital Obligation	Aug 2026	Nov 2026	May 2027	Aug 2027
B-08	Lee County	219030	21	PCE	...	Feb 2025	Aug 2025	Will be programmed upon award of CHBP	Construction	✔	✔	✔	Nov 2025	May 2026	Jun 2026	Jul 2026	15%		Jun 2026	Jul 2026	Minor ROW and temp const easements	NO					
B-09	Warren County*	332850	22	PCE	...	Feb 2025	Aug 2025	✔ ID: 52966	Construction	✔	✔	✔	Jul 2025	May 2026	May 2026	Jul 2026	15%	Let together in design, bid, build bundle	May 2026	Jun 2026	All work is within existing ROW	NO	State DOT – Capital Obligation	Oct 2026	Nov 2026	Jan 2027	Jul 2027
B-09	Warren County	333690	23	PCE	...	Feb 2025	Aug 2025	✔ ID: 52967	Construction	✔	✔	✔	Jul 2025	May 2026	Jan 2026	Jul 2026	15%		Jan 2026	Jun 2026	Minor ROW and temp const easements	NO					
B-09	Story County	316170	24	PCE	...	Feb 2025	Aug 2025	Will be programmed upon award of CHBP	Construction	✔	✔	✔	Jul 2024	Dec 2024	Jan 2026	Jul 2026	50%		Jan 2025	Jun 2025	Minor temp construction easements only	NO					
B-10	Madison County*	234750	25	PCE	⚡	Apr 2025	Aug 2025	Will be programmed upon award of CHBP	Construction	✔	✔	✔	May 2025	Oct 2025	Nov 2025	Jun 2026	15%	Let together in design, bid, build bundle	Aug 2026	Oct 2026	Minor ROW and temp const easements	NO	State DOT – Capital Obligation	Jul 2026	Jan 2027	Apr 2027	Dec 2027
B-10	Madison County	232680	26	PCE	⚡	Apr 2025	Aug 2025	Will be programmed upon award of CHBP	Construction	✔	✔	✔	May 2025	Oct 2025	Nov 2025	Jun 2026	15%		Aug 2026	Oct 2026	Minor ROW and temp const easements	NO					
B-10	Madison County	233280	27	PCE	⚡	Apr 2025	Oct 2025	Will be programmed upon award of CHBP	Construction	✔	✔	✔	May 2025	Oct 2025	Nov 2025	Jun 2026	15%		Aug 2026	Oct 2026	Minor ROW and temp const easements	NO					
B-11	Monona County	250540	5	PCE	⚡	May 2025	Oct 2025	✔ ID: 33857	Construction	✔	✔	✔	May 2025	Oct 2025	Nov 2025	Mar 2026	15%	Let together in design, bid, build bundle	Oct 2025	Feb 2026	Minor ROW and temp const easements	NO	State DOT – Capital Obligation	Jul 2026	Aug 2026	Apr 2027	Nov 2027
B-11	Shelby County*	047910	30	PCE	⚡	Jul 2025	Dec 2025	Will be programmed upon award of CHBP	Construction	✔	✔	✔	Dec 2024	Jul 2025	Jan 2026	May 2026	15%		Feb 2026	May 2026	Minor ROW and temp const easements	NO					
B-12	Montgomery County*	254240	28	PCE	...	Oct 2024	Apr 2025	✔ ID: 55055	Construction	✔	✔	✔	Nov 2024	Mar 2025	Jun 2025	Aug 2025	15%	Let together in design, bid, build bundle	Apr 2025	Aug 2025	Minor ROW and temp const easements	NO	State DOT – Capital Obligation	Dec 2025	Jan 2026	Mar 2026	Jan 2027
B-12	Montgomery County	254550	29	PCE	...	Oct 2024	May 2025	✔ ID: 55098	Construction	✔	✔	✔	Nov 2024	Mar 2025	Jun 2025	Aug 2025	15%		Apr 2025	Aug 2025	Minor ROW and temp const easements	NO					
B-12	City of Villisca	011520	32	PCE	...	Nov 2024	Jul 2025	✔ ID: 55855	Construction	✔	✔	✔	Jul 2019	Oct 2020	Aug 2025**	Nov 2025	100%		Aug 2025	Oct 2025	Minor ROW and temp const easements	NO					
B-13	Iowa DOT*	023700	1	PCE	✔	May 2023	Jul 2024	✔ ID: 525303	Construction	✔	✔	✔	Jul 2023	Nov 2024	Feb 2025	Sep 2025	60%	Let together in design, bid, build bundle	Feb 2025	Apr 2025	Minor temp construction easements only	NO	State DOT – Capital Obligation	Nov 2025	Nov 2025	Mar 2026	Dec 2026
B-13	Osceola County	263300	6	PCE	✔	Dec 2024	Feb 2025	✔ ID: 50903	Construction	✔	✔	✔	Mar 2021	Aug 2021	Feb 2025	Aug 2025	30%		Feb 2025	Aug 2025	Minor ROW and temp const easements	NO					

* Indicates Bundle Lead

** The Villisca project was originally designed as a locally funded project, however, cost escalation has required federalization. NEPA is underway and the final design phase will be restarted once NEPA has concluded

LEGEND: ✓ – Yes, Complete ... – Underway – – Not Started NO – No, Not Needed

PLAN FOR SECURING RIGHT-OF-WAY

All real property and acquisition necessary for these structure replacements will be completed in a timely manner and in accordance with the Uniform Act (49 CFR 24) and FHWA Real Property regulation (23 CFR 710). It is the standard in Iowa to minimize right-of-way (ROW) impacts on all projects by minimizing disruption and maintaining community cohesion. The ROW acquisition plan for this Project aligns with Iowa's policy because these structures are being closed and replaced on the existing alignment. Where structures are getting bigger (wider/longer), there are minor permanent ROW needs where the structure is touching down and tying into the existing roadway. There are also temporary easements needed for construction staging that vary by site.

- Twenty-six bridges require minor amounts of permanent ROW and/or temporary construction easements. For these bridges, the property needs fall under the definition of "minor" because they will not cause uneconomic remainders, require residential or business relocations, or affect the long-term use/enjoyment of the property. No bridge Project involves more than three property owners. All real property and ROW acquisition necessary for the Project will be completed by each asset owner, in accordance with 49 CFR 24, 23 CFR 710, and state of Iowa requirements. A certification will be issued on completion per Iowa DOT ROW Manual requirements.
- Seven bridges do not require permanent or temporary easements because all work will occur in the existing ROW. During final design, ROW plans will be verified, and a certification will be issued by the bridge sponsor stating all work is within existing ROW limits for Iowa DOT review.

Required Approvals

ENVIRONMENTAL PERMITS & REVIEWS

Iowa DOT has prescreened every bridge Project in this application. Based on current information, all Projects appear to fall into a class of action call of Programmatic Categorical Exclusion. This is representative of a project category that is not anticipated to have any significant impacts. In general, a Programmatic Categorical Exclusion takes approximately 5.5 months to process through Iowa DOT. NEPA start and end dates are noted for each bridge in [Table 8](#), along with anticipated permits in [Table 9](#). FHWA is the lead agency for NEPA, and FHWA Iowa Division Bridge Engineer Chris Cromwell is aware of this application and supports it. Proof of readiness for executed NEPA documents is included in [Appendix H](#).

Table 9 Permitting Needs

NBI Number	Bundle ID	Grant ID	Asset Owner	Permits Needed
085740	B-01	3	Buena Vista County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Buena Vista County, NPDES construction stormwater general permit from Iowa DNR
186961	B-01	4	Ida County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Ida County, NPDES construction stormwater general permit from Iowa DNR
248530	B-02	7	Mitchell County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Mitchell County, NPDES construction stormwater general permit from Iowa DNR
249201	B-02	8	Mitchell County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Mitchell County, NPDES construction stormwater general permit from Iowa DNR
112770	B-03	9	Chickasaw County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Chickasaw County, NPDES construction stormwater general permit from Iowa DNR, Section 4(f) Coordination for Ackerson-Easterly Wildlife Area
019680	B-03	10	Chickasaw County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Chickasaw County, NPDES construction stormwater general permit from Iowa DNR
061140	B-04	11	Allamakee County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Allamakee County, NPDES construction stormwater general permit from Iowa DNR, Section 4(f) Coordination for Yellow River Paddling Route
078920	B-04	12	Bremer County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Bremer County, NPDES construction stormwater general permit from Iowa DNR
079060	B-04	13	Bremer County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Bremer County, NPDES construction stormwater general permit from Iowa DNR



NBI Number	Bundle ID	Grant ID	Asset Owner	Permits Needed
148160	B-05	14	Dubuque County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Dubuque County, NPDES construction stormwater general permit from Iowa DNR
193040	B-05	15	Jackson County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Jackson County, NPDES construction stormwater general permit from Iowa DNR
004305	B-05	33	City of Dyersville	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and City of Dyersville, NPDES construction stormwater general permit from Iowa DNR
103280	B-06	16	Cedar County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Cedar County, NPDES construction stormwater general permit from Iowa DNR
303010	B-06	17	Scott County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Scott County, NPDES construction stormwater general permit from Iowa DNR
006260	B-06	31	City of Iowa City	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Johnson County, Section 4(f) Coordination for Ralston Creek and Trail
037830	B-07	2	Iowa DOT	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Muscatine County, NPDES construction stormwater general permit from Iowa DNR
143270	B-07	18	Des Moines County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Des Moines County, NPDES construction stormwater general permit from Iowa DNR
337040	B-07	19	Washington County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Washington County, NPDES construction stormwater general permit from Iowa DNR
218910	B-08	20	Lee County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Lee County, NPDES construction stormwater general permit from Iowa DNR
219030	B-08	21	Lee County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Lee County, NPDES construction stormwater general permit from Iowa DNR
332850	B-09	22	Warren County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Warren County, NPDES construction stormwater general permit from Iowa DNR
333690	B-09	23	Warren County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Warren County, NPDES construction stormwater general permit from Iowa DNR
316170	B-09	24	Story County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Story County, NPDES construction stormwater general permit from Iowa DNR
234750	B-10	25	Madison County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Madison County, NPDES construction stormwater general permit from Iowa DNR
232680	B-10	26	Madison County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Madison County, NPDES construction stormwater general permit from Iowa DNR
233280	B-10	27	Madison County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Madison County, Section 4(f) Coordination for Middle River Paddling Route, Fellowship Forest & Pammel State Park
250540	B-11	5	Monona County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Monona County, NPDES construction stormwater general permit from Iowa DNR
047910	B-11	30	Shelby County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Shelby County, NPDES construction stormwater general permit from Iowa DNR
254240	B-12	28	Montgomery County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Montgomery County, Section 4(f) Coordination for West Nodaway River Paddling Route, potential archaeology (pending survey), and pending bridge assessment
254550	B-12	29	Montgomery County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Montgomery County, Section 4(f) Coordination for Tarkio Creek Paddling Route
011520	B-12	32	City of Villisca	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and City of Villisca, NPDES construction stormwater general permit from Iowa DNR
023700	B-13	1	Iowa DOT	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Dickinson County, NPDES construction stormwater general permit from Iowa DNR
263300	B-13	6	Osceola County	Section 404 Nationwide Permit, Floodplain Permit from Iowa DNR and Osceola County, NPDES construction stormwater general permit from Iowa DNR

**BROAD PUBLIC SUPPORT**

Public engagement activities were completed to document the broad community support for the bridge replacements. Each involved entity solicited letters of support from federal and state elected officials, local governments, first responders, major community employers, and other organizations. In total, **117** of these letters were received, demonstrating broad support for the Project. A full list of letters of support can be found in [Appendix J](#).

Additionally, to receive feedback about the Project from residents and the public, an online survey was created and shared via website links, social media posts, word of mouth, and media outlets. The survey received 1,191 responses. Respondents were asked to identify the county in which they live or work. Responses were received from 23 LPAs; 2 responses elected not to provide the requested information. More than 80 percent of respondents indicated they regularly use the applicable bridge in their county or city, either by driving a passenger vehicle (95.1 percent), driving agricultural equipment (21 percent), or biking (8.9 percent). When asked where they are usually traveling when using the bridge, top responses included visiting family or friends (60.4 percent), work (46.8 percent), home (34.4 percent), and doctor appointments (31.9 percent) – all locations that speak to the critical nature of these structures in preserving connectivity for rural Iowans. Perhaps the most startling datapoint reflected in the survey results is the response to the question: “Do you feel the existing bridge structure provides safe conditions for users crossing it?” An overwhelming majority, 81.4 percent, said no. Also, 58.8 percent of respondents indicated that concern over the condition of the bridge has caused them to alter their typical trip route. When asked if they thought replacing the current bridge with a new, modern structure would improve travel conditions, 77.9 percent said yes. A full file of survey response data can be found in [Appendix I](#).

The survey also included an open-ended question that allowed respondents to provide additional thoughts or details about the bridge structure in their area. Several people remarked that bridge detours would add undue burden on them when traveling in these areas. Others expressed the structure’s critical nature for the community. A selection of comments follows.

- **Cedar County:** “I have to go over this bridge every time I go visit my parents or grandma. I would have to go 20+ minutes out of the way to avoid it. I would love to have it be wider, safer, and better marked.”
- **Scott County:** “The guard rails at this sight [sic] are basically non-existent, if a vehicle were to hit them it wouldn’t do anything to protect or prevent the vehicle from going over the edge. My sister was involved in an accident involving a tractor pulling farm equipment on a similar rural bridge. She was trapped in her vehicle upside down with a broken neck. Fortunately, the volunteer firefighters were able to free her from the vehicle and she was able to receive treatment and recover from her injuries. I think of that incident every time I encounter farm equipment on a rural road or cross a rural bridge. Any action you could take to improve the safety and sustainability of any rural bridge is potentially lifesaving.”
- **Chickasaw County:** “I think the school uses this route a lot when traveling south for field trips, sporting events, and other extracurricular activities. I would like to see the bridge replaced to help keep kids in our community safer. Our kids are the future of our society and need to be as safe as possible.”
- **Washington County:** “I personally avoid this bridge during the harvest and planting season due to the size and speed of equipment needing to cross at the same time.”
- **City of Iowa City:** “...this is an arterial bridge that allows many to get to the essential government buildings of the County and other local businesses, individuals with disabilities frequent this area, so clear signage is mandatory.”
- **Lee County:** “There is a LOT of travel on this road and residents would like to see this improved for safe travel. We are a rural county, and our farmers need to be safe crossing bridges to get their crops to market. Thank you for your consideration.”



- **City of Villisca:** “It needs something done to it. The condition is not suitable for travel whatsoever [sic]. How there hasn’t been accidents or people’s vehicles getting damaged because of the bridge and its approaches is beyond me.”
- **Mitchell County:** “It needs updated for today’s traffic. And it is old and tired.”

STATE & LOCAL APPROVALS

Funding commitments for all Projects are in place and documented inside the approved 28E agreement, included in [Appendix C](#). Environmental documents and class of action calls by the Iowa DOT Environmental Bureau NEPA Manager are included in [Appendix H](#).

FEDERAL TRANSPORTATION REQUIREMENTS AFFECTING STATE & LOCAL PLANNING

Structures with Project IDs assigned in [Table 8](#) are currently included in Iowa DOT’s STIP and are projects anticipating a grant award. All other structures will be programmed in STIP upon award of CHBP funding. The CHBP award would prompt a STIP amendment for all structures to be amended into bundles through tied project ID’s in the STIP, a process that would include soliciting public input and policy board approval.⁷ Iowa DOT estimates the STIP adjustment process would take approximately 3 to 6 months, and this time frame can be accommodated in the Project schedule. In rural areas of the state, modifications will first be coordinated with the appropriate Regional Planning Affiliation’s TIP because the TIP adjustment would trigger an update to Iowa DOT’s STIP. Structure 6260 in Iowa City is located in the boundary of a metropolitan planning organization and would navigate a TIP adjustment through the Johnson County Council of Governments.

ASSESSMENT OF PROJECT RISK & MITIGATION STRATEGIES

Primary risks for this Project are noted in [Table 7](#).

FHWA PRIORITY SELECTION CONSIDERATIONS

State of Good Repair Infrastructure Condition Improvement

The Project plans to improve 13 bundles of bridges. There are a total of 31 bridges and 2 culverts in the bridge bundles, all of which are in poor condition and near the end of their useful lives. The Project will replace the failing bridges and culverts, ensuring the 33 facilities remain in a state of good repair for travelers.

Obligation of Funds

The bridge bundles will be obligated starting November 2025, continuing through November 2026. The bundles have construction end dates starting in October 2026 with the last bundle complete by December 2028.

Safety and/or Mobility Benefits

The replacement bridges provide safety and mobility benefits. Safety concerns for current bridges include narrow widths up to the point that only a single vehicle can cross at one time, no shoulders, and load postings, with all bridges at risk of closing. Completion of this Project ensures that no bridge will close, and that lengthy, costly detours will not be put in place. The Project maintains open access for emergency services, school traffic, and trips to jobs and essential services. If no detours are put in place due to bridge failures, the vehicle miles saved equates to more than \$116 million in vehicle operating cost savings that can be used for housing, farm supplies, and discretionary spending in rural Iowa.

Project Has Benefits That Outweigh Costs

This Project is economically sound with a benefit cost ratio (BCR) of 9.2. All bundles have a positive BCR; all structures individually have a BCR greater than 1. BCA calculations are included in [Appendix G](#); the BCA narrative is included in [Appendix F](#).

⁷ Iowa DOT. [Guidelines for Development- Transportation Improvement Programs \(TIP\) and the Iowa Statewide Transportation Improvement Program \(STIP\)](#). Accessed January 8, 2025

Project Positively Impacts Communities with Families

The bridges in this Project will deliver for Iowa families. With a birth rate of 11.2 in 2023, Iowa exceeds the national average for births and continues to see a growing population.⁸ Most of these bridges are located on school bus routes and serve families and children to ensure access to education, especially in rural areas. Marriage rates in the state are also on par with the national average, leading to an increased number of families who will use essential infrastructure such as these bridges.

⁸ National Vital Statistics Reports, [Births: Final Data for 2023](#). Accessed June 30, 2025.