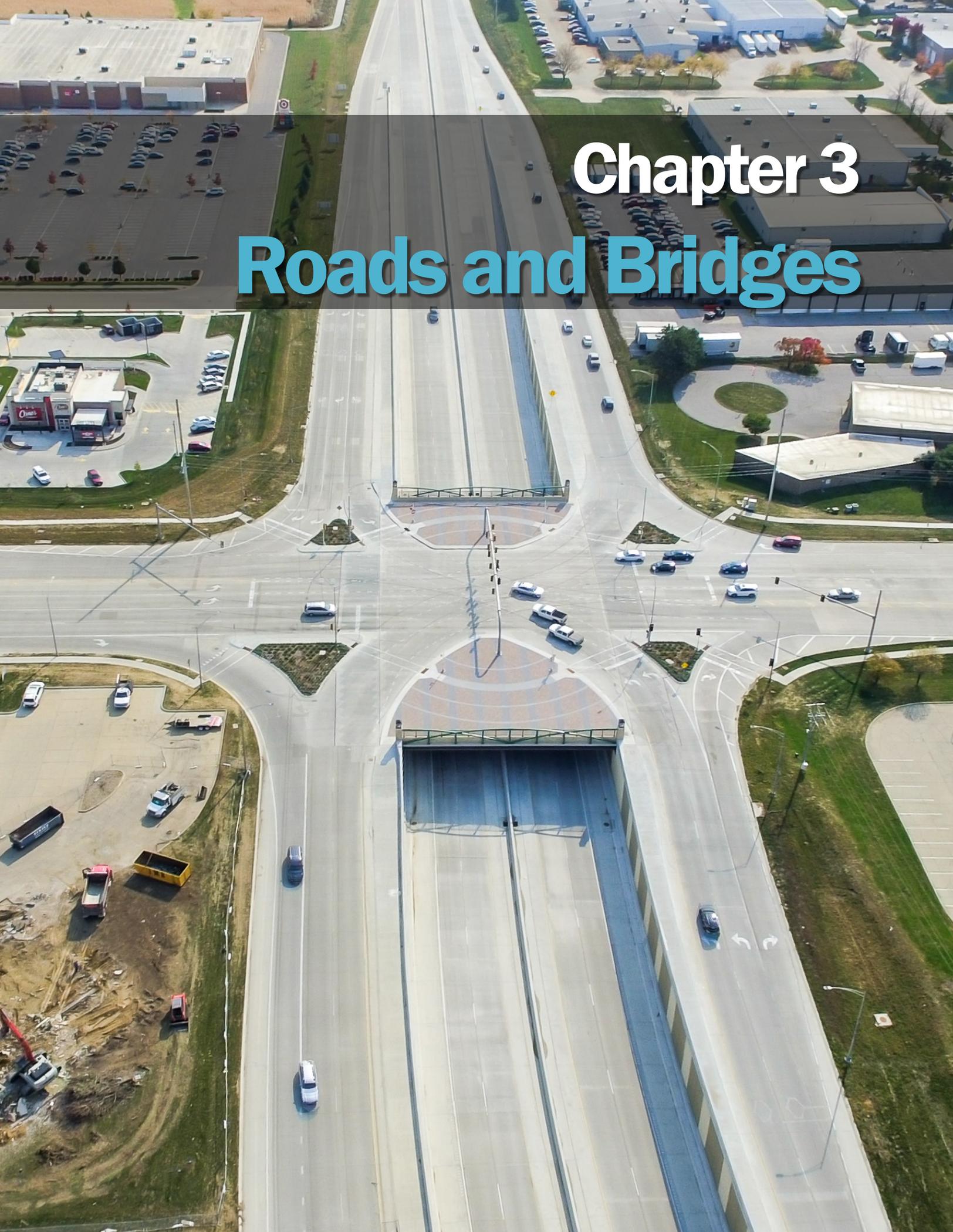


Chapter 3

Roads and Bridges



Chapter 3 – Roads and Bridges

The RTA's overall goal is to provide for the safe, reliable, and efficient movement of people and goods in the region. The road network is the most readily available and used public transportation infrastructure that can be utilized to help reach this goal, emphasizing the importance of maintaining a viable road network. The RTA's objectives are to maintain the regional road network for existing and planned traffic and maintain a balance of connectivity and accessibility while ensuring safety for all modes.

State Road and Bridge Plans

Iowa in Motion 2050 State Transportation Plan

Adopted in 2022, this long-range document addresses federal requirements and serves as a transportation investment guide for each transportation mode. The State Long Range Transportation Plan (SLRTP) is updated every five years because Iowa's transportation system is ever-changing. Proactive planning for the future of the system is critical to ensure people and goods can get where they need to go in a safe manner. The needs for the system are continually evolving due to changes in demographics, land use, travel patterns, technology, legislation, and available funding. The SLRTP establishes the vision and objectives for the state's multimodal transportation system, identifies existing and emerging needs, risks, and challenges, and recommends strategies to achieve the vision for the transportation system. The SLRTP also supports a continued emphasis on stewardship. The Iowa DOT views stewardship as an efficient investment and prudent, responsible management of the existing transportation system.



The 2050 SLRTP is the third in the current series of long-range plans. In 2012, a policy level plan was adopted. In 2017, the plan was expanded to identify primary investment areas, categorize future needs across modes, and provide strategies to achieve the system objectives. The 2022 SLRTP planning effort and document builds on these past plans with enhancements that include the following:

- Additional focus on emerging planning considerations
- Establishment of system objectives
- Expanded analysis of highway system needs and risks
- Updated strategies to implement the plan
- Development of Iowa DOT's rightsizing policy

REGIONAL STATS

6,109
Miles of roads¹

92
Miles of locally owned roads in poor condition²

962
Miles of locally owned roads in good condition²

1,680
Bridges³

277
Bridges in Poor Condition⁴

13
Bridges closed⁴

Sources:

¹Iowa DOT, Roadway Asset Management System (RAMS)

²Iowa Pavement Management Program, 2022

³Iowa DOT, Data Portal, Bridge Point

⁴FHWA, National Bridge Inventory, 2023

A multi-pronged approach was used to determine improvement needs across the multimodal system. For highways and bridges, a nine-layer analysis was conducted to analyze various needs and risks. The Primary Highway System was divided into 464 corridors for analysis, and needs and risks were identified at the corridor level. A comprehensive matrix covering the entire Primary Highway System is included in the Plan. The matrix shows which need(s) and/or risk(s) were identified in each corridor.

Route	Corridor	County	IMFN CIN		Needs					Risks				
			Networks		Pavement Condition	Bridge Condition	Bottlenecks	Super-2	Capacity	Safety	Operations	Flood Resiliency	Bicyclists	Pedestrians
I-380	IA 150 to E jct US 20	Benton, Buchanan, Black Hawk											N/A	N/A
	E jct US 20 to Mitchell Ave	Black Hawk											N/A	N/A
US 18	US 218 to US 63	Floyd, Chickasaw											11.9%	7.2%
	US 63 to IA 150	Chickasaw, Fayette											1.4%	31.5%
US 20	US 65 to IA 14	Hardin, Grundy											N/A	N/A
	IA 14 to IA 27	Grundy, Black Hawk											N/A	N/A
	IA 27 to US 218	Black Hawk											N/A	N/A
	I-380 to IA 150	Black Hawk, Buchanan											N/A	N/A
US 63	IA 150 to IA 13	Buchanan, Delaware											N/A	N/A
	US 30 to US 20	Tama, Black Hawk					74						4.3%	4.8%
	US 20 to US 218	Black Hawk						4LC					7.8%	12.2%
	US 218 to Waterloo N CL	Black Hawk						4LC					72.1%	68.4%
	Waterloo N CL to IA 3	Black Hawk, Bremer						4LC					1.5%	0.0%
	IA 3 to US 18	Bremer, Chickasaw						4LC					0.2%	5.8%
US 218	US 18 to MN border	Chickasaw, Howard											0.6%	6.0%
	IA 150 to S jct I-380	Benton, Black Hawk				151	92						4.2%	1.1%
	Mitchell Ave to IA 27	Black Hawk							Partial				2.6%	6.7%
	IA 27 to IA 3	Black Hawk, Bremer											0.5%	0.0%
IA 3	IA 3 to US 18	Bremer, Chickasaw, Floyd											0.0%	0.5%
	US 65 to US 218	Franklin, Butler, Bremer				159							2.8%	0.7%
	US 218 to US 63	Bremer				12							12.8%	12.8%
IA 14	US 63 to IA 150	Bremer, Fayette											0.0%	0.0%
	US 30 to US 20	Marshall, Grundy		Partial		125	95						15.6%	15.5%
	US 20 to IA 3	Grundy, Butler											4.9%	0.0%
IA 21	IA 3 to US 18	Butler, Floyd											3.8%	2.5%
	US 30 to US 20	Benton, Tama, Black Hawk											1.8%	0.4%
IA 24	US 63 to US 52	Chickasaw, Winneshiek					8						6.3%	3.6%
	US 65 to Cedar Falls W CL	Hardin, Butler, Grundy, Black Hawk				140							12.3%	0.0%
IA 93	Cedar Falls W CL to US 218	Black Hawk					94						33.5%	33.5%
	US 63 to IA 150	Bremer, Fayette											2.1%	1.3%
IA 150	I-380 to US 20	Benton, Buchanan											6.8%	17.2%
	US 20 to IA 3	Buchanan, Fayette											14.5%	13.3%
IA 175	I-35 to IA 14	Hamilton, Hardin, Grundy											3.7%	3.3%
	IA 14 to US 63	Grundy, Black Hawk											8.6%	3.1%
IA 187	US 20 to IA 3	Buchanan, Fayette											60.9%	0.0%
	IA 3 to US 218	Butler, Bremer											0.0%	0.0%
IA 188	US 218 to US 63	Bremer											0.0%	0.0%
	Waterloo E CL to IA 150	Black Hawk, Buchanan											2.3%	0.0%
IA 346	US 218 to US 63	Chickasaw											6.1%	6.1%

Excerpts from Highway Needs and Risks Matrix
Source: Iowa DOT, Iowa in Motion 2050

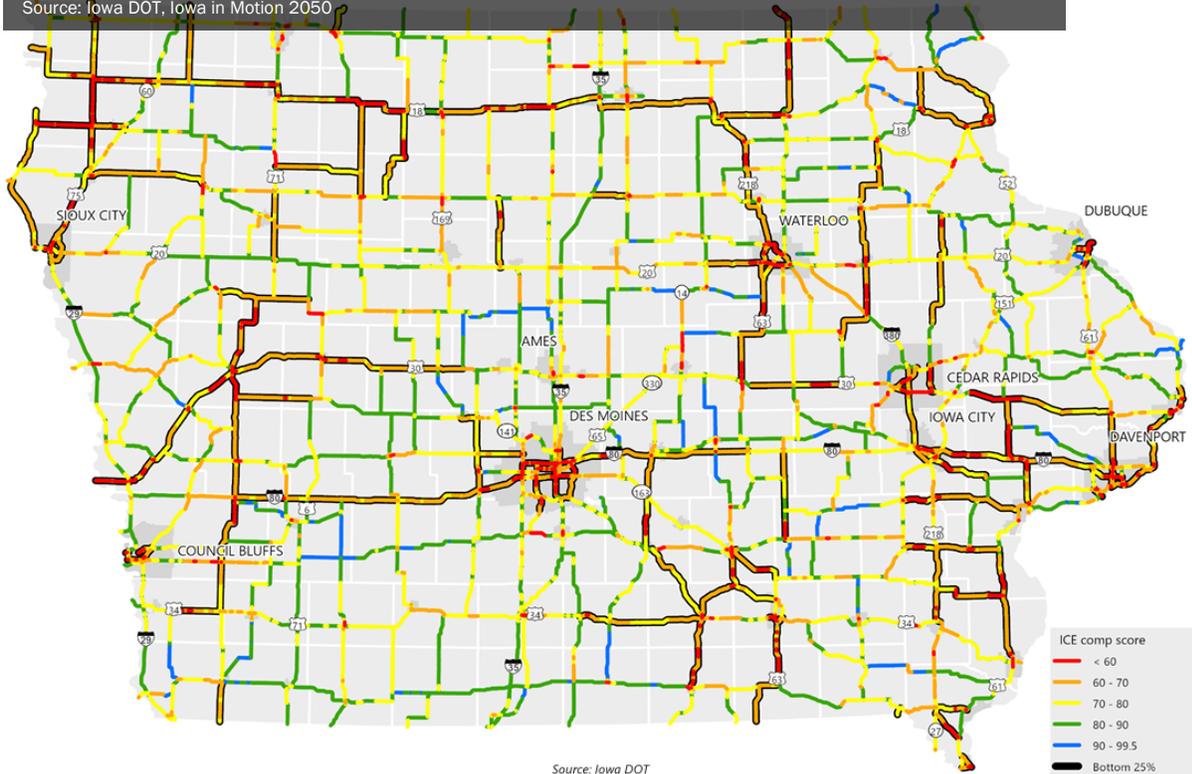
Excerpts from the *Highway Needs and Risks* section of the 2050 State Transportation Plan are provided on the following pages.

<https://iowadot.gov/iowainmotion/State-Transportation-Plan>



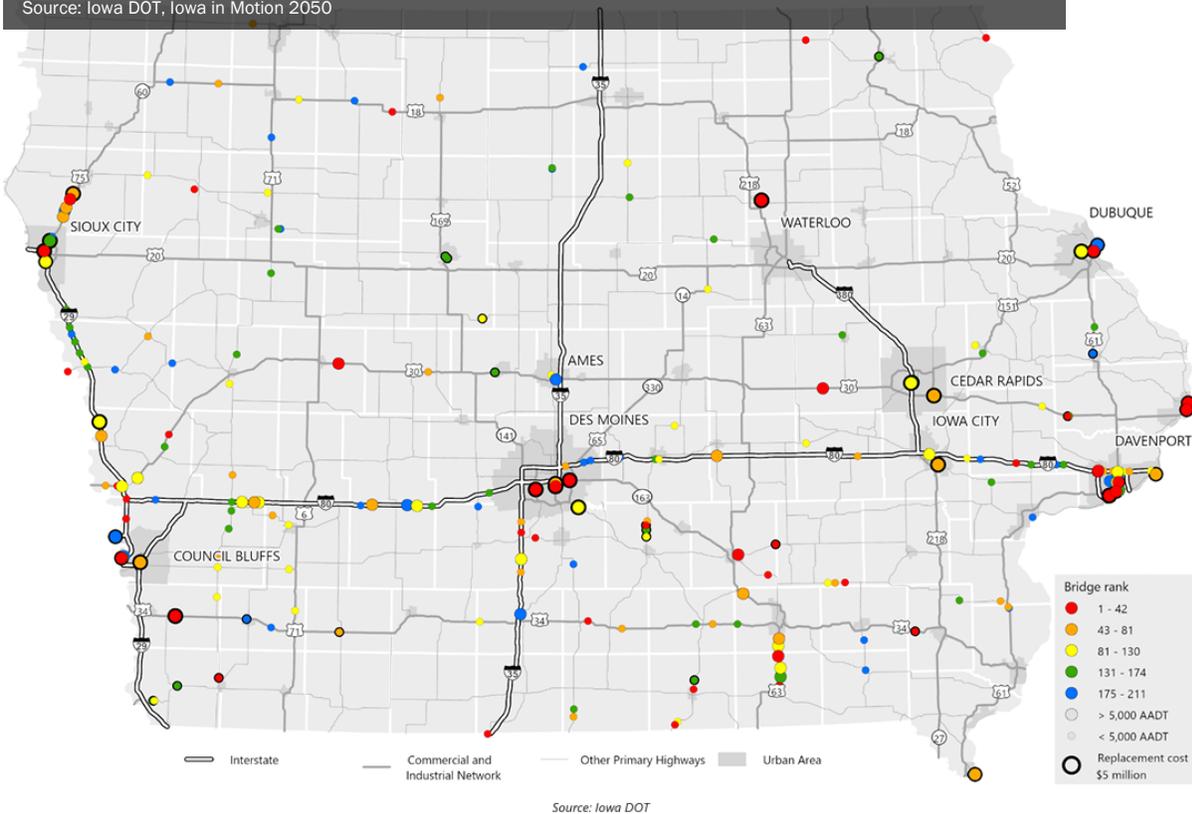
ICE composite ratings and bottom 25 percent of Primary Highway System corridors

Source: Iowa DOT, Iowa in Motion 2050



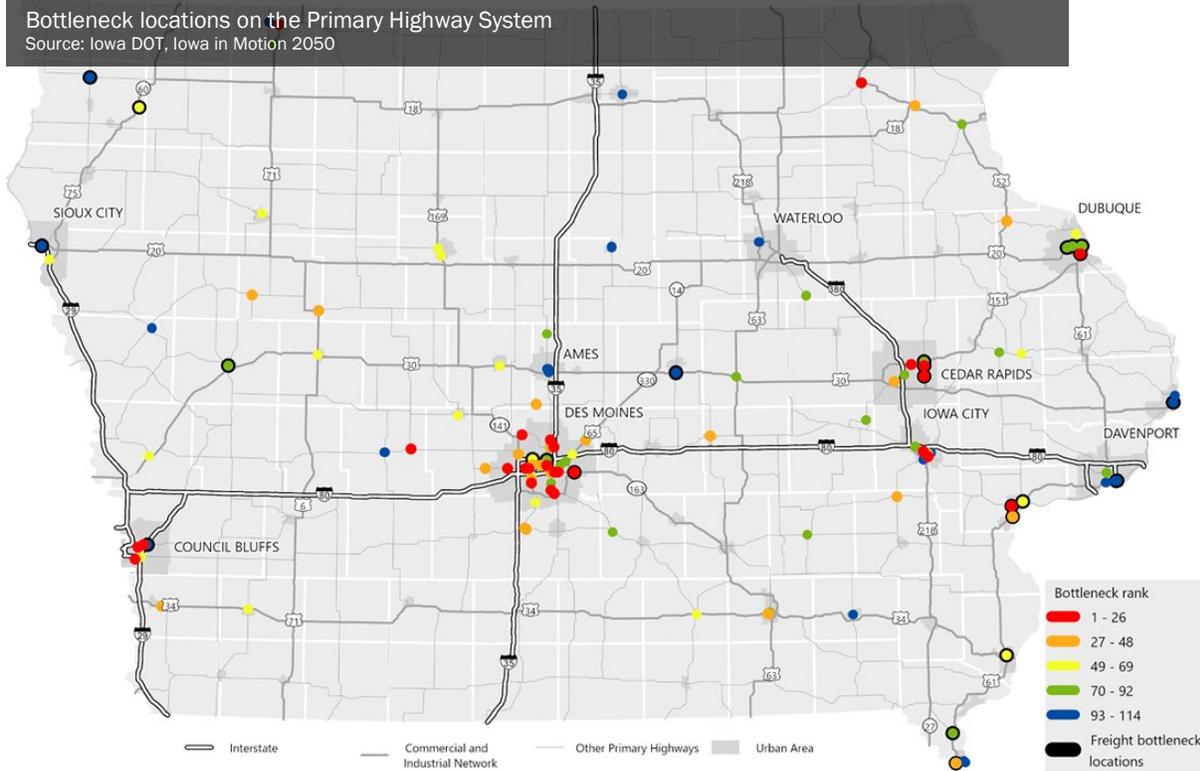
Bottom 5 percent of Primary Highway System bridges

Source: Iowa DOT, Iowa in Motion 2050



Bottleneck locations on the Primary Highway System

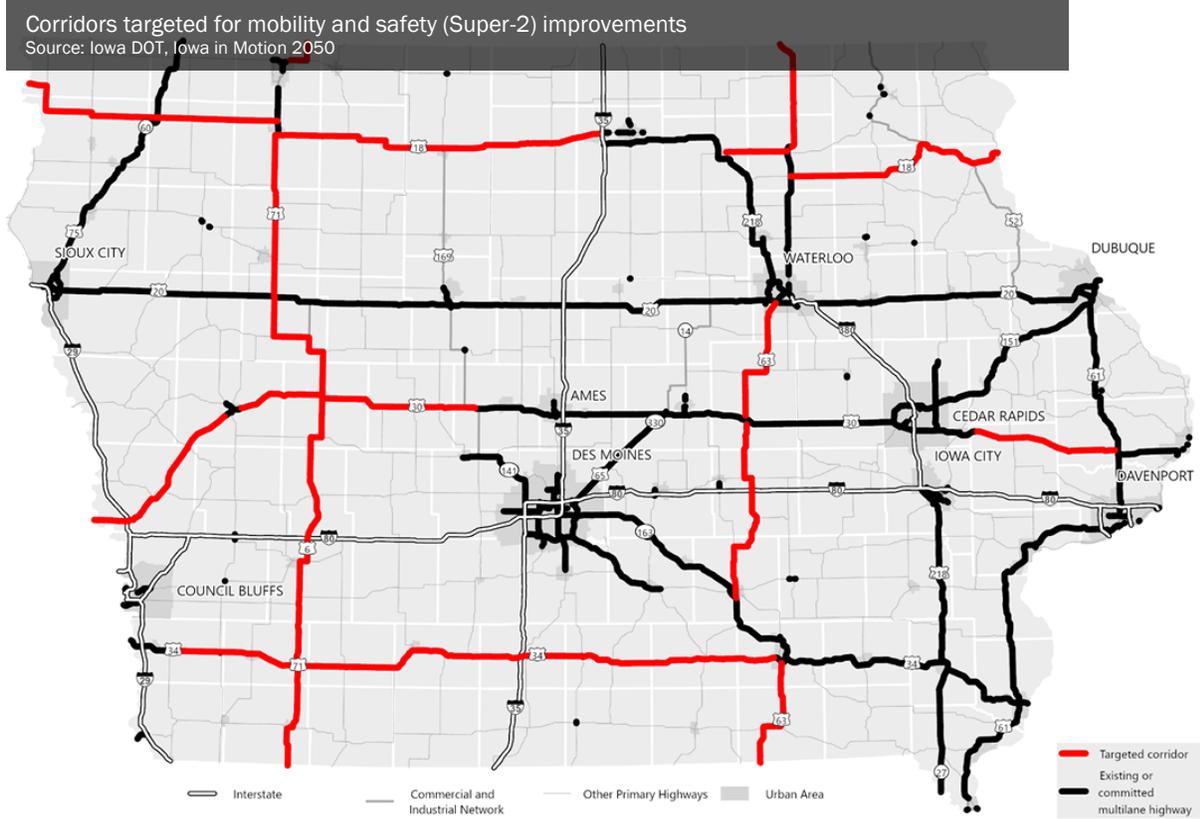
Source: Iowa DOT, Iowa in Motion 2050



Source: Iowa DOT

Corridors targeted for mobility and safety (Super-2) improvements

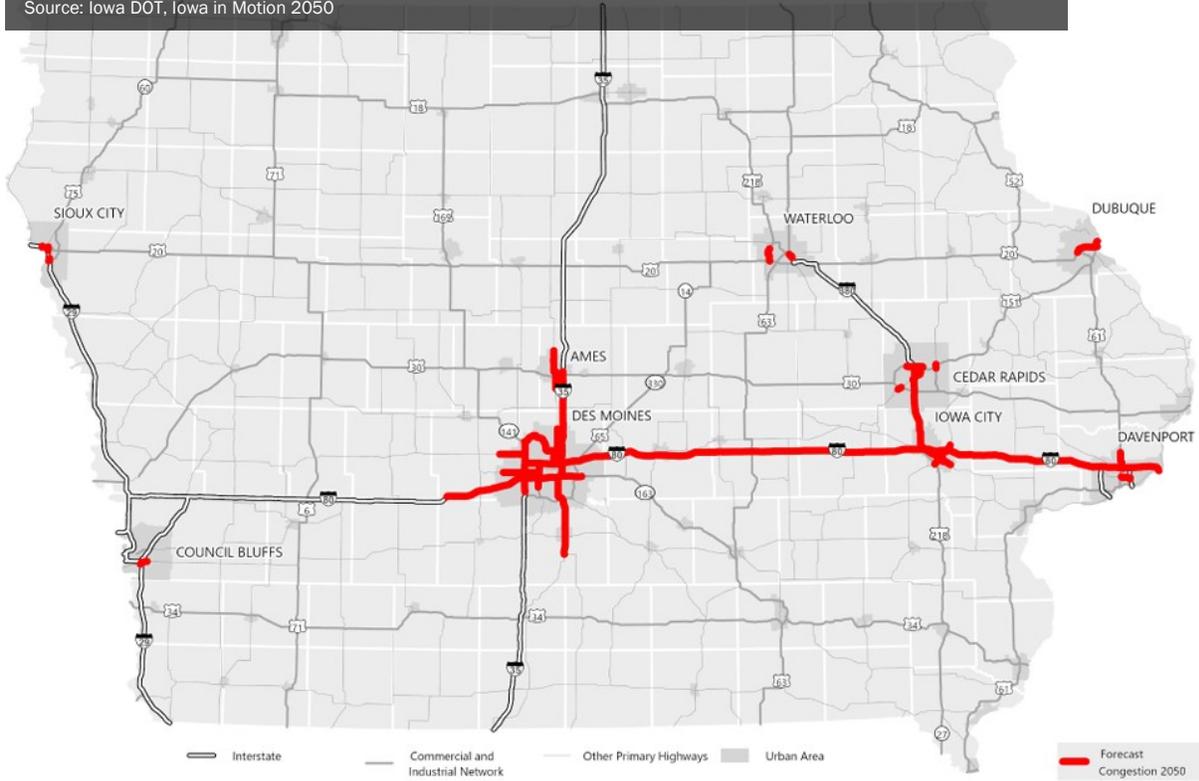
Source: Iowa DOT, Iowa in Motion 2050



Source: Iowa DOT

Corridors projected to be approaching or over capacity by 2050

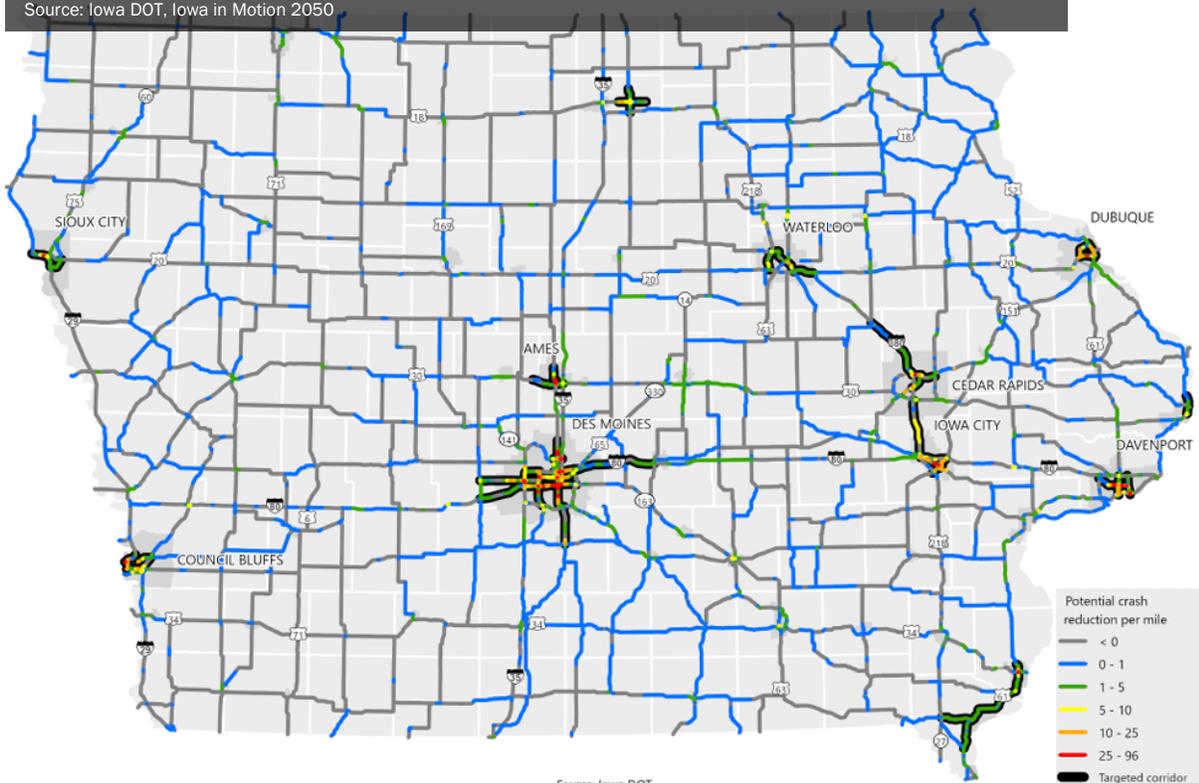
Source: Iowa DOT, Iowa in Motion 2050



Source: Iowa DOT

Potential for crash reduction per mile and corridors targeted for safety improvements

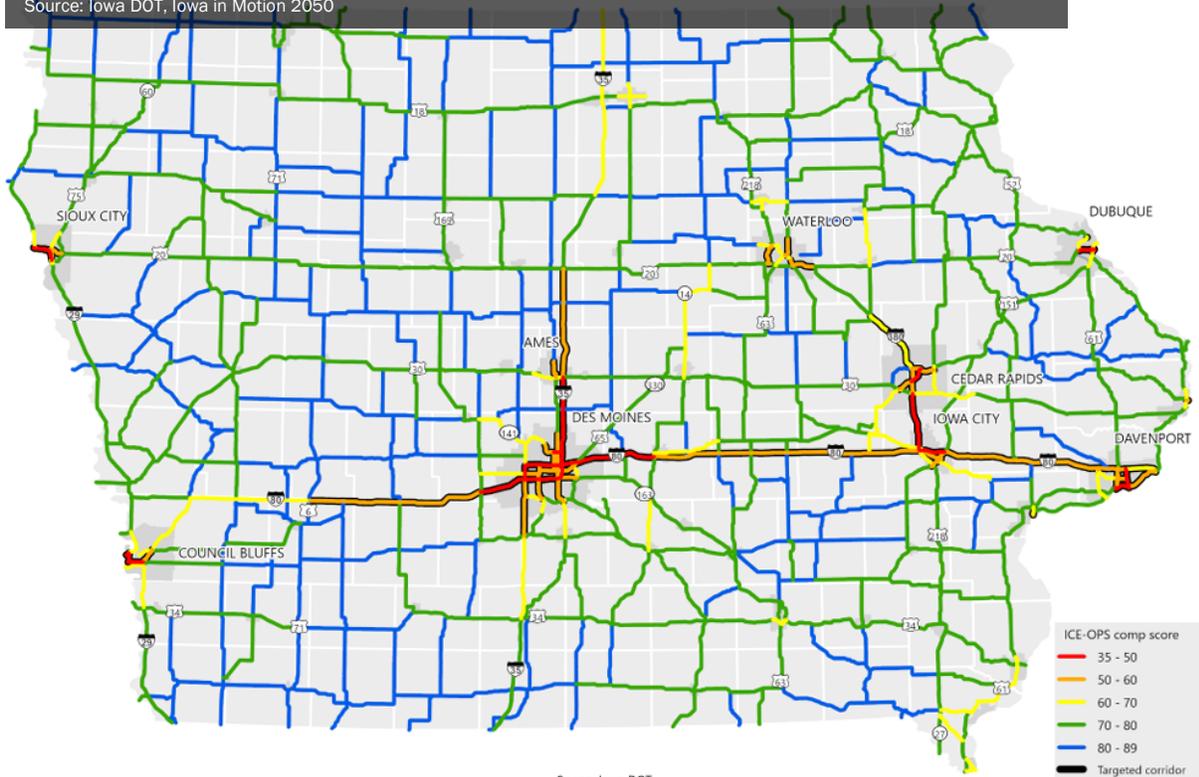
Source: Iowa DOT, Iowa in Motion 2050



Source: Iowa DOT

ICE-OPS composite scores and corridors targeted for operations improvements

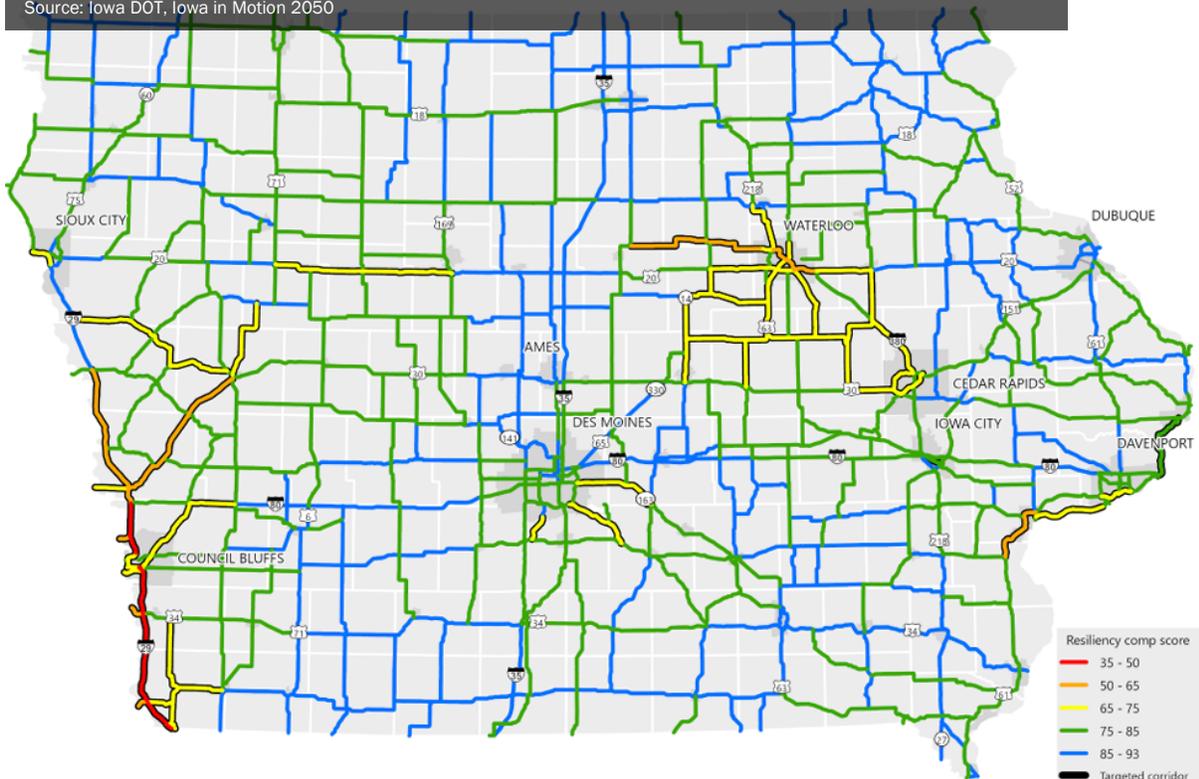
Source: Iowa DOT, Iowa in Motion 2050



Source: Iowa DOT

Flood resiliency analysis composite scores and corridors targeted for resiliency improvements

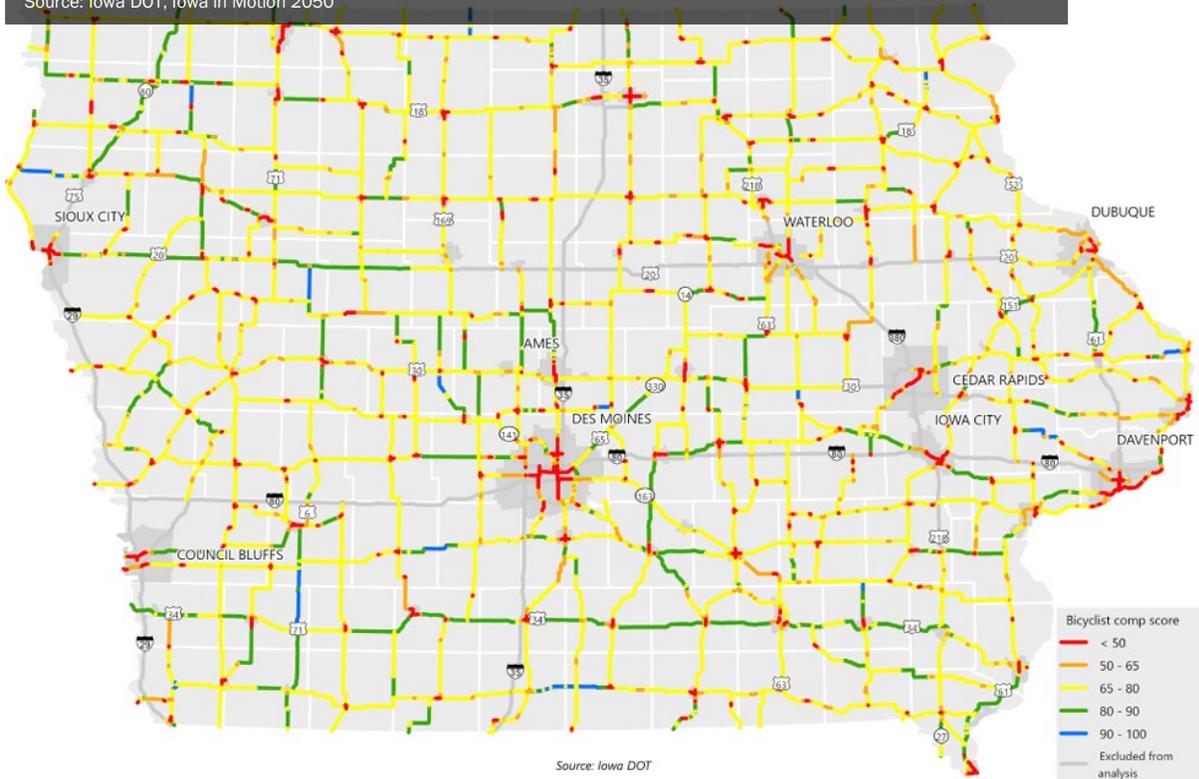
Source: Iowa DOT, Iowa in Motion 2050



Source: Iowa DOT

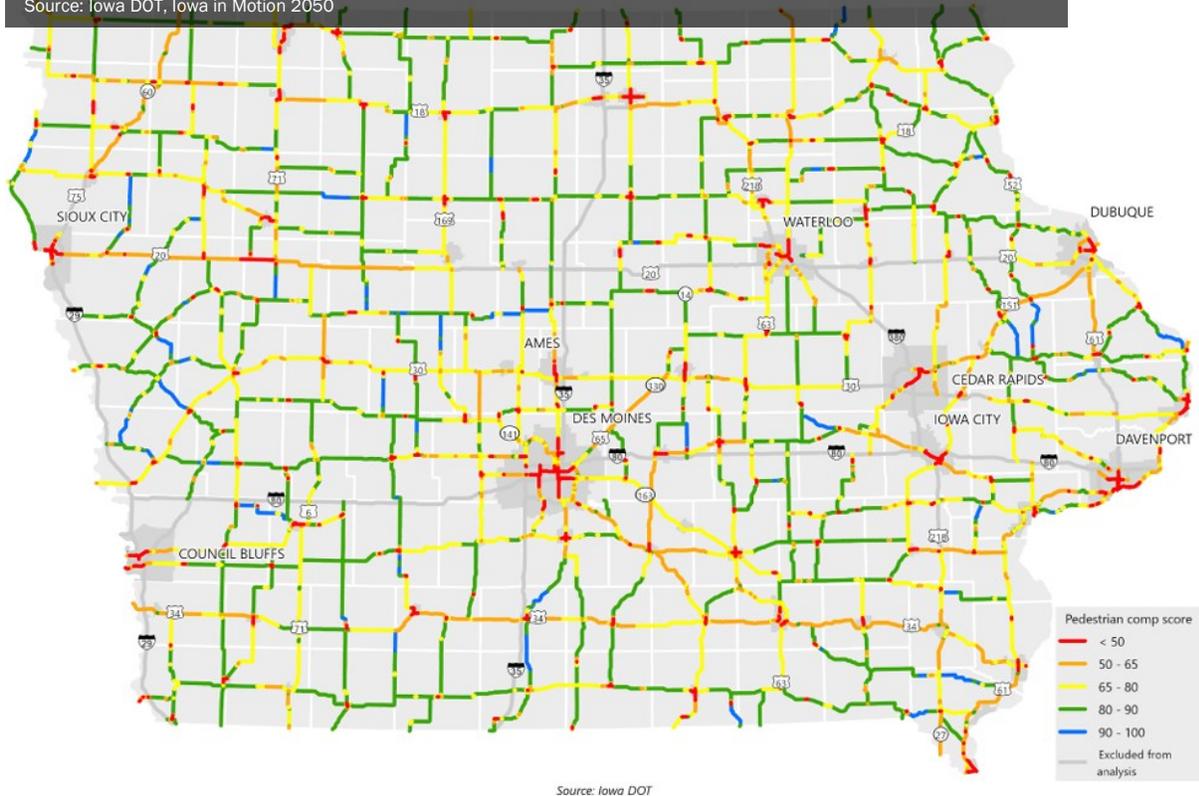
Composite scores for Primary Highway System segments for bicyclist systemic safety analysis

Source: Iowa DOT, Iowa in Motion 2050



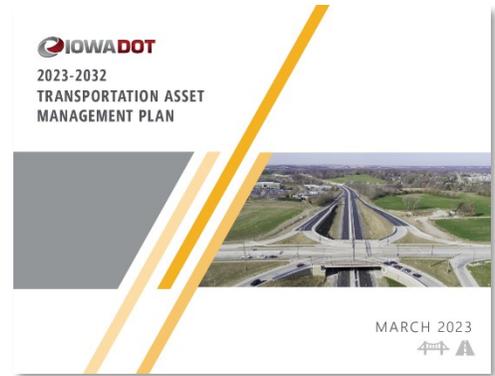
Composite scores for Primary Highway System segments for pedestrian systemic safety analysis

Source: Iowa DOT, Iowa in Motion 2050



Iowa Transportation Asset Management Plan 2023

Transportation asset management is a strategic, long-term approach to managing infrastructure. Its goals are to minimize costs, extend system life, and enhance performance. Transportation Asset Management Plans (TAMP) serve as a hub for information on assets, strategies, expenditures, and processes. Iowa DOT's TAMP outlines the management of bridges and pavements and links Iowa in Motion, system and modal plans, and the five-year Transportation Improvement Program.

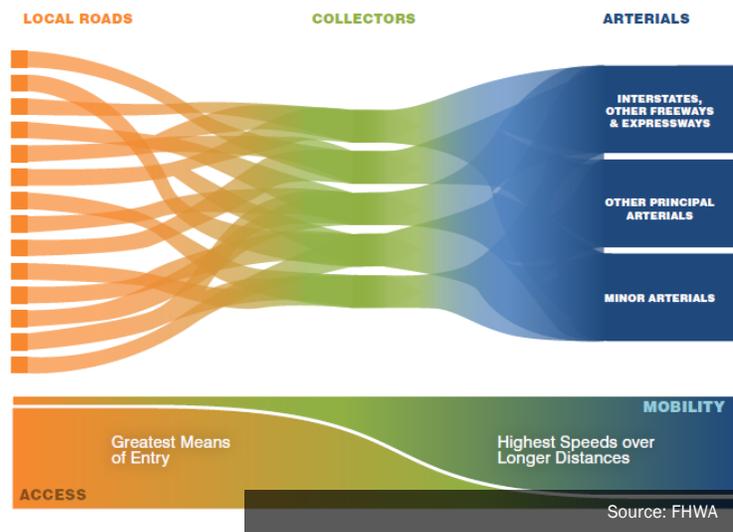


www.iowadot.gov/systems_planning/Planning/Federal-Performance-Management-and-Asset-Management

Road Inventory

The RTA's street network spans 6,109 miles. The Federal Functional Classification (FFC) system categorizes highways and streets based on the type of service they provide. These classifications include:

- Arterials** offer high mobility, faster speeds, and long uninterrupted distances, featuring multiple lanes and some access control. The rural arterial network connects metropolitan areas, cities, and states and is categorized into principal and minor, with principal arterials providing the highest speeds and longest distances.
- Collectors** balance mobility and land access, connecting the arterial network to local roads. In non-metropolitan areas, they are classified as major or minor.
- Local Streets**, the largest network by mileage, prioritize land access and local trips with lower speeds, connecting to higher-order roads.



To be eligible for federal funding for road projects, streets must be classified as major collectors or above; local streets are ineligible for federal funding for street construction or reconstruction. Federal funds can be utilized for pedestrian and bicycle accommodations along any roadway.

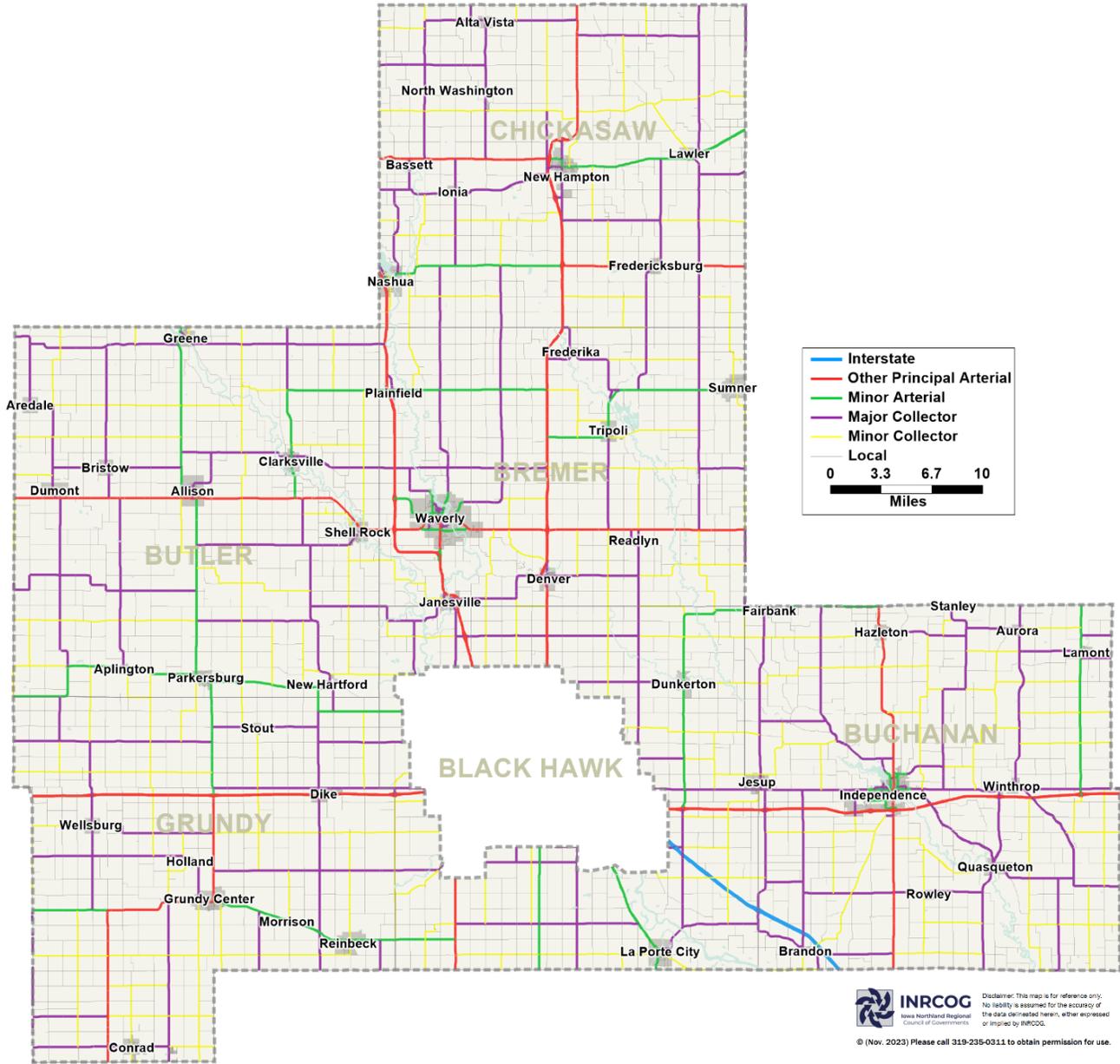
Table 3.1: Roadway Mileage, by FFC

FFC	Miles	FFC	Miles
Interstate	33.1	Local	3,774.2
Other Principal Arterial	419.4		
Minor Arterial	226.2		
Major Collector	834.5		
Minor Collector	819.6		
	2,332.8 (38%)		3,774.2 (62%)

Source: Iowa DOT, Roadway Asset Management System (RAMS)

Map 3.1: Federal Functional Classification

Source: Iowa DOT, Roadway Asset Management System (RAMS)



Roadway Conditions

The condition of the road network is critical to the operating efficiency of the system. Roadway conditions within the region are assessed based on the Pavement Condition Index, International Roughness Index, and Average Annual Daily Traffic.

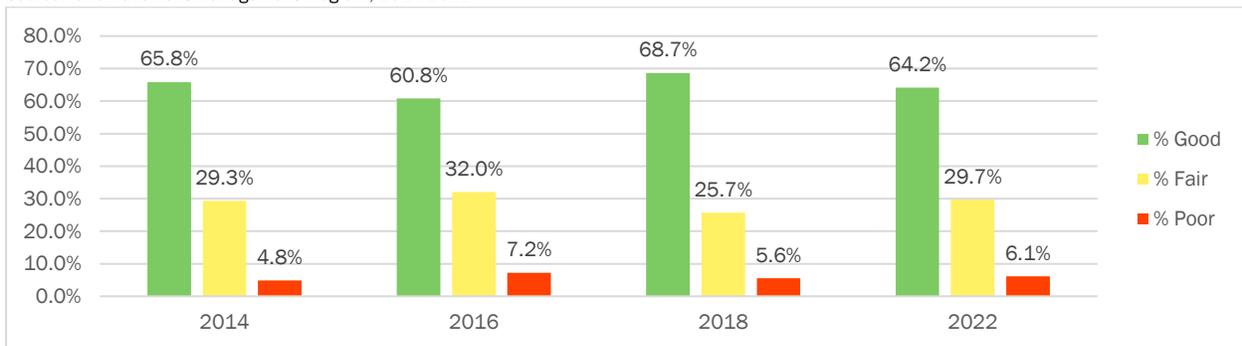
Pavement Condition Index (PCI)

PCI is a numerical index between 0 and 100 used to indicate the general condition of a pavement. This method is based on a visual survey of the number and types of distresses in a pavement. The result of the analysis is a numerical value with 100 representing the best possible condition and 0 representing the worst. PCI data from 2014 to 2022 were available for the evaluation of locally owned roads. Over the past 10 years, local pavement conditions have remained stable, with minimal fluctuations in the percentage of road mileage categorized as either good or poor.

To explore an interactive map of PCI data in the RTA region, visit www.bhcmmpo.org/rta-interactive-maps/.

Figure 3.1: PCI for Local Roads

Source: Iowa Pavement Management Program, 2014-2022

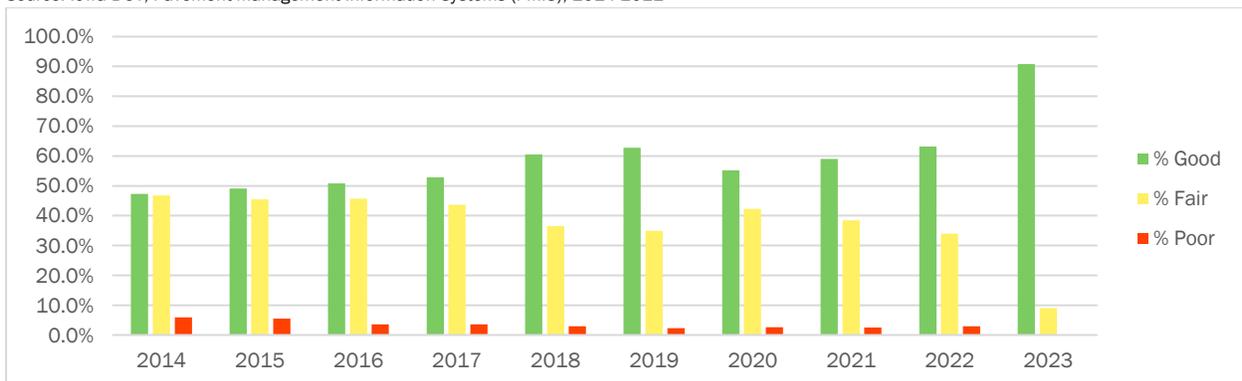


International Roughness Index (IRI)

One indicator of pavement conditions is the smoothness of the ride. This measure gets to the subjective “feel” of the road that most users notice when riding on it. Although this can vary by season due to Iowa’s various climates, the measure of smoothness is one indicator of overall pavement health. All states use a federally mandated standard measure of pavement smoothness, the International Roughness Index (IRI), to measure the smoothness of the primary highway system. IRI data from 2014 to 2023 was available for the evaluation of state-owned highways, showing that pavement smoothness has drastically improved over the past decade, enhancing overall road quality and driving experience.

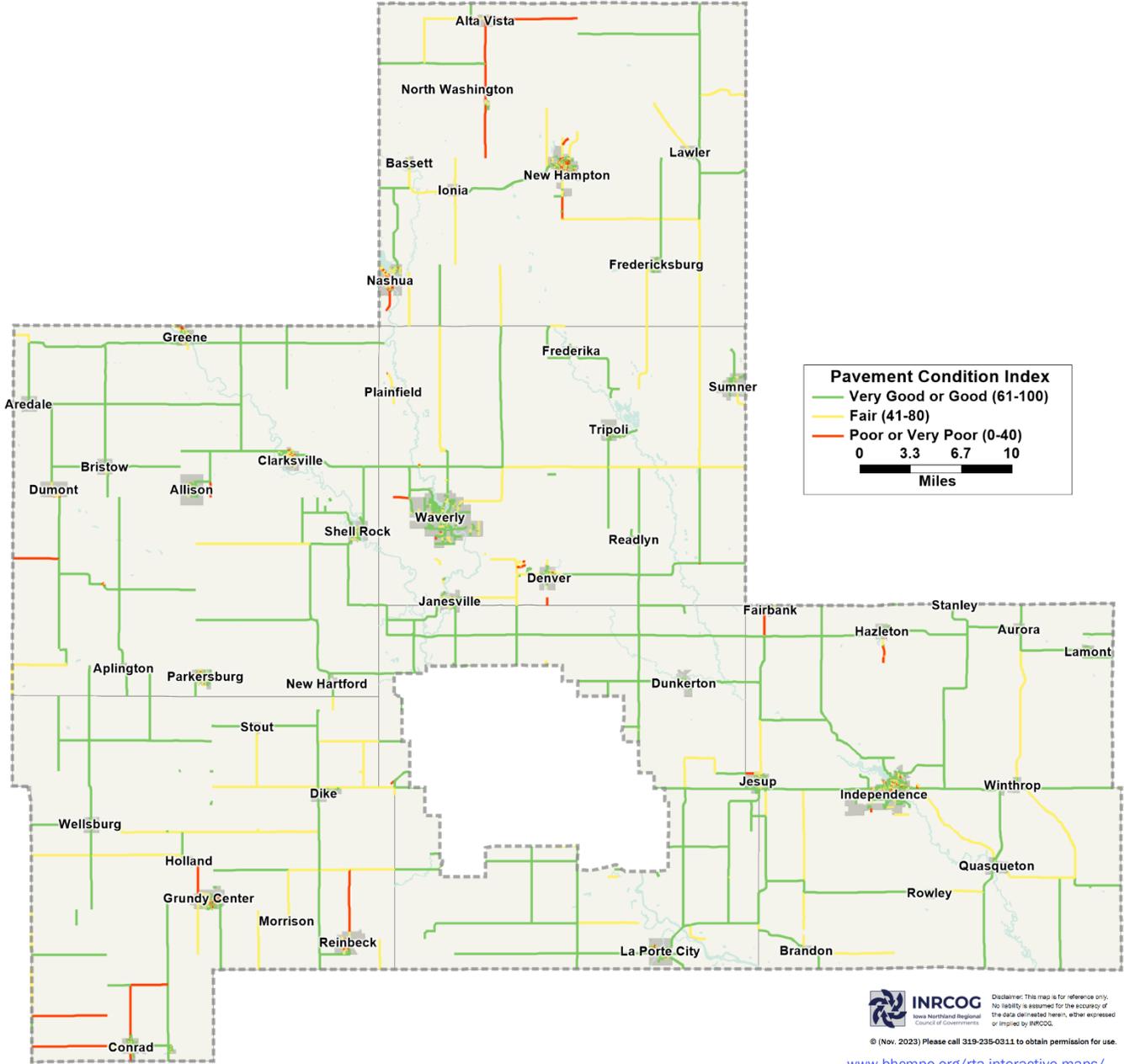
Figure 3.2: IRI for State-Owned Highways

Source: Iowa DOT, Pavement Management Information Systems (PMIS), 2014-2022



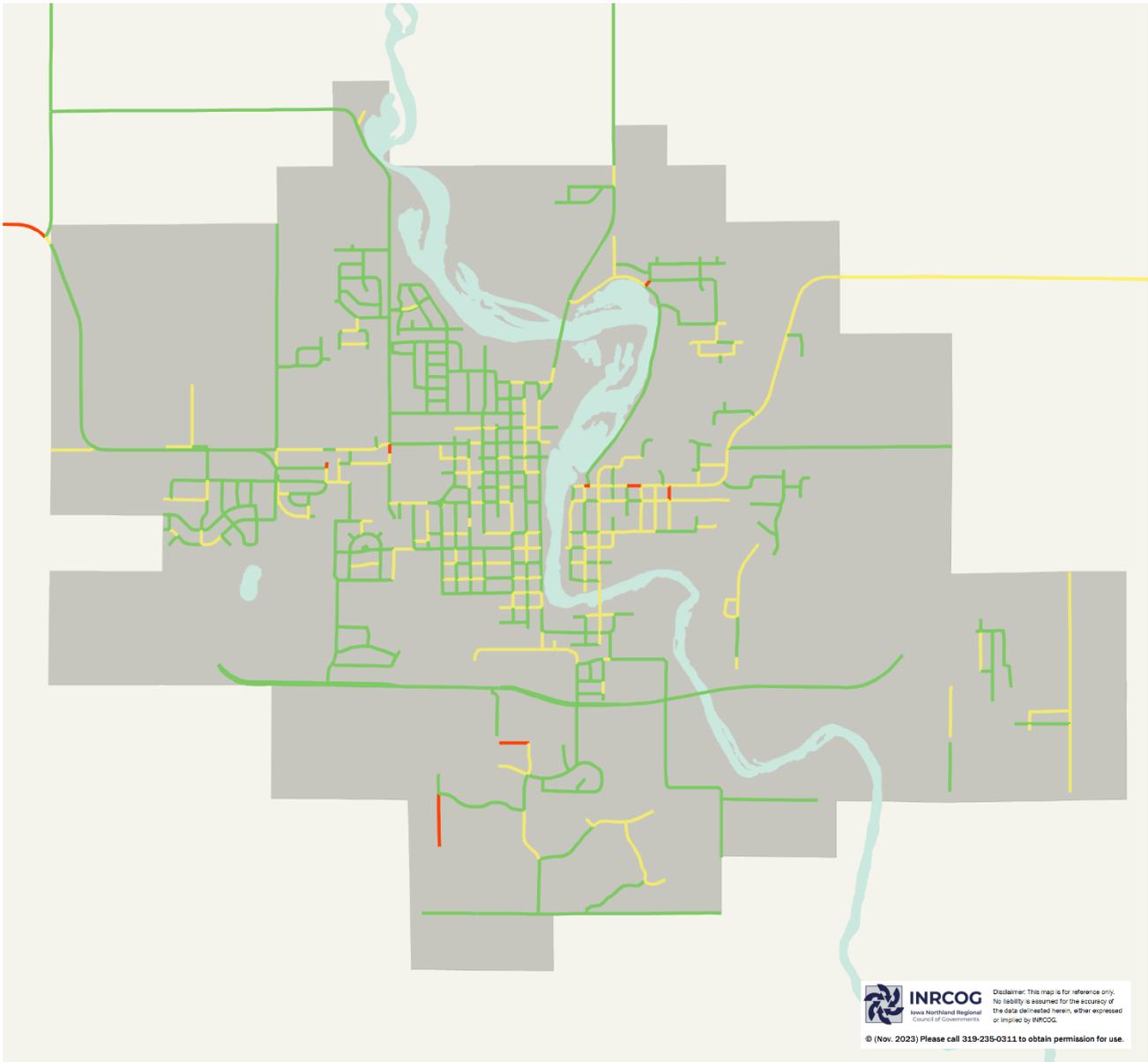
Map 3.2: Pavement Condition Index

Source: Iowa Pavement Management Program, 2022



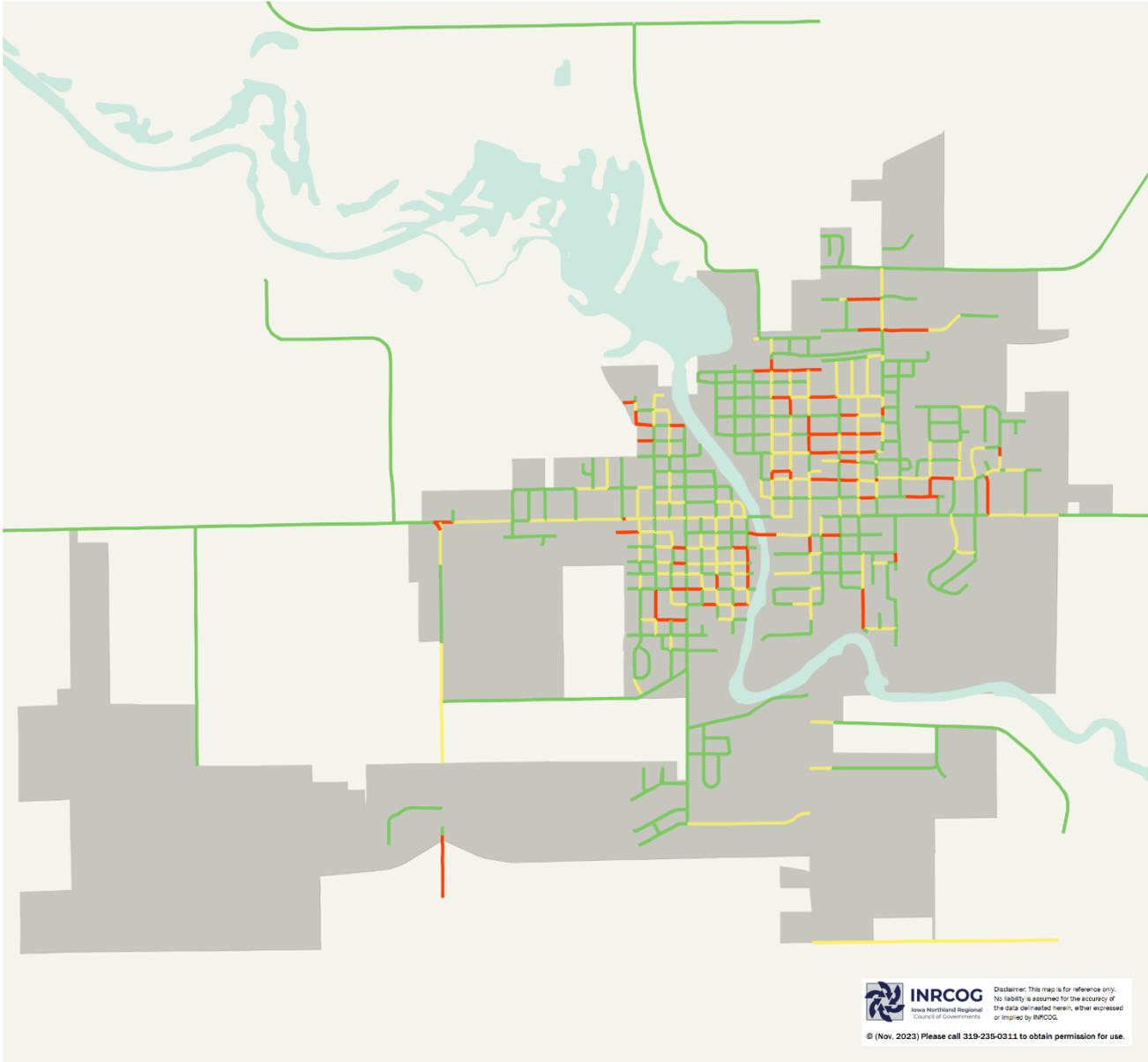
Map 3.3: Pavement Condition Index, Waverly

Source: Iowa Pavement Management Program, 2022



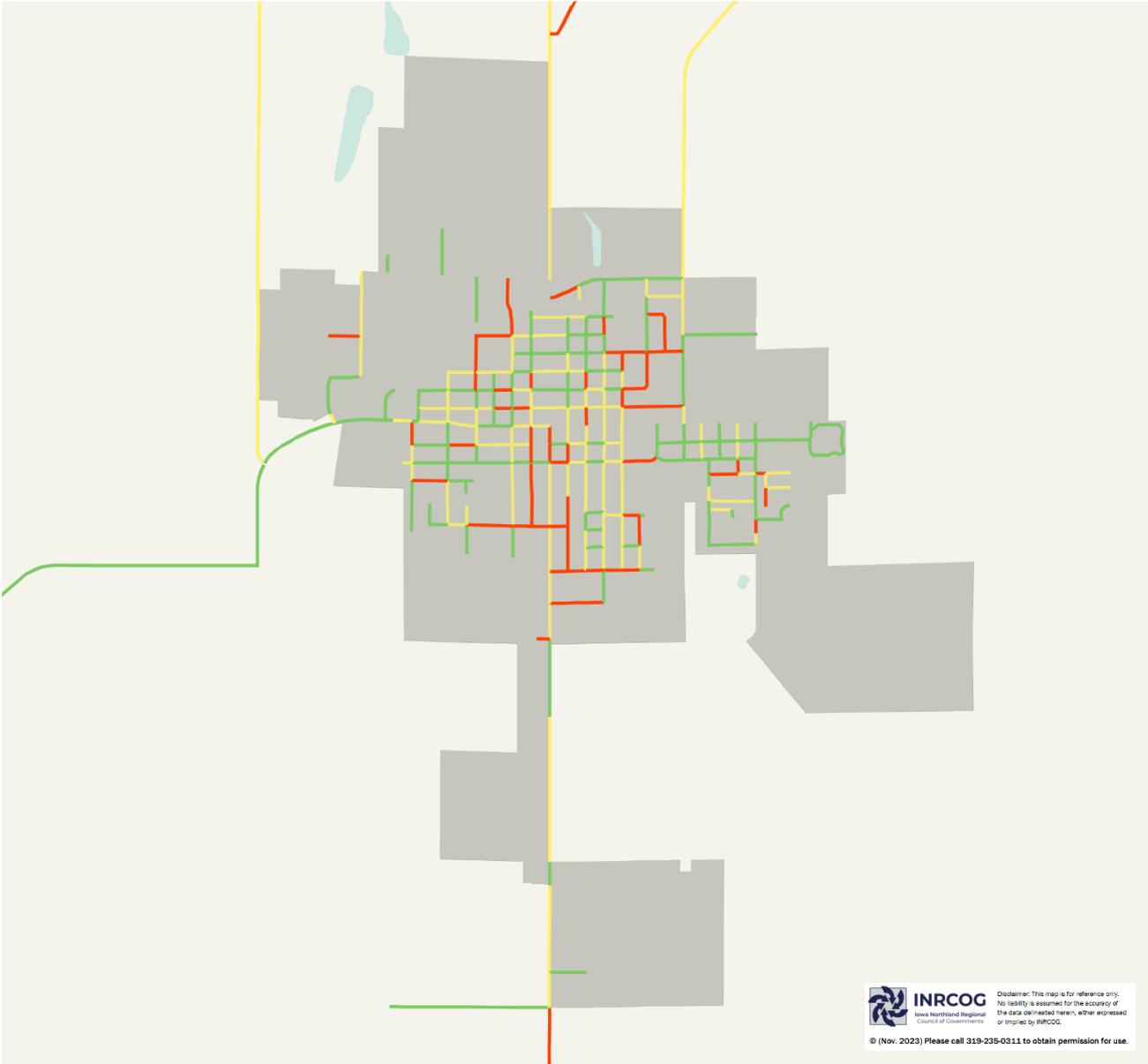
Map 3.4: Pavement Condition Index, Independence

Source: Iowa Pavement Management Program, 2022



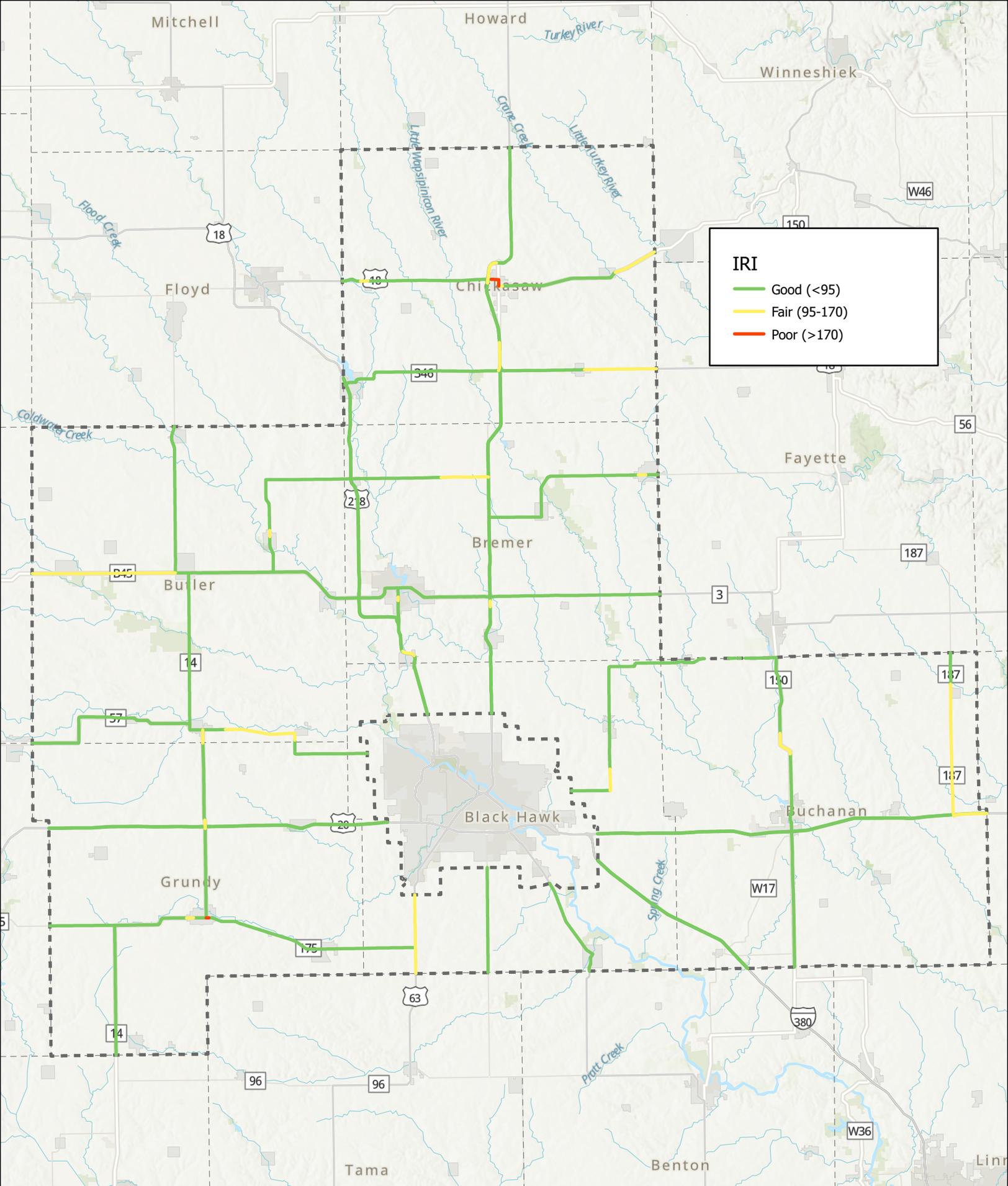
Map 3.5: Pavement Condition Index, New Hampton

Source: Iowa Pavement Management Program, 2022



Disclaimer: This map is for reference only. No liability is assumed for the accuracy of the data described herein, either expressed or implied by INRCOG.

© (Nov. 2023) Please call 319-235-0311 to obtain permission for use.



Map 3.6 International Roughness Index

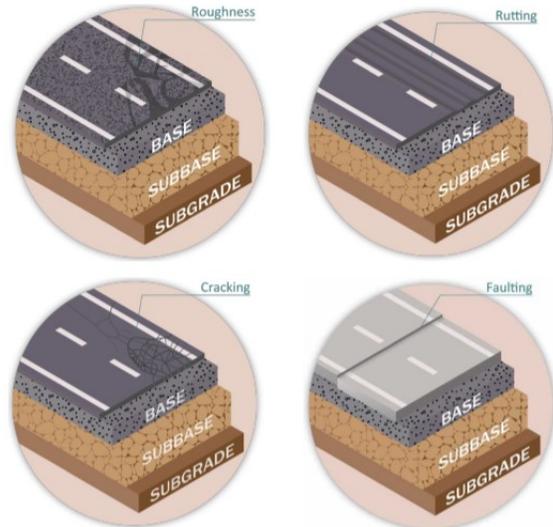
This map does not constitute a survey, and INRCOG assumes no liability for the accuracy of the data presented herein, whether expressed or implied.
Source: Pavement Management Information System 2023.

Average Annual Daily Traffic (AADT)

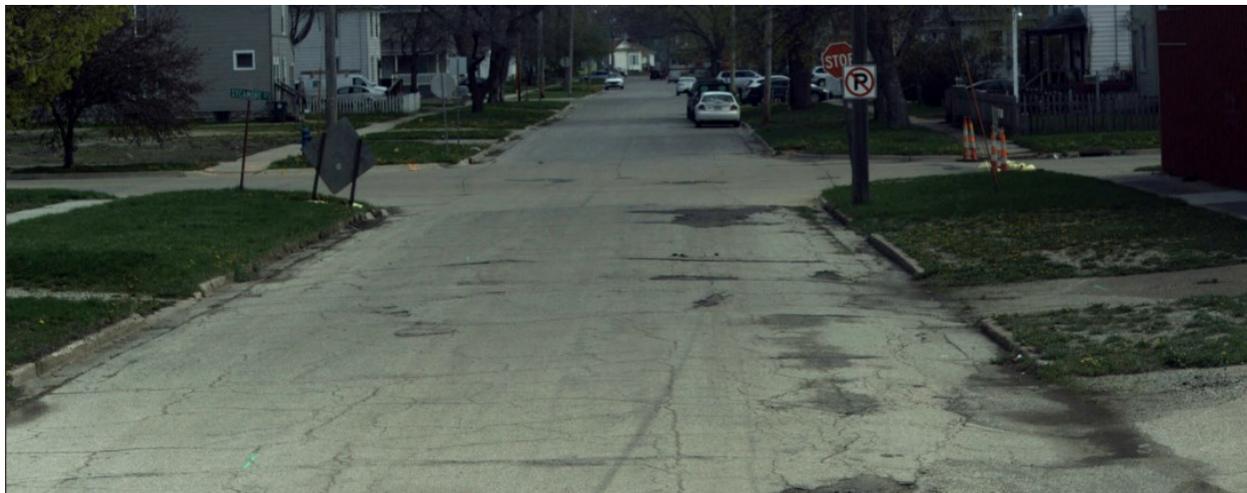
The Average Annual Daily Traffic is an indicator of the actual use of a road. To measure AADT on individual road segments, traffic data is collected either by an automated traffic counter or hiring an observer to record traffic. Data is recorded and adjusted to account for the season, time of day, and other variables that would correct the primary data to reflect actual traffic volumes. Map 3.7 shows AADT for the region.

Pavement Condition Performance

In 2018, FHWA established four performance measures for National Highway System (NHS) pavement conditions, each of which is calculated based on data reported by the Iowa DOT to the Highway Performance Management System (HPMS). The following metrics are used to calculate the pavement condition performance measures:

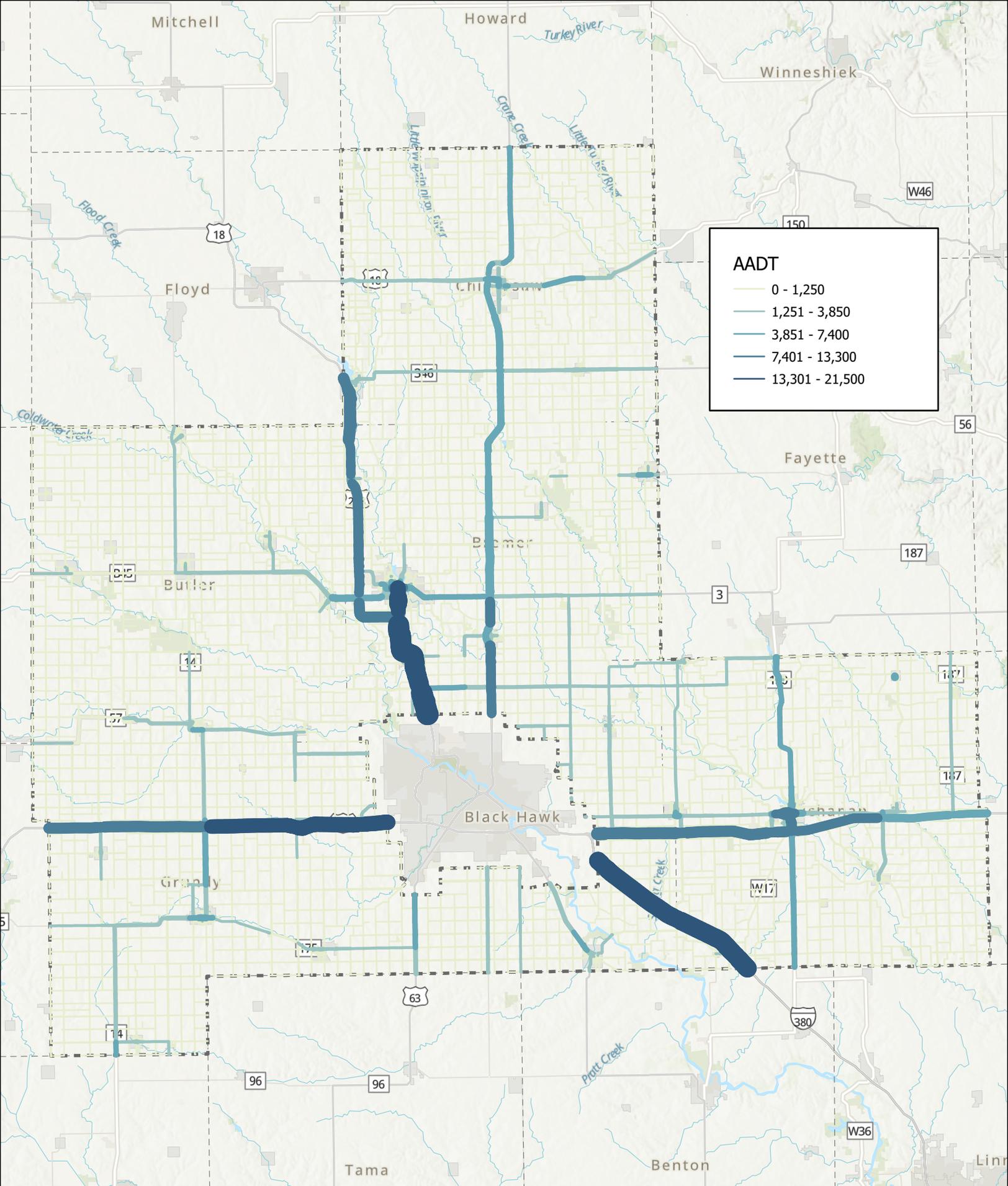


- Pavement roughness is an indicator of discomfort experienced by road users traveling over the pavement and is measured using the International Roughness Index (IRI).
- Rutting is quantified for asphalt pavement by measuring the depth of ruts along the wheel path.
- Cracking is measured in terms of the percentage of cracked pavement surfaces.
- Faulting is quantified only for concrete pavements.



For each metric, FHWA has established thresholds for good, fair, and poor conditions. Road sections are rated as being in good condition if all the metrics are rated as good, and poor when two or more are rated as poor. All other combinations are rated as fair.

Metric	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Cracking (%)			
- Asphalt	<5	5-20	>20
- Jointed Concrete	<5	5-15	>15
- Continuously Reinforced Concrete	<5	5-10	>10
Faulting (inches)	<0.10	0.10-0.15	>0.15



Map 3.7
Average Annual Daily Traffic

This map does not constitute a survey, and INRCOG assumes no liability for the accuracy of the data presented herein, whether expressed or implied.
Source: Iowa DOT, RAMS.



Bridge Inventory

The Iowa Northland Region has an extensive bridge system with a wide range of crossing types. There are a total of 1,680 bridges in the six-county region. Most bridges in the region provide service for vehicular traffic, though there are a few structures that service non-motorized traffic only. Table 3.2 provides further details of the bridge inventory.

Table 3.2: Bridge Inventory

	2018	2023
Number of Bridges	1,686	1,680
Average Age of Structures (Years)	39	40
Posted Bridges	242	278
Closed Bridges	13	13
Average Bridge Sufficiency Rating	82.8	83.8
Bridges in Fair Condition	599	588
Bridges in Poor Condition	254	277

Source: FHWA, National Bridge Inventory, 2018 and 2023

Bridge Conditions

Bridge performance can be measured by various conditions and the percentage of all bridges affected. Three of the most common measures of bridge performance are as follows:

- **Load Capacity Challenged (Posted or Closed)** – Posted bridges have weight restrictions to prohibit heavy loads, while closed bridges prohibit all traffic. Bridges may also be posted for other load-capacity restrictions including speed and number of vehicles permitted on the bridge. Posted and closed bridges can negatively impact the movement of people and goods as well as emergency response times.
- **Substandard Bridges (Structurally Deficient or Functionally Obsolete)** – Structurally deficient bridges are structures unable to carry vehicle loads or tolerate the speeds that would normally be expected for that bridge in its designated system. Functional obsolescence refers to a bridge with inadequate width or vertical clearance for its associated highway system.
- **Sufficiency Ratings** – Ratings of individual bridge elements, such as the deck substructure and superstructure, and levels of traffic, are factors utilized in the determination of bridge sufficiency ratings.

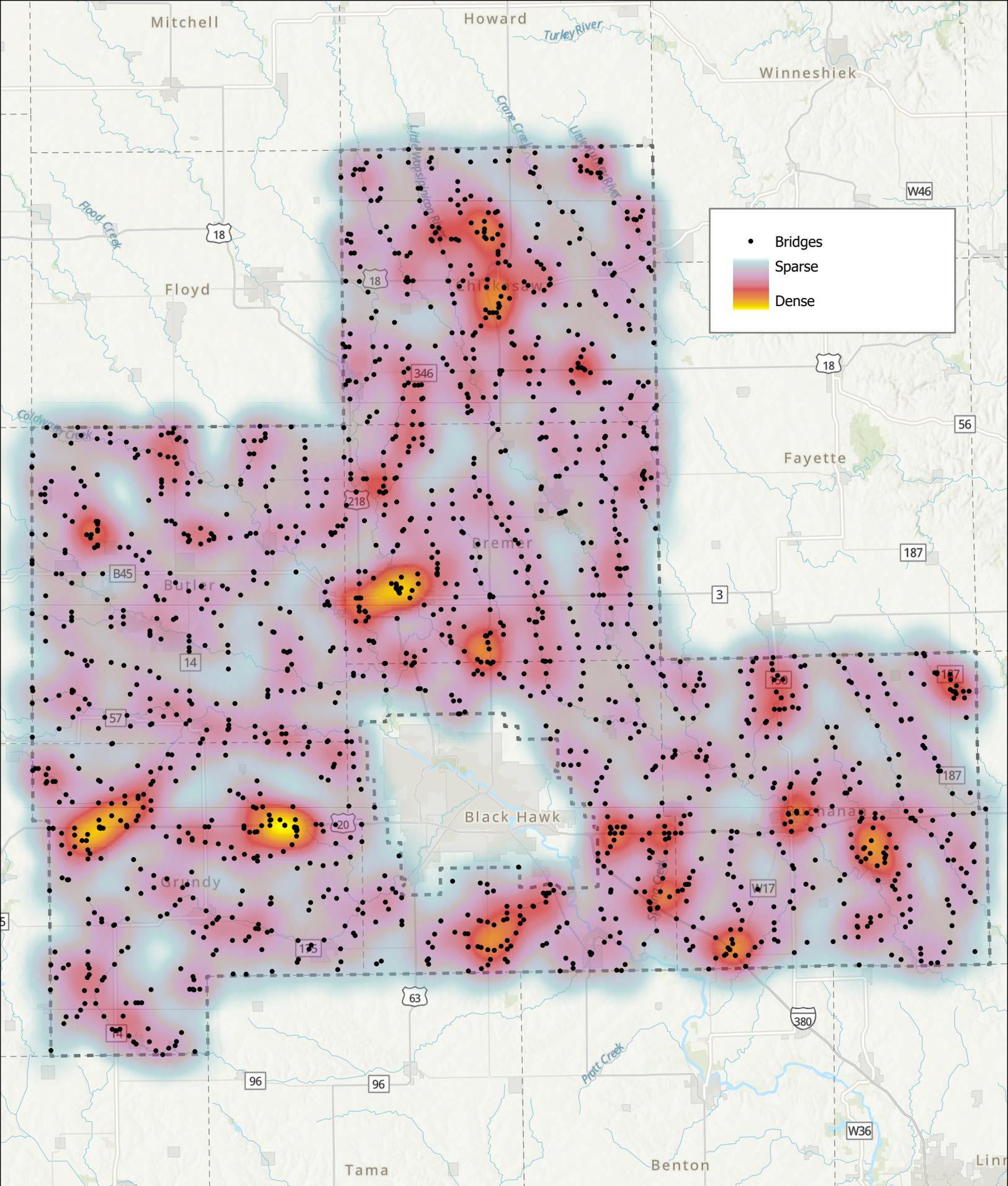


Posted and Closed Bridges

Bridge posting is part of a load rating process that determines the safe load carrying capacity of a structure. Load posting to a bridge is required by the National Bridge Inspection Standards when a bridge is not capable of safely carrying a legal load. If a structure is deemed deficient, officials will post a maximum load for the bridge. Bridges may also be posted for other load-capacity restrictions including speed and number of vehicles permitted on the bridge. Bridges closed to traffic are those structures deemed unsafe to carry any type of traffic. Map 3.8 identifies bridges that are posted and closed as of 2023.

A planning concern for county engineers in Iowa has been the permitting of large haulers on county-owned bridges. Senate File 629, passed in 2019, allows forestry haulers greater leeway to move heavy loads on local roadways, further straining road and bridge conditions and increasing the number of bridges needing posting.



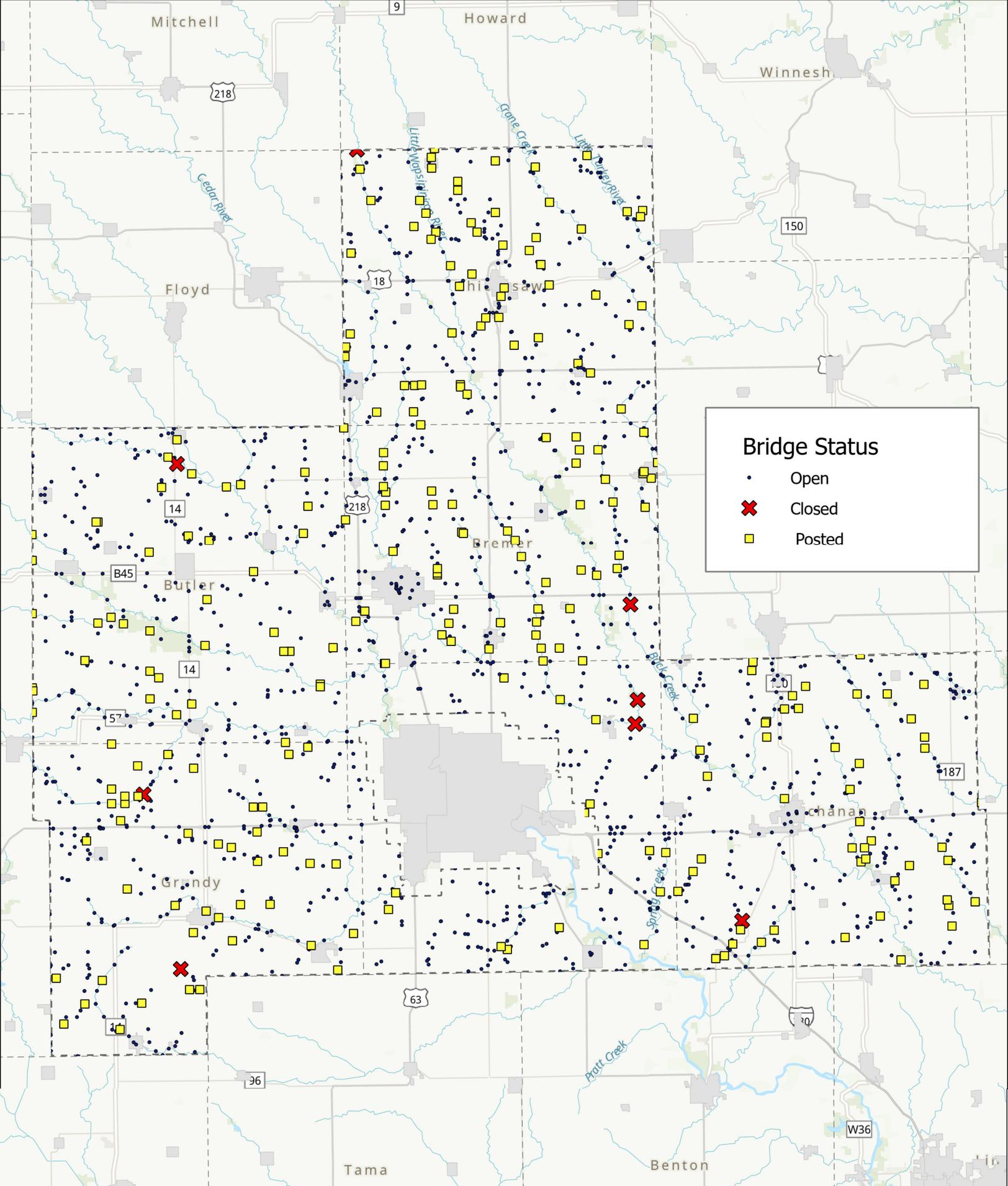


Map 3.8
 Bridge Inventory

This map does not constitute a survey, and INRCOG assumes no liability for the accuracy of the data presented herein, whether expressed or implied.
 Source: Iowa DOT, Data Portal, Bridge point.

permission for use.
 © November 2024





Map 3.9
Posted or Closed Bridges

This map does not constitute a survey, and INRCOG assumes no liability for the accuracy of the data presented herein, whether expressed or implied.
Source: FHWA, National Bridge Inventory, 2024



Structurally Deficient Bridges

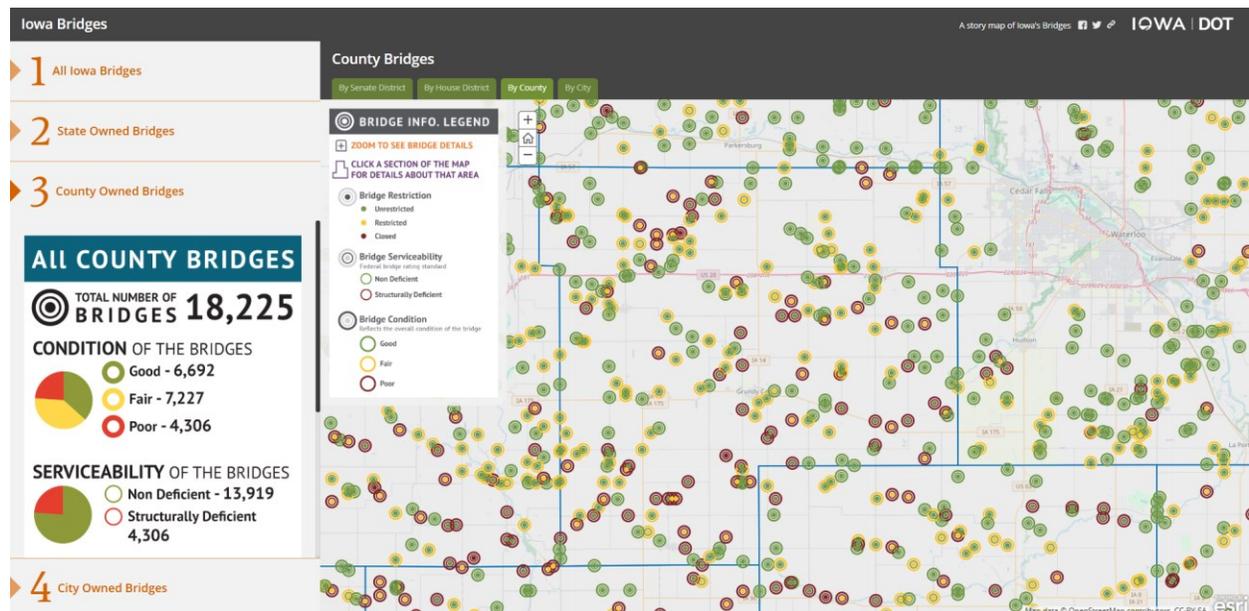
Structural deficiencies are characterized by deteriorated conditions of significant bridge elements and potentially reduced load-carrying capacity. This may include spalled or cracked concrete, the bridge deck, the support structure, or the entire bridge itself. A “structurally deficient” designation does not imply that a bridge is unsafe. However, such bridges typically require significant maintenance and repair to remain in service and would eventually require major rehabilitation or replacement to address the underlying deficiency. To remain in service, structurally deficient bridges are often posted with weight limits restricting the gross weight of vehicles using the bridge to less than the maximum weight typically allowed by statute. Map 3.10 shows the locations of structurally deficient bridges as of 2023.

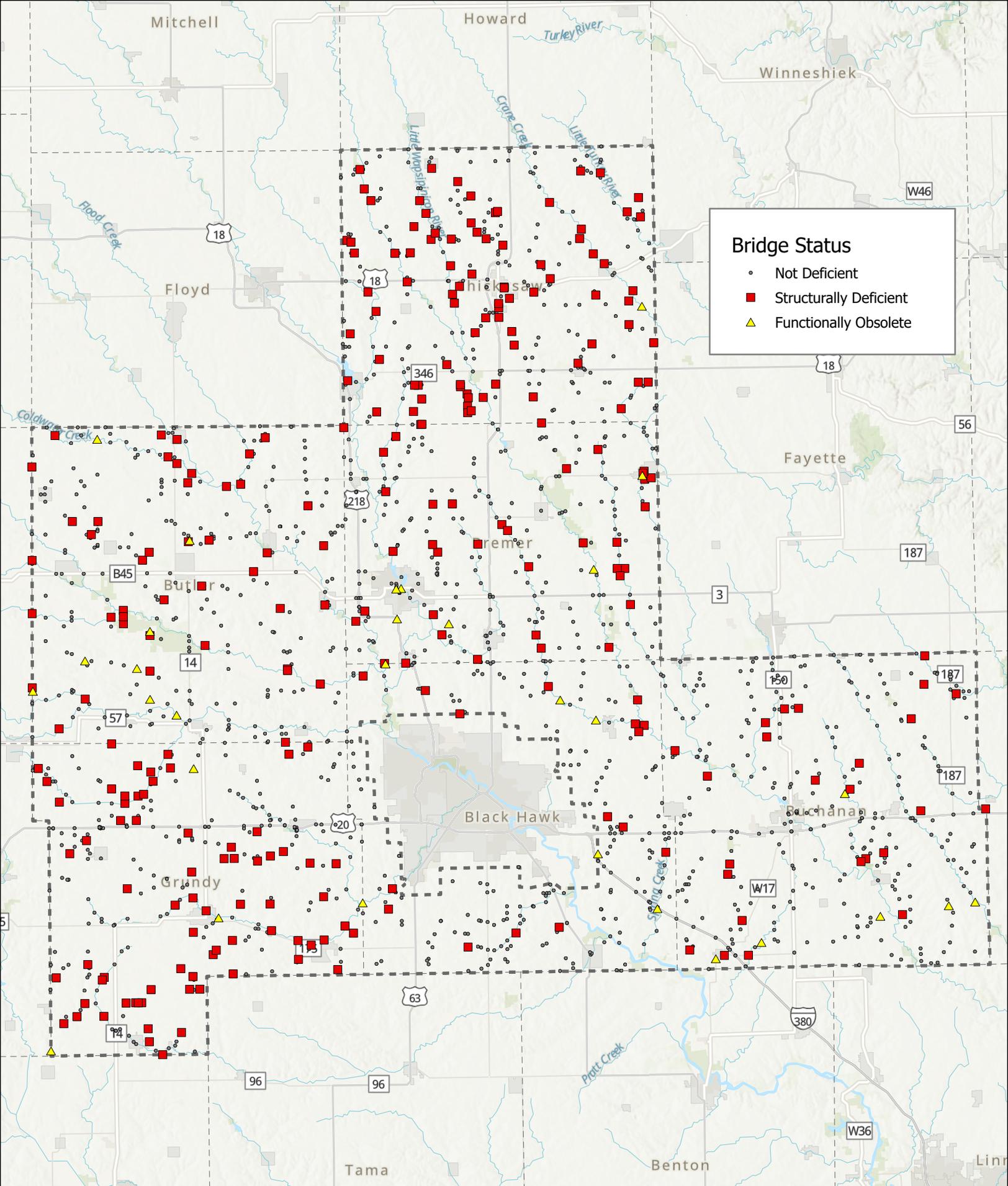
Bridge Condition Ratings

Bridges are assessed under the National Bridge Inspection Standards (NBIS) with ratings of Good, Fair, or Poor based on a 0-9 scale. These ratings determine eligibility for federal funding programs for bridge rehabilitation, maintenance, and replacement. Poor-rated bridges (4 or lower) are prioritized for funding due to safety concerns, while Fair-rated bridges (5 or 6) are eligible for preservation funding. Good-rated bridges (7 or higher) are not typically eligible for major funding. Key federal programs include the Bridge Formula Program (BFP), the Bridge Investment Program (BIP), and the Surface Transportation Block Grant (STBG), which support infrastructure improvements. Map Section 3.11 shows the bridge condition ratings from 2023 for the Iowa Northland Region.



The Iowa Department of Transportation provides an interactive map of all Iowa bridges, displaying up-to-date bridge conditions, serviceability, and restrictions in place. This map is available under the Featured Apps webpage at <https://iowadot.maps.arcgis.com/home/index.html>, offering a valuable resource for monitoring and planning bridge improvements across the region. Users can filter bridges by ownership (state, county, or city) and click on individual bridges for detailed information.

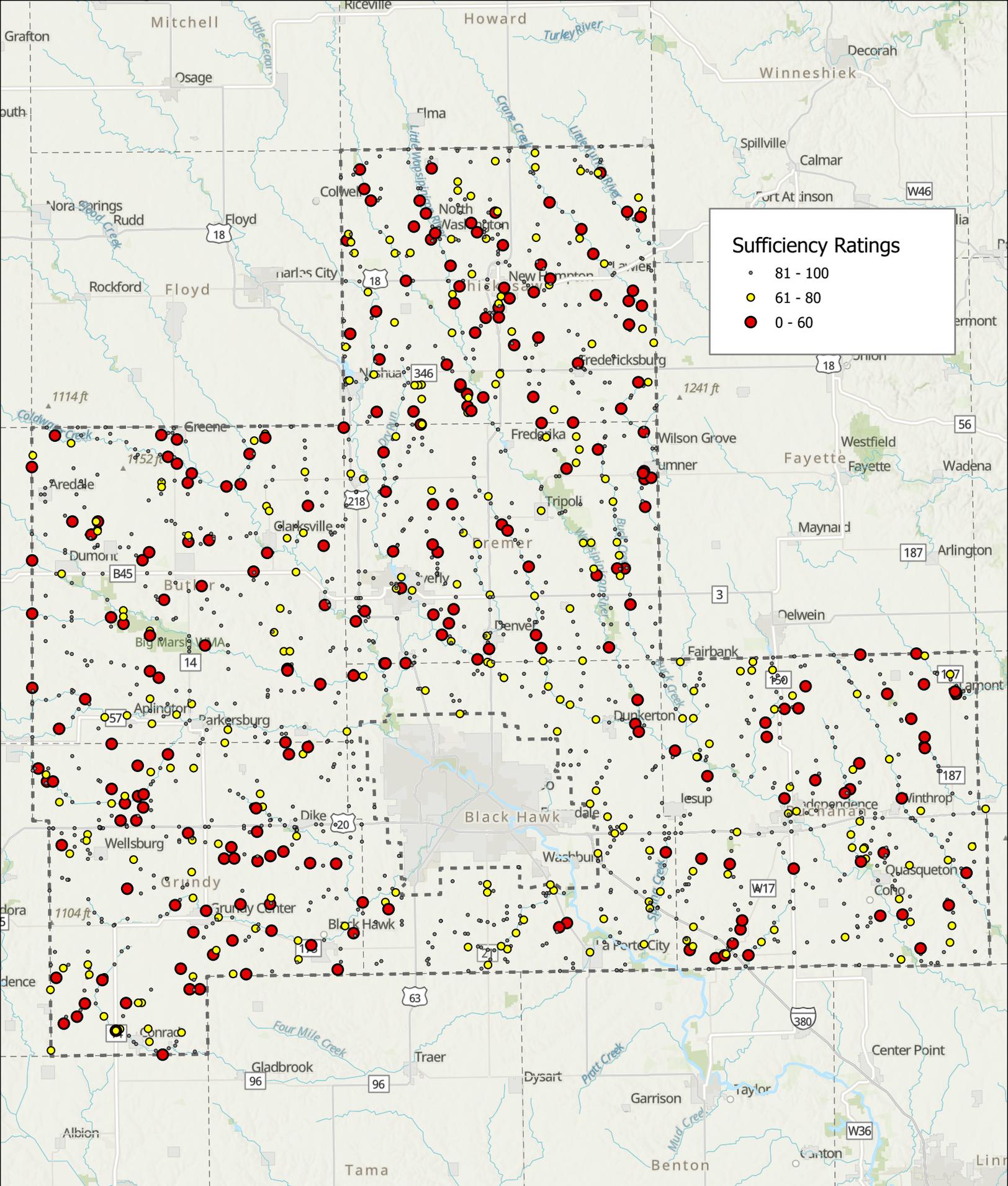




Map 3.10
 Bridge Status

This map does not constitute a survey, and INRCOG assumes no liability for the accuracy of the data presented herein, whether expressed or implied.
 Source: FHWA, National Bridge Inventory, 2023





Map 3.12
 Bridge Sufficiency Ratings

This map does not constitute a survey, and INRCOG assumes no liability for the accuracy of the data presented herein, whether expressed or implied.



Short-Term Road and Bridge Projects

RTA Projects

The projects outlined in Table 3.3 and Map 3.12 are aimed at addressing the roadway and bridge deficiencies identified on the previous pages. These planned projects, scheduled for federal fiscal years 2026-2029, represent targeted efforts to improve critical components of the transportation system. Projects shown only include those programmed with federal aid or Iowa Swap dollars and included in the FY 2026-2029 Transportation Improvement Program (TIP); locally funded projects are not included. Most projects are focused towards maintaining the existing transportation system.

Local jurisdictions are also actively seeking additional federal and state funding opportunities to address infrastructure and road safety deficiencies (see Chapter 7). This includes pursuing Highway Safety Improvement Program (HSIP) funds to address critical safety concerns on roadways. These efforts are vital to supplement the limited resources available for maintaining and improving local transportation infrastructure.

Not all projects to be funded by the RTA over the duration of this plan are listed here. This includes Surface Transportation Block Grant (STBG) projects to be funded during future programming sessions for federal fiscal years 2030-2033. STBG-funded projects must be included in or consistent with the RTA's Long-Range Transportation Plan, but this does not restrict the RTA to only these projects. Additional potential projects not mentioned in this chapter could include safety enhancements, bus replacements, bicycle and pedestrian facilities, and other projects that align with the RTA's goals, objectives, and performance measures detailed in Chapter 1.

Infrastructure Challenges and Innovative Solutions

Despite ongoing efforts, these improvements will only address a small fraction of the overall deficiencies highlighted earlier due to the scale of the infrastructure challenges. Although the Infrastructure Investment and Jobs Act (IIJA) significantly increased federal funding for transportation projects, its impact has been tempered by steep inflation in construction materials and fuel costs. Rising prices for concrete, asphalt, steel, and other critical materials, along with fuel price volatility, have eroded the purchasing power of federal, state, and local funds. This has forced agencies to scale back project scopes or delay additional improvements to stay within budget constraints, limiting progress on addressing urgent infrastructure needs.

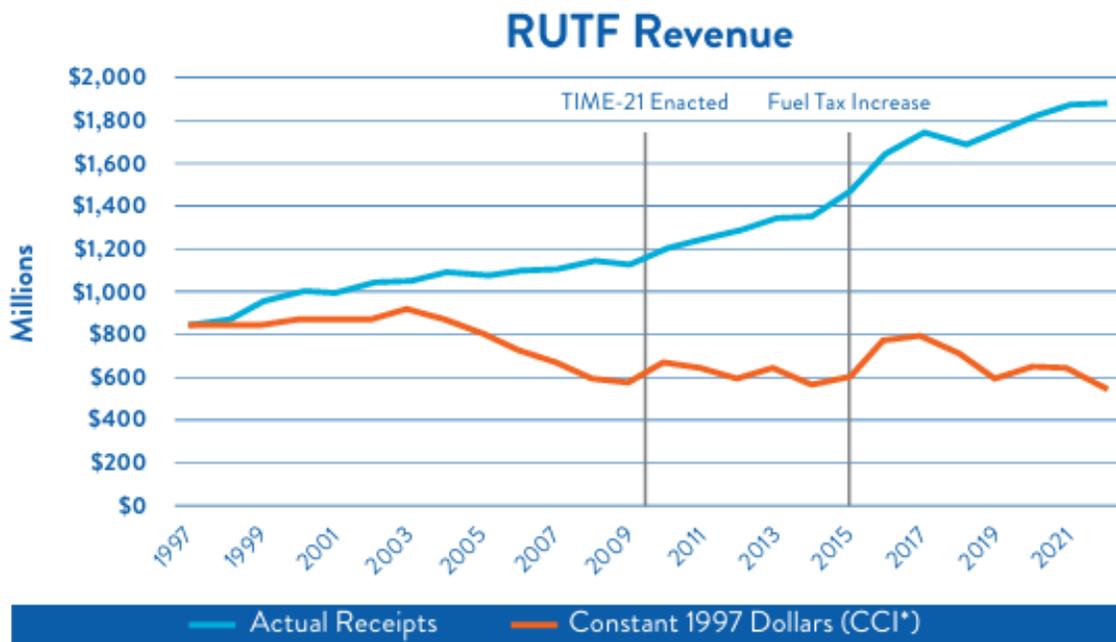
Subject	2023 Grade	2019 Grade	Change
Aviation	C-	C-	-
Bridges	D+	D+	-
Dams	D	D	-
Drinking Water	C	C	-
Energy	C+	C+	-
Inland Waterways	D+	D+	-
Levees	C	C	-
Parks, Recreation, and Trails	C	C	-
Rail	C+	C+	-
Roads	B-	C+	↑
Solid Waste	B-	B	↓
Stormwater	D+	Not Graded	
Wastewater	C-	C-	-
Overall	C	C	-

Iowa Infrastructure Report Card
 Source: American Society of Civil Engineers, 2023 Iowa Infrastructure Report Card
<https://infrastructurereportcard.org/state-item/iowa/>

The financial challenges are particularly acute in Iowa, which continues to lead the nation in the number of structurally deficient bridges. According to the 2023 Infrastructure Report Card for Iowa, released by the American Society of Civil Engineers, the state has 4,599 poor bridges, with all but 30 owned by local

governments. These local governments face severe funding constraints, further exacerbated by the inflationary pressures mentioned above. The result is a growing disparity between the funding available and the investment needed to address Iowa's aging infrastructure.

Despite the state's 2015 increase in the fuel tax of 10 cents per gallon, which provided a much-needed stabilization of funding, inflation has negated this increase in terms of constant dollars. According to the Iowa DOT's 2021 Road Use Tax Fund Study, the state faces a funding gap of over \$158 million annually just to maintain its existing roadway assets without adding capacity until 2050. This does not account for the additional \$4 billion funding gap needed to address capacity requirements by 2050. The combination of rising costs and insufficient funding has left a significant gap in Iowa's ability to keep up with the growing demand for infrastructure maintenance and improvements.



*CCI= Iowa Construction Cost Index. This reflects the inflation of roadway construction costs in Iowa and corresponding loss in buying power.

Source: Iowa DOT, 2021 RUTF Study

To address funding gaps and improve the condition of local roads and bridges, counties and cities in the RTA region could adopt several innovative strategies. Implementing local-option sales taxes or dedicated transportation levies can create consistent revenue streams for infrastructure improvements. Partnering with private entities through public-private partnerships (P3s) can provide alternative funding and expertise, while leveraging value capture mechanisms, such as tax increment financing (TIF), allows reinvestment of property tax revenues from increased property values near infrastructure projects.

Pursuing competitive federal and state grants, such as the Highway Safety Improvement Program (HSIP) or BUILD grants, is another crucial avenue for securing additional funding. Advanced construction techniques, like prefabricated bridge components or modular systems, can reduce costs and timelines, while pavement preservation methods, such as micro-surfacing or chip sealing, help extend roadway lifespans at lower costs.

Efficiency gains can also come from upgraded project delivery systems and asset management tools, as well as shared services among neighboring counties, such as pooled equipment or consolidated labor forces. By combining these strategies, local jurisdictions can stretch limited funds, improve infrastructure, and better meet the safety and mobility needs of their communities.

Table 3.3: Road and Bridge Projects, FY 2025-2029

TPMS	Fiscal Year	Jurisdiction	Project	Termini	Description	Cost Estimate (\$)	State/Federal Source
40124	2025	Buchanan Co.	W35 (Quasqueton Diagonal Blvd)	D22 southeast 7.0 miles to W40	Pavement Rehab	\$1,721,000	STBG
45725	2026	Buchanan Co.	W-45	130th St S 5.2 miles to 180th St	Pavement Rehab	3,400,000	STBG
44770	2025	Butler Co.	T16	IA 3 north 6.0 miles to C23	Pavement Rehab	\$800,000	STBG
47231	2025	Grundy	T37 (M Ave)	IA 14/175 north 2.5 miles to D35	Pavement Rehab	\$800,000	STBG
44902	2025	Black Hawk Co.	D (22) Dubuque Rd	Over Tributary to Indian Creek, S6 T88 R11	Bridge Replacement	\$625,000	HBP
38950	2025	Chickasaw Co.	B28 (140th Street),	Over Little Wapsipinicon River, S6, T96, R13	Bridge Replacement	\$1,794,000	HBP
36649	2025	Grundy Co.	S16 T88 R16	P Ave, D25north 0.9 Miles to Black Hawk Creek,	Bridge Replacement	\$725,000	HBP
52430	2025	Denver	State St	Prestien Dr N 0.43 miles to Quarter Section Run Bridge	Pavement Rehab	312,500	SWAP-STBG
45587	2026	Buchanan Co.	W-40	Over Unnamed Creek, from 250th St SE 0.8 miles	Bridge Replacement	1,100,000	HBP
45893	2026	Chickasaw Co.	Winslow Rd (C-55)	Over Tributary to W Fork Cedar River	Bridge Replacement	500,000	HBP
53409	2026	Chickasaw Co.	V-14	Over Wapsipinicon River Overflow	Bridge Replacement	1,067,500	HBP
53434	2026	Chickasaw Co.	Vanderbilt Ave	Over Little Turkey River	Bridge Replacement	500,000	HBP
55051	2026	Bremer Co.	Various	Various County Highways at State Highway Intersections	Traffic Signs (Safety)	42,750	SWAP-HSIP
35012	2026	Bremer Co.	V-19	Over Quarter Section Run	Bridge Replacement	1,500,000	HBP
47216	2026	Butler Co.	120th St	Over Stream, from Ridge Ave W 0.2 miles	Bridge Replacement	700,000	HBP
35851	2026	Butler Co.	Ridge Ave	Over Small Stream, from IA Hwy 3 N 400 feet	Bridge Replacement	300,000	HBP
38920	2026	Grundy Co.	T-55	Over Branch Beaver Creek, from Westbrook St S 0.4 miles	Bridge Replacement	750,000	HBP
27164	2026	Bremer Co.	240th St	Over Creek	Bridge Replacement	300,000	HBP
52431	2027	Independence	1st St W	10th Ave NW E 0.53 miles to Wapsipinicon River Bridge	Pavement Rehab	3,140,000	SWAP-STBG
37121	2027	Buchanan Co.	150th St	Over Otter Creek, from Indiana Ave, W 0.1 miles	Bridge Replacement	1,500,000	HBP
53373	2027	Black Hawk Co.	Eagle Rd (D-46)	Over Miller Creek	Bridge Replacement	950,000	HBP
53435	2027	Chickasaw Co.	V-56	US Hwy 18 N 3.1 miles to B-54	Pavement Rehab	2,269,000	STBG
55327	2027	Chickasaw Co.	B-28	Over Wapsipinicon River	Bridge Replacement	1,584,000	HBP
19177	2027	Chickasaw Co.	190th St	Over Plum Creek	Bridge Replacement	515,000	HBP
37703	2027	Grundy Co.	I Ave	Over Unnamed Stream, from 120th St N 0.125 miles	Bridge Replacement	640,000	HBP
36650	2027	Grundy Co.	160th St	Over the South Fork of Beaver Creek, from H Ave, W 0.3 miles	Bridge Replacement	1,500,000	HBP
52183	2027	Grundy Co.	T Ave	Over Branch of Black Hawk Creek	Bridge Replacement	275,000	HBP
45578	2027	Grundy Co.	110th St	Over Fork of Beaver Creek, from L Ave W 0.6 miles	Bridge Replacement	1,500,000	HBP
55221	2027	Bremer Co.	V-21	Waverly, NE 10.0 miles to IA 188	Pavement Rehab	3,000,000	STBG
44770	2027	Bremer Co.	150th St	Over Horton Creek	Bridge Replacement	900,000	STBG
37174	2027	Butler Co.	T-16/C-13	C-23 north and west 5.5 miles to Franklin Co.	Pavement Rehab	1,350,000	HBP
40184	2027	Butler Co.	Jay Ave	Over Small Stream, from 290th St N 0.5 miles	Bridge Replacement	600,000	HBP
53373	2027	Butler Co.	Liberty Ave	Over Beaver Creek, from 320th St N 0.2 miles	Bridge Replacement	900,000	STBG
45579	2027	Bremer Co.	180th St	Over Crane Creek	Bridge Replacement	920,000	HBP
55351	2027	Bremer Co.	160th St	Over Quarter Section Run	Bridge Replacement	345,000	HBP
55917	2027	Bremer Co.	C-33	Over Baskins Creek	Bridge Replacement	1,035,000	Grant
55924	2027	Bremer Co.	C-33	Over Quarter Section Run	Bridge Replacement	1,035,000	Grant
55925	2027	Bremer Co.	C-33	Over the Wapsipinicon River	Bridge Replacement	4,360,000	Grant
55191	2028	Independence	Multiple Roads	7th St SW, 2nd Ave SW, 6th St SE, 9th Ave SW	Pavement Rehab	413,021	PRF

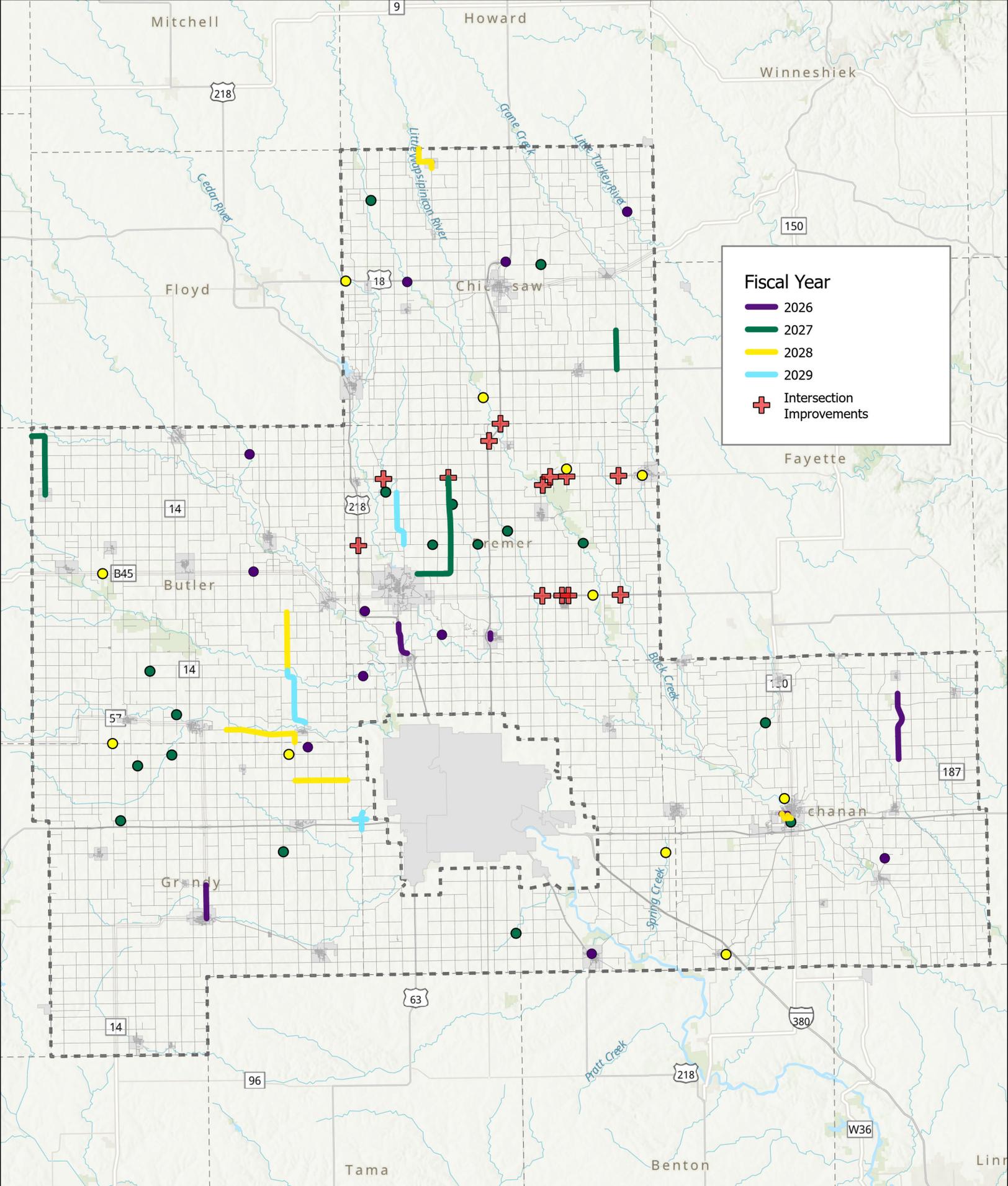
TPMS	Fiscal Year	Jurisdiction	Project	Termini	Description	Cost Estimate (\$)	State/Federal Source
37127	2028	Buchanan Co.	330th St	Over Lime Creek, from Finley Ave E 0.2 miles	Bridge Replacement	2,000,000	HBP
45592	2028	Buchanan Co.	Wapsi Access Blvd	Over Harter Creek, from D-16 (Otterville Blvd) SE 0.9 miles	Bridge Replacement	875,000	HBP
10455	2028	Black Hawk Co.	Fox Rd	Over Spring Creek	Bridge Replacement	680,000	HBP
55329	2028	Chickasaw Co.	B-66	Over the Wapsipinicon River	Bridge Replacement	2,668,750	HBP
53372	2028	Chickasaw Co.	V-18	Alta Vista SCL N 2.5 miles to Howard Co. Line	Pavement Rehab	4,750,000	SWAP-STBG
47228	2028	Grundy Co.	G Ave	Over Tributary Beaver Creek, from Westbrook Ave S 0.1 mi.	Bridge Replacement	575,000	HBP
52192	2028	Grundy Co.	110th St	Over Branch of Beaver Creek, from T-55 W 0.4 miles	Bridge Replacement	575,000	HBP
38995	2028	Bremer Co.	V-48	Over Stream	Bridge Replacement	600,000	HBP
53441	2028	Butler Co.	T-55	C-45 S 4.2 miles to West Fork Cedar River Overflow Bridge	Pavement Rehab	1,200,000	STBG
40459	2028	Grundy Co.	D-17	T-55 E 4.0 miles to Black Hawk Co.	Pavement Rehab	1,400,000	STBG
45886	2029	Black Hawk Co.	T69/D18, D19	T69/D18 S of US 20 N 1.4 mi; D19 0.6 mi. W of T69 E 0.8 mi.	Pavement Rehab	\$3,590,000	STBG
32182	2029	Bremer Co.	V14	C33 N 5.0 mi. to south of Horton	Pavement Rehab	\$3,142,873	STBG
53442	2029	Butler Co.	T55	West Fork Cedar River Bridge S 5.0 mi. to Beaver Valley St	Pavement Rehab	\$1,450,000	STBG
57958	2029	Iowa DOT	IA 57	Beaver Creek 1.3 mi E of Co Rd T53	Bridge Replacement	\$1,310,000	STBG
57957	2029	Iowa DOT	US 20	Buffalo Creek 2.3 mi E of Co Rd W40	Bridge Deck Rehab	\$1,560,000	STBG
57931	2029	Iowa DOT	US 20	Co Rd W35 2.5 mi E of IA 150	Bridge Rehab	\$630,000	PRF
57932	2029	Iowa DOT	IA 150	Branch Bear Creek 3.5 mi N of Co. Rd. D48	Bridge Rehab	\$260,000	PRF
57930	2029	Iowa DOT	IA 175	Branch Blackhawk Creek 0.8 mi W of Co Rd T69	Bridge Rehab	\$455,000	PRF
57928	2029	Iowa DOT	IA 187	220th St to IA 3	Grading, Right of Way	\$1,510,000	PRF
57538	2029	Black Hawk Co.	Osage Rd.	Over Poyner Creek, S31 T89N R11W	Bridge Replacement	\$770,000	HBP
7130	2029	Bremer Co.	C38	Over BUCK CREEK, S33 T92 R11	Bridge Replacement	\$800,000	HBP
53425	2029	Grundy Co.	D 25	0.1 mi. east of Concord Ave over a branch of Beaver Creek	Culvert Replacement	\$600,000	HBP
52196	2029	Grundy Co.	290 th St.	0.3 mi. west of M Ave over Wolf Creek, S11 T86 R17	Culvert Replacement	\$425,000	HBP
53426	2029	Chickasaw Co.	T78	Over LITTLE CEDAR, S9 T95N R14W	Bridge Replacement	\$1,982,500	HBP

Iowa DOT Projects

Table 3.4 shows Iowa DOT-sponsored projects included in the FY 2026-2029 TIP. These are not listed with the other roadway and bridge projects as they utilize different funding sources and are programmed at the state level.

Table 3.4: Iowa DOT Projects, FY 2025-2029

TPMS	Fiscal Year	Jurisdiction	Project	Termini	Description	Cost Estimate (\$)	State/Federal Source
55652	2025	Iowa DOT	US 218	La Porte City limits north 5.7 mi to Schrock Rd	Pavement Rehab	\$770,000	STBG
52489	2026	Iowa DOT	US 218	Cedar River in Janesville to IA 116 in Waverly	New interchange	26,897,000	NHPP
52688	2026	Iowa DOT	US 63	E Fork Wapsipinicon River 2.1 mi. N of US 18	Bridge Rehab	1,060,000	STBG
52522	2026	Iowa DOT	US 218	Big Creek Overflow 0.3 mi. N of D-48	Bridge Replacement	2,267,000	STBG
54680	2027	Iowa DOT	IA 150	Wapsipinicon River in Independence	Bridge Rehab	1,276,000	STBG
52523	2028	Iowa DOT	US 18	Little Cedar River, 1.0 mi. E of T-74	Bridge Replacement	5,835,000	STBG
55625	2028	Iowa DOT	IA 3	Boylan Creek 2.4 mi. E of T-16	Bridge Rehab	2,010,000	STBG
55624	2028	Iowa DOT	IA 93	Stream 0.7 mi. West of V-62 in Sumner	Bridge Rehab	1,880,000	STBG
55622	2028	Iowa DOT	IA 3	Drainage Ditch 2.1 mi. W of V-56	Bridge Rehab	350,000	PRF
55621	2028	Iowa DOT	IA 57	T-47 to New Hartford	Pavement Rehab	11,815,000	STBG
57958	2029	Iowa DOT	IA 57	Beaver Creek 1.3 mi E of Co Rd T53	Bridge Replacement	\$1,310,000	STBG
57957	2029	Iowa DOT	US 20	Buffalo Creek 2.3 mi E of Co Rd W40	Bridge Deck Rehab	\$1,560,000	STBG
57931	2029	Iowa DOT	US 20	Co Rd W35 2.5 mi E of IA 150	Bridge Rehab	\$630,000	PRF
57932	2029	Iowa DOT	IA 150	Branch Bear Creek 3.5 mi N of Co. Rd. D48	Bridge Rehab	\$260,000	PRF
57930	2029	Iowa DOT	IA 175	Branch Blackhawk Creek 0.8 mi W of Co Rd T69	Bridge Rehab	\$455,000	PRF
57928	2029	Iowa DOT	IA 187	220th St to IA 3	Grading, Right of Way	\$1,510,000	PRF
57958	2029	Iowa DOT	IA 57	Beaver Creek 1.3 mi E of Co Rd T53	Bridge Replacement	\$1,310,000	STBG



Map 3.13
Short Term Road & Bridge Projects

This map does not constitute a survey, and INRCOG assumes no liability for the accuracy of the data presented herein, whether expressed or implied.

Please call 319-235-0311 to obtain permission for use.
© August 2025



Road and Bridge Unmet Needs

In early 2025, RTA staff solicited road and bridge project submissions from cities and counties throughout the region, requesting detailed information on unmet needs for the period between 2025 and 2050. This request included project termini, estimated costs, and specific details about roads and bridges in need of rehabilitation, reconstruction, or replacement. Road projects must be on federally functionally classified roads as major collectors or above, excluding minor collectors or local roads. While many of these projects are critical to maintaining the regional transportation network, they remain unfunded and are not included in the current FY 2026-2029 Transportation Improvement Program (TIP). These unmet needs reflect both aging infrastructure and growing demand for improvements that will enhance safety, connectivity, and capacity. The identified projects will require future funding to ensure the continued reliability and functionality of the region's roads and bridges over the coming decades.

The solicitation of unmet road and bridge needs from cities and counties resulted in many project submissions, underscoring the significant unmet needs within the region (reference Map 3.13 and Table 3.5). In FY 2025 dollars, the sum of all unmet needs submitted totaled \$388,625,357.00 million. This conservative figure does not include projects that would be locally funded, highlighting the broader scope of the region's infrastructure challenges. Without additional funding, the region faces substantial difficulties in maintaining a state of good repair for its roads and bridges. As these aging and increasingly strained assets require rehabilitation, reconstruction, or replacement, the lack of adequate funding could impact the region's ability to ensure safe and efficient transportation for its residents and businesses.

Table 3.5: Roads Unmet Needs

Jurisdiction	Project	Termini	Cost Estimate in 2025 (\$)
Bremer Co.	V56 (Viking Ave)	Chickasaw Co Line south to C50	4500000
Bremer Co.	V48 (Reed/Reno Ave)	Chickasaw Co Line south to IA 93	1200000
Bremer Co.	C33 (190th St)	Butler Co Line east to US 63	3300000
Bremer Co.	C38 (210th St/BUS 218)	US 218 east to Waverly WCL	300000
Bremer Co.	C50 (260th St)	Denver east to Fayette Co Line	3900000
Bremer Co.	T77 (Casper Ave/205th St)	C33 south and east to Waverly NCL	900000
Bremer Co.	V14 (Euclid Ave)	C33 south to Waverly NCL	900000
Bremer Co.	V49 (Reed Ave)	Black Hawk Co Line north to IA 3	1500000
Bremer Co.	V62 (Yuma Ave)	Sumner NCL north to 115th St	450000
Buchanan Co.	C57 (120th St)	Black Hawk Co Line east to Hazleton WCL	6212500
Buchanan Co.	C57 (120th St)	Mason Ave east to W33 (Olympic Ave)	1775000
Buchanan Co.	C57 (115th St)	W33 (Olympic Ave) east to W45 (Union St)	2485000
Buchanan Co.	C64 (130th St)	W45 (Slater Ave) east to IA 187	2840000
Buchanan Co.	C57 (120th St)	IA 187 east to Delaware Co Line	1420000
Buchanan Co.	C64 (135th St)	IA 187 east to Delaware Co Line	1420000
Buchanan Co.	D16 (175th St)	V62 (Baxter Ave) east to W13 (Fairbank Amish Blvd)	3195000
Buchanan Co.	D22 (220th St)	V65 (Benson Shady Grove Ave) east to Independence WCL	4792000
Buchanan Co.	V62 (Baster Ave)	D16 (175th St) south to Jesup NCL	5600000
Buchanan Co.	Wapsi Access Blvd	D16 (Otterville Blvd) south to Independence NCL	1065000
Buchanan Co.	W33	D22 (220th St) north to Fayette Co Line	10295000
Buchanan Co.	205th St	W33 west to Independence NCL	2130000
Buchanan Co.	W13 (Fairbank Amish Blvd)	IA 281 south to D16 (175th St)	5325000
Buchanan Co.	W45 (Slater Ave)	Fayette Co Line south to C64 (130th St)	2130000
Buchanan Co.	W45 (Slater Ave)	180th St south to D22 (220th St)	2840000
Buchanan Co.	V65 (Benson Shady Grove Ave)	D22 (220th St) south to D48 (La Porte Rd)	6745000
Buchanan Co.	D48 (La Porte Rd)	V65 east to V71 (Dugan Ave)	2840000
Buchanan Co.	D48	V71 (Dugan Ave) east to IA 150	4260000
Buchanan Co.	V71 (Dugan Ave)	D22 (220th St) south to D48	7810000
Buchanan Co.	D47 (290th St)	V71 (Dugan Ave) east to IA 150	4260000

Jurisdiction	Project	Termini	Cost Estimate in 2025 (\$)
Buchanan Co.	D47 (290th St)	IA 150 east to Rowley WCL	1420000
Buchanan Co.	D47 (290th St)	W35 (Water St) west to Rowley WCL	2840000
Buchanan Co.	W40 (Racine Ave)	D22 (220th St) south to W35 (Water St)	3550000
Buchanan Co.	W35 (Quasqueton Ave)	Wapsi River Bridge south to Linn Co Line	4757000
Buchanan Co.	D47	275th St east to Delaware Co Line	5964000
Buchanan Co.	W45 (Troy Mills Blvd)	D47 (280th St) south to Linn Co Line	4331000
Denver	State St	Quarter Section Run Bridge north to NCL	500000
Denver	Fayette St	WCL east to ECL	2000000
Chickasaw Co.	V56 (Union Ave)	Bremer Co Line north to US 18	2200000
Chickasaw Co.	V56 (Union Ave)	B54 (240th St) north os IA 24	2310000
Chickasaw Co.	V48 (Quinlan Ave)	Bremer Co Line north to Fredericksburg SWCL	1228500
Chickasaw Co.	B54 (240th St)	US 18/US 63 east to V 48 (Roanoake Ave)	1890000
Chickasaw Co.	S Linn Ave	B54 (240th St) north to McCloud Way	787500
Chickasaw Co.	N Linn Ave	RR Xing north to US 63	550000
Chickasaw Co.	B16 (100th St)	V56 (Union Ave) east to V64 (York Ave)	945000
Chickasaw Co.	B22 (120th St)	US 63 east to V56 (Union Ave)	2520000
Chickasaw Co.	V18	Alta Vista SCL north and west to Howard Co Line	4750000
Chickasaw Co.	T76	B28 (140th St) north and east to V18	1890000
Chickasaw Co.	B28 (140th St)	Floyd Co Line east to V18 (Gilmore Ave)	2205000
Chickasaw Co.	V21 (Hickory Ave)	Bremer Co Line north to IA 346	1260000
Chickasaw Co.	V14 (Exeter Ave)	IA 346 north to US 18	2205000
Chickasaw Co.	T76/B57	US 18 east to New Hampton WCL	3874500
Chickasaw Co.	Amherst Blvd	Nashua NCL north to Floyd Co Line	189000
Chickasaw Co.	Kenwood Ave	US 18 north to 170th St	945000
Black Hawk Co.	D35 (Schrock Rd)	Holmes Rd east to V37 (Dysart Rd)	6000000
Black Hawk Co.	D33 (Dubuque Rd)	Raymond ECL east to Jesup WCL	7000000
Black Hawk Co.	C57 (E Cedar Wapsi Rd)	US 63 east to N Raymond Rd	4500000
Black Hawk Co.	T75 (Union Rd)	Cedar Falls NCL north to C57 (W Cedar Wapsi Rd)	5000000
Waverly	12th St NW	IA 3 north to Waverly NCL	590000
Waverly	Horton Rd	Adams Pkwy Bridge north to Waverly NCL	220000
Waverly	Bremer Rd	2nd Ave NE to Waverly NECL	310000
Waverly	10th Ave SW	4th St SW west to IA 3 (Heritage Way)	6300000
Waverly	Cedar River Pkwy	4th St SW east to IA 3	5200000
			\$186,621,000.00

Table 3.6: Bridges Unmet Needs

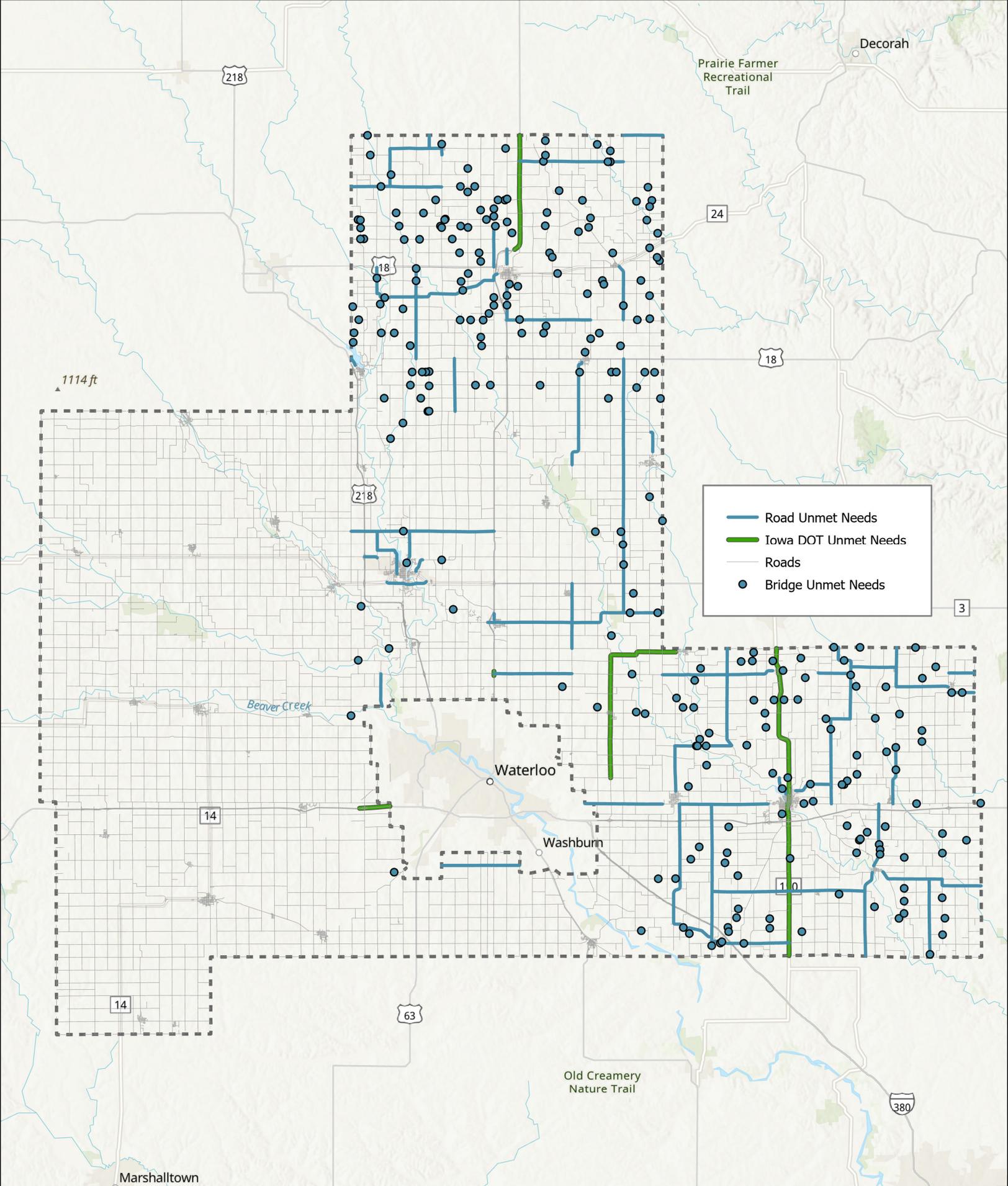
Jurisdiction	Project	Termini	Cost Estimate in 2025 (\$)
Bremer Co.	270th St	Tuscon Ave east 0.8 mi. to bridge	300000
Bremer Co.	252nd St (C50)	Y Ave west 0.5 mi. to bridge	600000
Bremer Co.	252nd St (C50)	Viking Ave east 0.7 mi. to bridge	1400000
Bremer Co.	236th St	Whitetail Ave west 0.35 mi. to bridge	1000000
Bremer Co.	250th St	Hilton Ave east 0.8 mi. to bridge	800000
Bremer Co.	Marquis Rd	Taylor Rd west 0.5 mi. to bridge	500000
Bremer Co.	Atlas Rd	250th St north 0.3 mi. to bridge	3200000
Bremer Co.	V56 (Viking Ave)	220th St north 0.6 mi. to bridge	1200000
Bremer Co.	200th St	Viking Ave west 0.07 mi. to bridge	800000
Bremer Co.	190th St	Viking Ave west 0.25 mi. to bridge	800000
Bremer Co.	C33 (190th St)	Tahoe Ave west 0.22 mi. to bridge	1000000
Bremer Co.	V62 (Y Ave)	110th St south 0.23 mi. to bridge	1400000
Bremer Co.	Yukon Ave	160th St south 0.6 mi. to bridge	1200000
Bremer Co.	V21 (212th St)	Hawthorne Ave west 0.08 mi. to bridge	400000
Bremer Co.	C33 (190th St)	Elk Ave east 0.04 mi. to bridge	800000
Bremer Co.	120th St	Easton Ave west 1.3 mi. to bridge	600000
Bremer Co.	310th St	Fayette Ave west 0.13 mi. to bridge	200000
Bremer Co.	212th St	110th St north 0.27 mi. to bridge	1000000
Buchanan Co.	W33	115th St northwest 1.0 mi. to bridge	1152000
Buchanan Co.	W33 (Olympic Ave)	C57 (120th St) south 0.17 mi. to bridge	1044000
Buchanan Co.	C64 (135th St)	Monroe St east 0.07 mi. to bridge	450000
Buchanan Co.	C64 (135th St)	York Ave west 0.23 mi. to bridge	450000
Buchanan Co.	V62 (Baxter Ave)	Buck Creek Blvd northeast 0.1 mi. to bridge	1287000
Buchanan Co.	D16 (State St)	Water St west 0.1 mi. to bridge	2286000
Buchanan Co.	D16 (State St)	Water St east 0.03 mi. to bridge	918000
Buchanan Co.	C57 (118th St)	Westline Dr east 0.01 mi. to bridge	350000
Buchanan Co.	D16 (Otterville Blvd)	IA 150 west 0.13 mi. to bridge	693000
Buchanan Co.	Wapsi Access Blvd	1st Ave NE northwest 0.43 mi. to bridge	675000
Buchanan Co.	205th St	Lee Ave west 0.13 mi. to bridge	1143000
Buchanan Co.	W33 (Nathan Bethel Ave)	155th St south 1.1 mi. to bridge	927000
Buchanan Co.	D22 (220th St)	Union Ave west 0.6 mi. to bridge	250000
Buchanan Co.	W40 (Racine Ave)	250th St south 0.5 mi. to bridge	828000
Buchanan Co.	W40 (Racine Ave)	255th St south 0.3 mi. to bridge	325000
Buchanan Co.	W40 (Racine Ave)	262nd St north 0.14 mi. to bridge	345000
Buchanan Co.	D48 (La Porte Rd)	318th St southeast 0.05 mi. to bridge	918000
Buchanan Co.	D48 (330th St)	Finley Ave east 0.23 mi. to bridge	828000
Buchanan Co.	D48	Gentry Ave east 0.35 mi. to bridge	1395000
Buchanan Co.	W45 (Troy Mills Blvd)	Linn Co Line north 0.3 mi. to bridge	972000
Chickasaw Co.	250th St	Roanoake Ave east 0.9 mi. to bridge	170000
Chickasaw Co.	Roanoake Ave	250th St south 0.6 mi. to bridge	600000
Chickasaw Co.	Ridgeway Ave	Buckeye St north 0.27 mi. to bridge	661500
Chickasaw Co.	260th St	Union Ave west 0.3 mi. to bridge	140000
Chickasaw Co.	280th St	Stevens Ave east 0.1 mi. to bridge	140000
Chickasaw Co.	280th St	Stevens Ave east 0.6 mi. to bridge	140000
Chickasaw Co.	280th St	Windsor Ave west 0.52 mi. to bridge	140000
Chickasaw Co.	280th St	Windsor Ave east 0.51 mi. to bridge	140000
Chickasaw Co.	Vanderbilt Ave	290th St south 0.24 mi. to bridge	155000
Chickasaw Co.	300th St	Stevens Ave west 0.19 mi. to bridge	140000
Chickasaw Co.	300th St	Windsor Ave east 1.15 mi. to bridge	170000
Chickasaw Co.	250th St	Odesa Ave west 0.23 mi. to bridge	140000
Chickasaw Co.	250th St	Mission Ave east 0.22 mi. to bridge	155000
Chickasaw Co.	280th St	V48 (Quinlan Ave) east 0.12 mi. to bridge	385875
Chickasaw Co.	290th St	Odessa Ave west 0.6 mi. to bridge	1384250
Chickasaw Co.	160th St	Odessa Ave west 0.02 mi. to bridge	140000
Chickasaw Co.	160th St	Cheyenne Ave west 0.6 mi. to bridge	140000

Jurisdiction	Project	Termini	Cost Estimate in 2025 (\$)
Chickasaw Co.	160th St	Exeter Ave east 0.77 mi. to bridge	155000
Chickasaw Co.	160th St	Ridgeway Ave southwest 0.19 mi. to bridge	2668750
Chickasaw Co.	150th St	Lasalle Ave west 0.23 mi. to bridge	170000
Chickasaw Co.	150th St	Franklin St east 0.04 mi. to bridge	140000
Chickasaw Co.	150th St	Kenwood Ave east 0.43 mi. to bridge	140000
Chickasaw Co.	150th St	Windsor Ave east 0.23 mi. to bridge	441000
Chickasaw Co.	150th St	Ridgeway Ave west 0.27 mi. to bridge	2100000
Chickasaw Co.	140th St	Jasper Ave west 0.63 mi. to bridge	496125
Chickasaw Co.	140th St	Ivanhoe Ave west 0.76 mi. to bridge	606375
Chickasaw Co.	140th St	Windsor Ave west 0.19 mi. to bridge	170000
Chickasaw Co.	140th St	Beaumont Ave east 0.78 mi. to bridge	496125
Chickasaw Co.	115th St	Asherton Ave east 0.7 mi. to bridge	170000
Chickasaw Co.	Kenwood Ave	150th St south 0.92 mi. to bridge	140000
Chickasaw Co.	Kenwood Ave	225th St south 0.53 mi. to bridge	892125
Chickasaw Co.	Kenwood Ave	165th St north 0.33 mi. to bridge	140000
Chickasaw Co.	Kenwood Ave	225th St north 0.3 mi. to bridge	155000
Chickasaw Co.	Lasalle Ave	165th St south 0.21 mi. to bridge	170000
Chickasaw Co.	Lasalle Ave	150th St north 0.13 mi. to bridge	170000
Chickasaw Co.	Young Way	195th St south 0.35 mi. to bridge	1231125
Chickasaw Co.	290th St	Kenwood Ave west 0.38 mi. to bridge	2180750
Chickasaw Co.	290th St	Exeter Ave west 0.6 mi. to bridge	140000
Chickasaw Co.	290th St	Irwin Ave east 0.11 mi. to bridge	140000
Chickasaw Co.	190th St	Ivanhoe Ave west 0.86 mi. to bridge	140000
Chickasaw Co.	190th St	Jasper Ave west 0.18 mi. to bridge	533750
Chickasaw Co.	190th St	Ridgeway Blvd east 0.49 mi. to bridge	1715000
Chickasaw Co.	190th St	Panora Ave west 0.29 mi. to bridge	385875
Chickasaw Co.	Exeter Ave	US 18 south 0.12 mi. to bridge	155000
Chickasaw Co.	Exeter Ave	210th St south 0.03 mi. to bridge	686250
Chickasaw Co.	170th St	Durham Ave west 0.4 mi. to bridge	170000
Chickasaw Co.	170th St	Gilmore Ave west 0.13 mi. to bridge	551250
Chickasaw Co.	170th St	Ivanhoe Ave west 0.77 mi. to bridge	140000
Chickasaw Co.	170th St	Kenwood Ave east 0.17 mi. to bridge	140000
Chickasaw Co.	170th St	Lasalle Ave east 0.51 mi. to bridge	155000
Chickasaw Co.	170th St	Odessa Ave west 0.28 mi. to bridge	170000
Chickasaw Co.	165th St	Hickory Ave west 0.35 mi. to bridge	140000
Chickasaw Co.	165th St	Pine St north 0.18 mi. to bridge	716625
Chickasaw Co.	165th St	Asherton Ave west 0.25 mi. to bridge	155000
Chickasaw Co.	165th St	Jasper Ave east 0.61 mi. to bridge	1102500
Chickasaw Co.	165th St	Victoria Ave east 0.39 mi. to bridge	1535000
Chickasaw Co.	120th St	Stevens Ave west 0.04 mi. to bridge	140000
Chickasaw Co.	120th St	Odessa Ave east 0.1 mi. to bridge	385875
Chickasaw Co.	120th St	Stevens Ave west 0.29 mi. to bridge	551250
Chickasaw Co.	Jasper Ave	250th St south 0.41 mi. to bridge	1231125
Chickasaw Co.	Jasper Ave	190th St south 0.9 mi. to bridge	2135000
Chickasaw Co.	Jasper Ave	150th St south 1.08 mi. to bridge	496125
Chickasaw Co.	Panora Ave	190th St south 0.45 mi. to bridge	1982500
Chickasaw Co.	Union Ave	220th St south 1.26 mi. to bridge	1576850
Chickasaw Co.	195th St	Windsor Ave east 0.78 mi. to bridge	140000
Chickasaw Co.	180th St	Gilmore Ave east 1.12 mi. to bridge	140000
Chickasaw Co.	180th St	Exeter Ave east 0.37 mi. to bridge	140000
Chickasaw Co.	180th St	Durham Ave east 0.15 mi. to bridge	155000
Chickasaw Co.	180th St	Asherton Ave east 0.38 mi. to bridge	140000
Chickasaw Co.	180th St	Asherton Ave east 0.03 mi. to bridge	170000
Chickasaw Co.	S Linn Ave	220th St south 0.18 mi. to bridge	155000
Chickasaw Co.	Ridgeway Ave	160th St southeast 0.88 mi. to bridge	826875
Chickasaw Co.	Addison Ave	Fayette Co Line east 0.2 mi. to bridge	1488375
Chickasaw Co.	260th St	Exeter Ave west 0.61 mi. to bridge	551250
Chickasaw Co.	240th St	Akron Way west 0.54 mi. to bridge	1532625

Jurisdiction	Project	Termini	Cost Estimate in 2025 (\$)
Chickasaw Co.	240th St	Vanderbilt Ave east 0.09 mi. to bridge	155000
Chickasaw Co.	240th St	Ivanhoe Ave east 0.26 mi. to bridge	155000
Chickasaw Co.	240th St	River Rd west 0.15 mi. to bridge	140000
Chickasaw Co.	260th St	Jasper Ave east 0.1 mi. to bridge	1231125
Chickasaw Co.	240th St	Jasper Ave east 0.21 mi. to bridge	140000
Chickasaw Co.	205th St	IA 24 east 0.25 mi. to bridge	140000
Chickasaw Co.	Asherton Ave	170th St south 0.2 mi. to bridge	140000
Chickasaw Co.	Asherton Ave	165th St south 0.03 mi. to bridge	140000
Chickasaw Co.	Beaumont Ave	210th St north 0.24 mi. to bridge	155000
Chickasaw Co.	Beaumont Ave	230th St north 0.26 mi. to bridge	155000
Chickasaw Co.	Odessa Ave	240th St south 0.64 mi. to bridge	549000
Chickasaw Co.	Odessa Ave	120th St north 0.64 mi. to bridge	155000
Chickasaw Co.	Odessa Ave	100th St south 0.62 mi. to bridge	385875
Chickasaw Co.	Quinlan Ave	180th St north 1.19 mi. to bridge	140000
Chickasaw Co.	Vanderbilt Ave	150th St south 0.11 mi. to bridge	140000
Chickasaw Co.	Windsor Ave	240th St north 0.17 mi. to bridge	180000
Chickasaw Co.	Windsor Ave	160th St north 0.4 mi. to bridge	496125
Chickasaw Co.	Windsor Ave	IA 24 north 0.17 mi. to bridge	1387000
Chickasaw Co.	Windsor Ave	220th St south 0.21 mi. to bridge	606375
Chickasaw Co.	220th St	Chickasaw Cir west 0.23 mi. to bridge	441000
Chickasaw Co.	220th St	Ivanoe Ave southwest 0.61 mi. to bridge	606375
Chickasaw Co.	220th St	Roanoake Ave west 0.35 mi. to bridge	155000
Chickasaw Co.	Mission Ave	S 4th St southeast 0.33 mi. to bridge	661500
Chickasaw Co.	Stevens Ave	110th St south 0.25 mi. to bridge	140000
Chickasaw Co.	250th St	Addison Ave east 0.29 mi. to bridge	170000
Chickasaw Co.	250th St	Beaumont Ave east 0.46 mi. to bridge	457500
Chickasaw Co.	250th St	Cheyenne Ave east 0.45 mi. to bridge	441000
Chickasaw Co.	210th St	Ivanhoe Ave west 0.73 mi. to bridge	1304625
Chickasaw Co.	210th St	Stanley west 0.15 mi. to bridge	140000
Chickasaw Co.	210th St	Vanderbilt Ave east 0.47 mi. to bridge	1898500
Chickasaw Co.	175th St	White Way east 0.15 mi. to bridge	180000
Chickasaw Co.	130th St	Cheyenne Ave east 0.13 mi. to bridge	140000
Chickasaw Co.	100th St	Asherton Ave east 0.34 mi. to bridge	140000
Chickasaw Co.	Mission Ave	240th St north 0.05 mi. to bridge	140000
Chickasaw Co.	Gilmore Ave	E Jackson St north 0.25 mi. to bridge	1433500
Chickasaw Co.	Gilmore Ave	170th St south 0.16 mi. to bridge	140000
Chickasaw Co.	S Linn Ave	225th St south 0.5 mi. to bridge	606375
Chickasaw Co.	Pembroke Ave	145th St north 0.28 mi. to bridge	140000
Chickasaw Co.	300th St	Exeter Ave east 0.5 mi. to bridge	1078000
Chickasaw Co.	300th St	Cheyenne Ave west 0.6 mi. to bridge	140000
Chickasaw Co.	S Locust Ave	W Cleveland St south 0.22 mi. to bridge	771750
Chickasaw Co.	Durham Ave	230th St south 0.23 mi. to bridge	140000
Chickasaw Co.	Fayette Ave	280th St north 0.05 mi. to bridge	155000
Chickasaw Co.	Fayette Ave	310th St north 0.02 mi. to bridge	1067500
Chickasaw Co.	Fayette Ave	290th St south 0.08 mi. to bridge	381250
Chickasaw Co.	Ivanhoe Ave	140th St south 0.58 mi. to bridge	140000
Chickasaw Co.	Ivanhoe Ave	120th St south 0.69 mi. to bridge	140000
Chickasaw Co.	Ivanhoe Ave	170th St south 0.13 mi. to bridge	1367162
Chickasaw Co.	Ivanhoe Ave	US 18 south 0.56 mi. to bridge	606375
Chickasaw Co.	Stanley Ave	210th St south 0.4 mi. to bridge	140000
Chickasaw Co.	Stanley Ave	110th St north 0.44 mi. to bridge	998375
Chickasaw Co.	280th St	Fayette Ave west 0.35 mi. to bridge	155000
Chickasaw Co.	280th St	Exeter Ave east 0.65 mi. to bridge	241470
Chickasaw Co.	280th St	Exeter Ave west 0.41 mi. to bridge	762500
Chickasaw Co.	235th St	Kenwood Ave west 0.52 mi. to bridge	600000
Chickasaw Co.	230th St	Addison Ave east 0.15 mi. to bridge	600000
Chickasaw Co.	110th St	Lasalle Ave west 0.15 mi. to bridge	915000
Black Hawk Co.	Wheeler Rd	E Dunkerton Rd north 0.13 mi. to bridge	1000000

Jurisdiction	Project	Termini	Cost Estimate in 2025 (\$)
Black Hawk Co.	Zaneta Rd	Eldora Rd west 0.75 mi. to bridge	2000000
Black Hawk Co.	N Butler Rd	Beaver Valley St south 0.98 mi. to bridge	1000000
Black Hawk Co.	E Cedar Wapsi Rd	Adams Rd west 0.81 mi. to bridge	4000000
Black Hawk Co.	Jubilee Rd	Collins Rd west 0.27 mi. to bridge	850000
Black Hawk Co.	Harmon Rd	Garling Rd east 0.65 mi. to bridge	1000000
Black Hawk Co.	E Bennington Rd	Crane Creek Rd east 0.35 mi. to bridge	1000000
Black Hawk Co.	N Pilot Grove Rd	E Dunkerton Rd north 0.62 mi. to bridge	1000000
Black Hawk Co.	E Dunkerton Rd	Rice Rd east 0.6 mi. to bridge	4000000
Black Hawk Co.	Finchford Rd	W Fork Rd wouth 0.06 mi. to bridge	3500000
Waverly	Adams Pkwy	Tiedt Rd south to bridge	14000000
Buchanan Co.	100th St	J Ave east 0.23 mi. to bridge	432000
Buchanan Co.	100th St	Nathan Bethel Ave east 0.2 mi. to bridge	576000
Buchanan Co.	110th St	115th St northwest 1.33 mi. to bridge	1248000
Buchanan Co.	270th St	Tucson Ave east 0.79 mi. to bridge	1152000
Buchanan Co.	130th St	Olympic Ave east 0.57 mi. to bridge	1008000
Buchanan Co.	130th St	Quonset Ave east 0.96 mi. to bridge	1080000
Buchanan Co.	155th St	Nathan Bethel Ave west 0.51 mi. to bridge	736000
Buchanan Co.	Quonset Ave	155th St north 0.11 mi. to bridge	936000
Buchanan Co.	Nathan Bethel Ave	155th St south 1.09 mi. to bridge	1056000
Buchanan Co.	180th St	Reed Ave east 0.41 mi. to bridge	1224000
Buchanan Co.	Pine Creek Ave	200th St north 0.39 mi. to bridge	216000
Buchanan Co.	205th St	O'Connor Ave west 0.34 mi. to bridge	216000
Buchanan Co.	O'Connor Ave	205th St north 0.39 mi. to bridge	648000
Buchanan Co.	205th St	N Dorris Ave east 0.13 mi. to bridge	936000
Buchanan Co.	Nolen Ave	290th St south 0.4 mi. to bridge	288000
Buchanan Co.	Pine Creek Ave	190th St north 1.02 mi. to bridge	360000
Buchanan Co.	Quonset Ave	310th St north 1.12 mi. to bridge	936000
Buchanan Co.	310th St	Stewart Ave west 0.53 mi. to bridge	576000
Buchanan Co.	115th St	Deacon Ave west 0.11 mi. to bridge	180000
Buchanan Co.	Central Ave	120th St south 0.58 mi. to bridge	576000
Buchanan Co.	Baxter Ave	Buck Creek Blvd northeast 0.11 mi. to bridge	1440000
Buchanan Co.	145th St	Castle Ave east 0.24 mi. to bridge	1512000
Buchanan Co.	145th St	Buck Creek Blvd east 0.14 mi. to bridge	1080000
Buchanan Co.	Union Ave	160th St south 0.53 mi. to bridge	360000
Buchanan Co.	Slater Ave	180th St north 0.46 mi. to bridge	211000
Buchanan Co.	Union Ave	170th St south 0.28 mi. to bridge	360000
Buchanan Co.	Slater Ave	190th St south 0.52 mi. to bridge	480000
Buchanan Co.	Keokuk Ave	108th St south 0.1 mi. to bridge	216000
Buchanan Co.	Harrison Ave	105th St north 0.21 mi. to bridge	576000
Buchanan Co.	110th St	Fairbank Amish Blvd east 1.46 mi. to bridge	288000
Buchanan Co.	110th St	Harrison Ave west 0.12 mi. to bridge	576000
Buchanan Co.	110th St	Isaac Ave west 0.15 mi. to bridge	1296000
Buchanan Co.	118th St	Westline Dr immediately east to bridge	288000
Buchanan Co.	Lawrence Ave	125th St north 0.22 mi. to bridge	432000
Buchanan Co.	140th St	Kentucky Ave east 0.61 mi. to bridge	288000
Buchanan Co.	140th St	IA 150 east 0.52 mi. to bridge	432000
Buchanan Co.	140th St	Isaac Ave east 0.16 mi. to bridge	936000
Buchanan Co.	140th St	Henley Ave west 0.25 mi. to bridge	576000
Buchanan Co.	150th St	Indiana Ave west 0.12 mi. to bridge	1584000
Buchanan Co.	Iowa Ave	310th St south 0.14 mi. to bridge	792000
Buchanan Co.	Iowa Ave	320th St north 0.21 mi. to bridge	648000
Buchanan Co.	King Ave	320th St south 0.21 mi. to bridge	216000
Buchanan Co.	280th St	Wooster Rd east 0.2 mi. to bridge	576000
Buchanan Co.	305th St	Frost Ave east 0.8 mi. to bridge	648000
Buchanan Co.	Laporte Rd	318th St southeast 0.05 mi. to bridge	1056000
Buchanan Co.	Frost Ave	Brandon Diagonal Blvd north 0.96 mi. to bridge	216000
Buchanan Co.	310th St	Frost Ave east 0.54 mi. to bridge	792000
Buchanan Co.	Brandon Diagonal Blvd	Frost Ave northeast 0.08 mi. to bridge	1296000

Jurisdiction	Project	Termini	Cost Estimate in 2025 (\$)
Buchanan Co.	Finley Ave	330th St south 0.19 mi. to bridge	720000
Buchanan Co.	330th St	Finley Ave east 0.23 mi. to bridge	960000
Buchanan Co.	Carter Ave	325th St north 0.37 mi. to bridge	216000
Buchanan Co.	West St	330th St south 0.27 mi. to bridge	1008000
Buchanan Co.	330th St	Gentry Ave east 0.34 mi. to bridge	1632000
Buchanan Co.	240th St	Ryan Ave west 0.65 mi. to bridge	216000
Buchanan Co.	Plymouth Ave	250th St north 0.75 mi. to bridge	288000
Buchanan Co.	240th St	Nelson Ave east 1.11 mi. to bridge	576000
Buchanan Co.	Pine Creek Ave	250th St south 0.12 mi. to bridge	576000
Buchanan Co.	250th St	Pine Creek Ave east 0.11 mi. to bridge	576000
Buchanan Co.	Racine Ave	255th St north 0.26 mi. to bridge	960000
Buchanan Co.	Racine Ave	255th St south 0.3 mi. to bridge	240000
Buchanan Co.	Racine Ave	262nd St north 0.13 mi. to bridge	288000
Buchanan Co.	Parrish Ave	262nd St northeast 0.37 mi. to bridge	864000
Buchanan Co.	10th St	Taylor Ave east 0.57 mi. to bridge	432000
Buchanan Co.	115th St	Victor Ave immediately east to bridge	216000
Buchanan Co.	Union Ave	130th St north 0.88 mi. to bridge	360000
Buchanan Co.	135th St	Monroe St east 0.07 mi. to bridge	384000
Buchanan Co.	220th St	Buchanan Delaware Ave west 0.08 mi. to bridge	240000
Buchanan Co.	220th St	Union Ave west 0.61 mi. to bridge	260000
Buchanan Co.	Vincent Ave	240th St south 0.67 mi. to bridge	216000
Buchanan Co.	250th St	York Ave west 0.19 mi. to bridge	288000
Buchanan Co.	260th St	Vincent Ave west 0.15 mi. to bridge	1728000
Buchanan Co.	Stewart Ave	262nd St south 0.13 mi. to bridge	288000
Buchanan Co.	Stewart Ave	280th St south 1.0 mi. to bridge	288000
Buchanan Co.	Stewart Ave	300th St north 0.47 mi. to bridge	288000
Buchanan Co.	Vincent Ave	290th St south 0.59 mi. to bridge	360000
Buchanan Co.	Stewart Ave	302nd St south 0.47 mi. to bridge	576000
Buchanan Co.	310th St	Vincent Ave east 0.27 mi. to bridge	648000
Buchanan Co.	Vincent Ave	322nd St immediately south to bridge	792000
Buchanan Co.	135th St	York Ave west 0.23 mi. to bridge	384000
Buchanan Co.	Slater Ave	150th St south 0.15 mi. to bridge	216000
Buchanan Co.	Troy Mills Blvd	Linn Buchanan Rd north 0.36 mi. to bridge	1056000
Buchanan Co.	165th St	Dillon Ave east 0.18 mi. to bridge	216000
Buchanan Co.	Clayton Blvd	Littleton Blvd west 0.22 mi. to bridge	1800000
Buchanan Co.	State St	Water St west 0.09 mi. to bridge	2496000
Buchanan Co.	State St	Water St immediately east to bridge	1056000
Buchanan Co.	175th St	River Road Blvd east 0.23 mi. to bridge	384000
Buchanan Co.	190th St	Deacon Ave east 0.62 mi. to bridge	626000
Buchanan Co.	Carter Ave	210th St north 0.5 mi. to bridge	216000
Buchanan Co.	220th St	17th Ave NE east 0.43 mi. to bridge	480000
Buchanan Co.	6th Ave SW	Lovers Lane Blvd north 0.09 mi. to bridge	288000
Buchanan Co.	265th St	IA 150 east 0.14 mi. to bridge	576000
Buchanan Co.	Indiana Ave	170th St north 1.23 mi. to bridge	432000
Buchanan Co.	Grant Ave	170th St south 0.6 mi. to bridge	216000
Buchanan Co.	Isaac Ave	Otterville Blvd north 0.49 mi. to bridge	576000
Buchanan Co.	205th St	Lee Ave west 0.14 mi. to bridge	1344000
Buchanan Co.	Wapsi Access Blvd	Independence NCL north 0.8 mi. to bridge	768000
Buchanan Co.	200th St	IA 150 west 0.13 mi. to bridge	768000
Buchanan Co.	Lucas Ave	220th St north 0.25 mi. to bridge	288000
Buchanan Co.	240th St	Gabriel Ave west 0.92 mi. to bridge	360000
Buchanan Co.	Daniel Ave	250th St south 0.74 mi. to bridge	504000
Buchanan Co.	Freeman Ave	270th St north 0.29 mi. to bridge	288000
Buchanan Co.	260th St	Freeman Ave east 0.22 mi. to bridge	360000
Buchanan Co.	265th St	Daniel Ave west 0.89 mi. to bridge	425000
Buchanan Co.	Gabriel Ave	280th St north 0.28 mi. to bridge	1152000
			\$202,004,357.00



Map 3.14

Road & Bridge Unmet Needs, 2031-2050

This map does not constitute a survey, and INRCOG assumes no liability for the accuracy of the data presented herein, whether expressed or implied.

Please call 319-235-0311 to obtain permission for use.
© October 2025



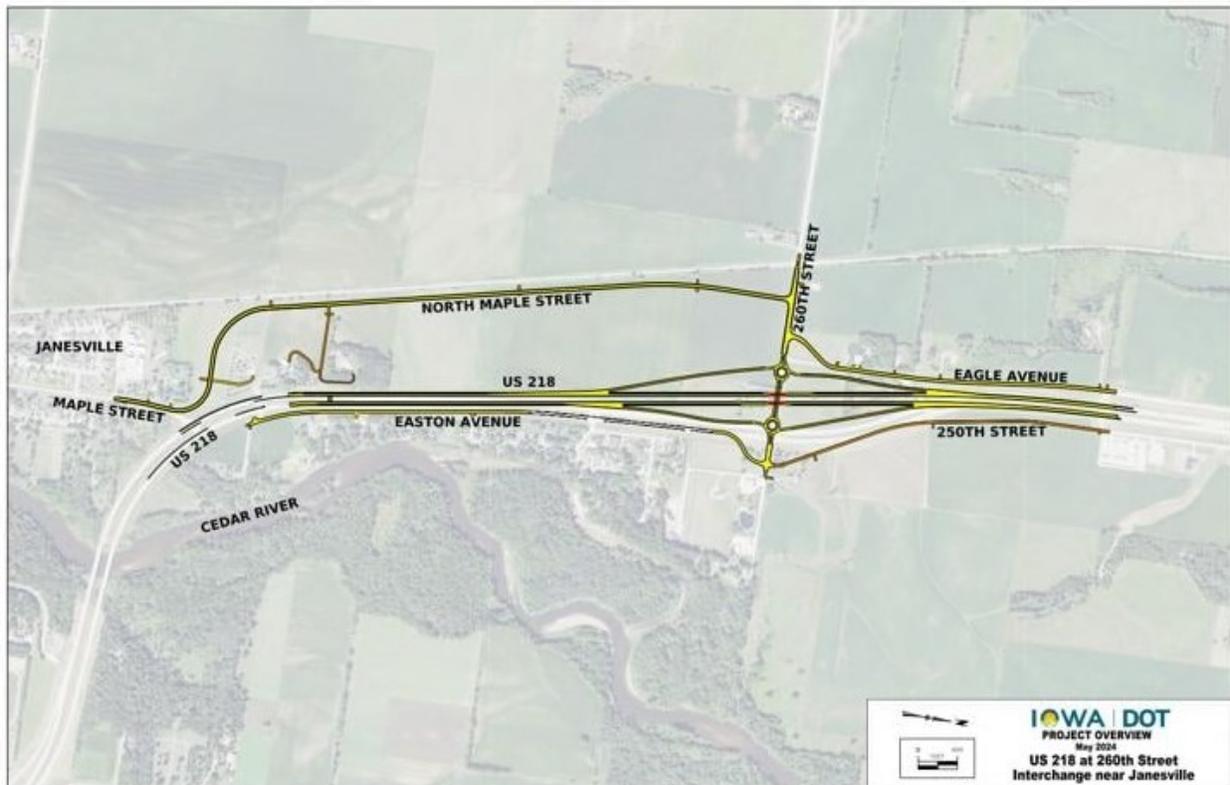
Long-Term Corridor Projects

Critical long-term corridor projects and initiatives in the Iowa Northland Region are progressing with the goal of significantly enhancing regional mobility, safety, and economic vitality. These efforts focus on improving key transportation corridors that connect communities, support freight movement, and facilitate access to essential services. Through strategic investments in infrastructure, such as system interchange upgrades, roadway expansions, and targeted safety enhancements, the region aims to address current and future transportation challenges while fostering sustainable economic growth. These projects are vital for ensuring the region remains a hub of connectivity, accessibility, and development in the years to come.

US 218 Freeway Upgrade Between Janesville and Waverly

A significant initiative within the region is the \$36 million project to upgrade US 218 between Janesville and Waverly to a full freeway. This project includes constructing a new diamond interchange at 260th Street and US 218, along with a network of frontage roads to replace existing crossroad access points, such as Maple Street, Edgebrook Drive, and Eagle Avenue.

This upgrade directly addresses the significant growth in traffic demand along the corridor, with daily vehicle volumes anticipated to rise from 24,350 in 2025 to 32,420 by 2045. By transforming this segment of US 218 into a full freeway, the project ensures the corridor can accommodate future transportation needs efficiently and safely. Enhanced connectivity will support both local and regional mobility, improving access for commuters, freight movement, and travelers along the Avenue of the Saints corridor, a critical economic artery linking communities across Iowa and beyond.

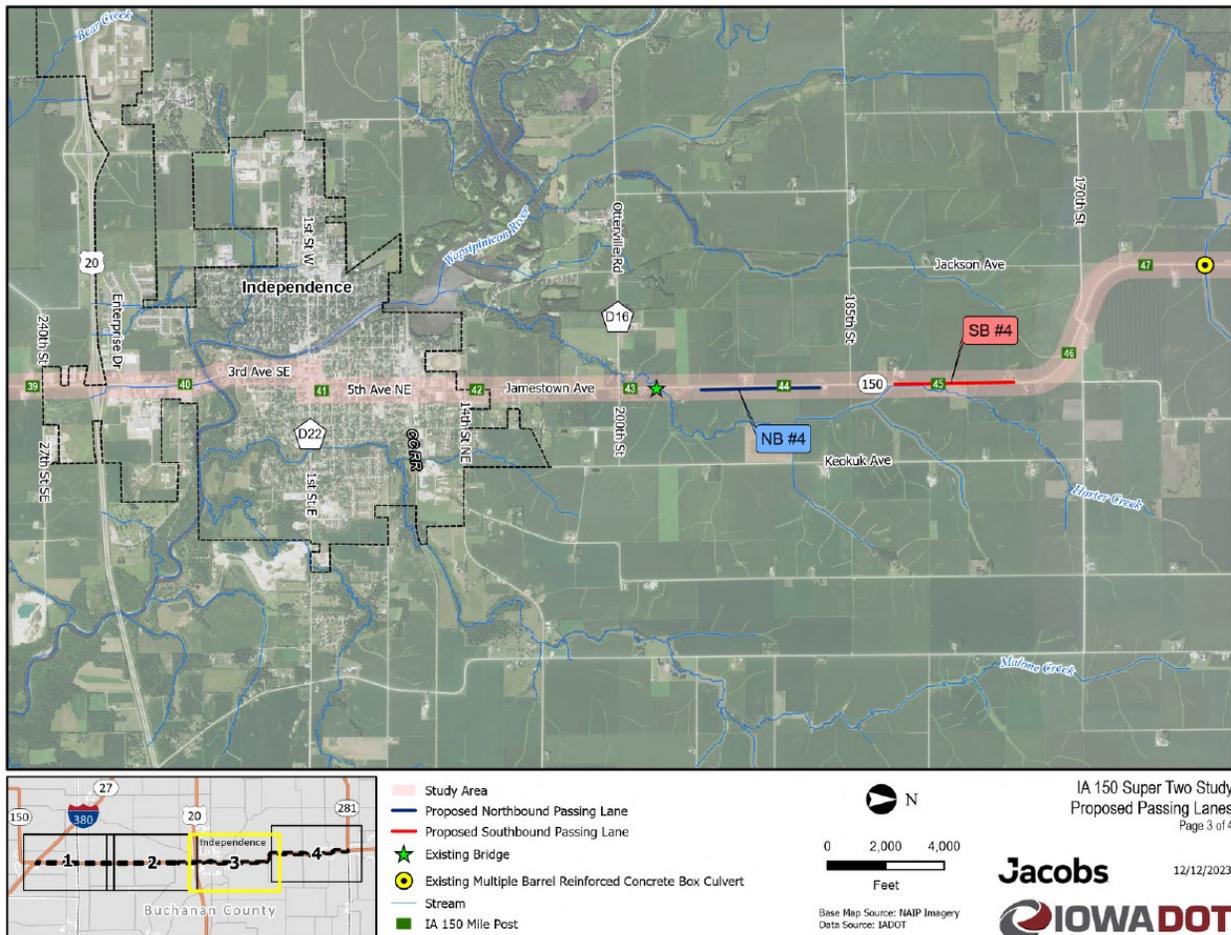


In addition to improving capacity, the project will reduce traffic conflicts and enhance overall safety by replacing at-grade intersections with a modern diamond interchange and constructing frontage roads to provide controlled access. These upgrades aim to minimize delays, reduce accident risks, and provide

seamless travel experiences. Scheduled for completion in fall 2026, the project will position the corridor as a robust transportation backbone that supports economic growth, fosters regional development, and enhances the quality of life for residents.

IA 150 Super Two Planning Study

The Iowa 150 Super Two Planning Study, completed in 2024, is expected to play a crucial role in shaping the region's transportation infrastructure, particularly in addressing the unique needs of freight carriers and other road users who rely on this corridor for efficient and reliable travel. With its strategic focus on enhancements that improve safety and mobility, the study ensures that Iowa 150 remains a key economic and logistical asset for the region, supporting industries that depend on effective transportation networks for their operations.



The RTA recognizes the importance of the Iowa 150 Super Two Planning Study in supporting regional development and is working with the Iowa DOT to identify funding solutions for its recommended improvements. This collaborative effort aims to deliver a sustainable transportation solution that meets the needs of freight carriers, improves safety and mobility for all road users, and positions the Iowa Northland Region for long-term growth and success.

[Iowa 150 Super Two Corridor Study Final Vision Document](#)

Technological Advancements

The transportation system is anticipated to undergo momentous changes in the coming decades due to the adoption and utilization of a variety of technologies. Rapid advances in transportation technology are expected to transform how people move around the nation. A few of the most recent high-profile technology changes include connected and automated vehicles (CAV), and the electrification of our transportation system through the increased adoption of electric vehicles (EV). The State of Iowa and the Iowa Northland Region must be aware of the benefits, needs, and constraints of these technologies, and recognize how they should be adapted in both urban and rural environments. This section highlights a couple of transportation technologies that could apply to the area. This list is not intended to be all inclusive.

Connected and Automated Vehicles (CAV)

CAV has the potential to transform travel as we know. CAV combines leading edge technologies – advanced wireless communications, on-board computer processing, advanced vehicle-sensors, GPS navigation, smart infrastructure, and others – to provide the capability for vehicles to identify threats and hazards on the roadway and communicate this information over wireless networks to give drivers alerts and warnings.

Fully automated, autonomous, or “self-driving” vehicles are defined by the U.S. DOT’s National Highway Traffic Safety Administration (NHTSA) as “Those in which operation of the vehicle occurs without direct drive input to control the steering, acceleration, and braking and are designed so that the driver is not expected to constantly monitor the roadway while operating in self-driving mode.” NHTSA has adopted the SAE International definitions for levels of automation.



SAE J3016™ LEVELS OF DRIVING AUTOMATION™

Learn more here: sae.org/standards/content/j3016_202104

Copyright © 2021 SAE International. The summary table may be freely copied and distributed AS-IS provided that SAE International is acknowledged as the source of the content.

	SAE LEVEL 0™	SAE LEVEL 1™	SAE LEVEL 2™	SAE LEVEL 3™	SAE LEVEL 4™	SAE LEVEL 5™
What does the human in the driver's seat have to do?	You are driving whenever these driver support features are engaged – even if your feet are off the pedals and you are not steering			You are not driving when these automated driving features are engaged – even if you are seated in “the driver’s seat”		
	You must constantly supervise these support features; you must steer, brake or accelerate as needed to maintain safety			When the feature requests, you must drive	These automated driving features will not require you to take over driving	

Copyright © 2021 SAE International.

	These are driver support features			These are automated driving features		
What do these features do?	These features are limited to providing warnings and momentary assistance	These features provide steering OR brake/acceleration support to the driver	These features provide steering AND brake/acceleration support to the driver	These features can drive the vehicle under limited conditions and will not operate unless all required conditions are met	This feature can drive the vehicle under all conditions	
Example Features	<ul style="list-style-type: none"> • automatic emergency braking • blind spot warning • lane departure warning 	<ul style="list-style-type: none"> • lane centering OR • adaptive cruise control 	<ul style="list-style-type: none"> • lane centering AND • adaptive cruise control at the same time 	<ul style="list-style-type: none"> • traffic jam chauffeur 	<ul style="list-style-type: none"> • local driverless taxi • pedals/steering wheel may or may not be installed 	<ul style="list-style-type: none"> • same as level 4, but feature can drive everywhere in all conditions

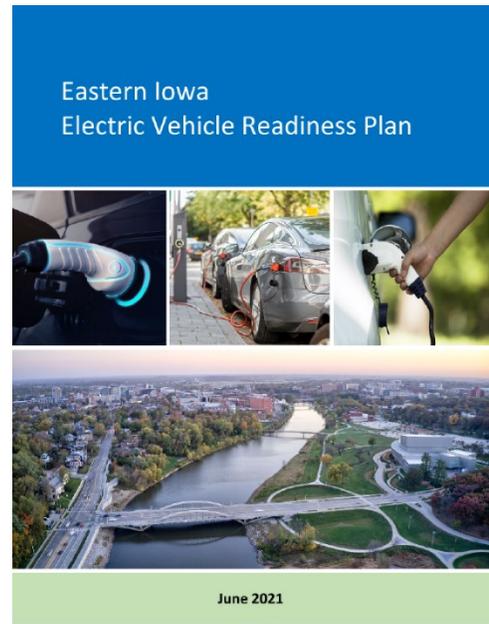
Connected vehicles are those that use any number of different communication technologies to communicate with the driver, other cars on the road, roadside infrastructure, and the “Cloud.” This technology can be used to improve vehicle safety and vehicle efficiency, saving lives and reducing fuel consumption and emissions. Market adoption predictions vary, with some predicting 100 percent adoption rates towards 2050.



Alternative-Fuel Vehicles

Most vehicles operating within the U.S. (and the Black Hawk County metro area) use fossil fuels. Hybrid electric vehicles have been around since the early 2000s with moderate adoption across the U.S. According to the U.S. Bureau of Transportation Statistics, hybrid electric vehicles made up 5.5 percent of the total U.S. market share in 2021. Plug-in electric vehicle purchases have been on the rise, as increased manufacturers release electric vehicle models. However, the U.S. market share in 2021 was only 3.2 percent, up from 1.9 percent in 2019. An increase in non-gasoline vehicle usage, not only by individuals but also the private sector, will require significant improvement of the electric charging infrastructure. The buildout of electric vehicle charging infrastructure in the region will help ensure a positive experience for the growing market of EV owners.

In 2021, the Black Hawk County MPO participated in the development of the Eastern Iowa Electric Vehicle Readiness Plan (EVRP), a collective effort with Iowa City, Cedar Rapids, Dubuque, Davenport, and the MPOs of Eastern Iowa towards increasing zero-emission vehicle adoption while ensuring the mobility needs of the region and the target carbon reductions are met equitably. As part of the process, the City of Iowa City commissioned the consulting firm ICF to evaluate the existing EV market, charging infrastructure, incentives, and characterized barriers to greater EV adoption as well as the policy and educational opportunities to overcome such barriers. Achieving a greater level of adoption requires a set of coordinated strategies and actions that encompass infrastructure planning and deployment, local policies, consumer education, and partnership creation.



The Steering Committee defined a regional vision statement and a set of specific goals that provide the foundation for the EVRP. The vision statement reflects the Committee’s role and intent to support communities across Eastern Iowa to further EV adoption in a way that is equitable, improves air quality, and generates economic benefits.

www.icgov.org/government/departments-and-divisions/climate-action-outreach/climate-plans-and-reports

The Regional Goals of the EVRP are as follows:

- Increase EV use
- Increase EV charger availability
- Increase equitable access to EVs and charging
- Reduce emissions
- Improve air quality
- Generate economic benefits
- Establish regional collaboration to leverage resources and share learnings



“The communities of Eastern Iowa will be leaders in supporting the increased use of EVs and improving access to charging infrastructure. We will empower our residents, businesses, and visitors through policies, partnerships, and initiatives that encourage adoption of EVs.”

Regional Vision Statement, Eastern Iowa EVRP

As of November 2024, the U.S. Department of Energy’s Alternative Fuel Data Center reported 443 public EV charging stations in Iowa, comprising 1,026 charging ports. The majority of these are public Level 2 chargers. Within the Iowa Northland Region, including the Black Hawk County metropolitan area, there were 15 public EV charging stations with a total of 131 charging ports (Map 3.14). Two of these stations are in Waverly, while the remainder are in the Black Hawk County metro area.

www.afdc.energy.gov/stations#/find/nearest

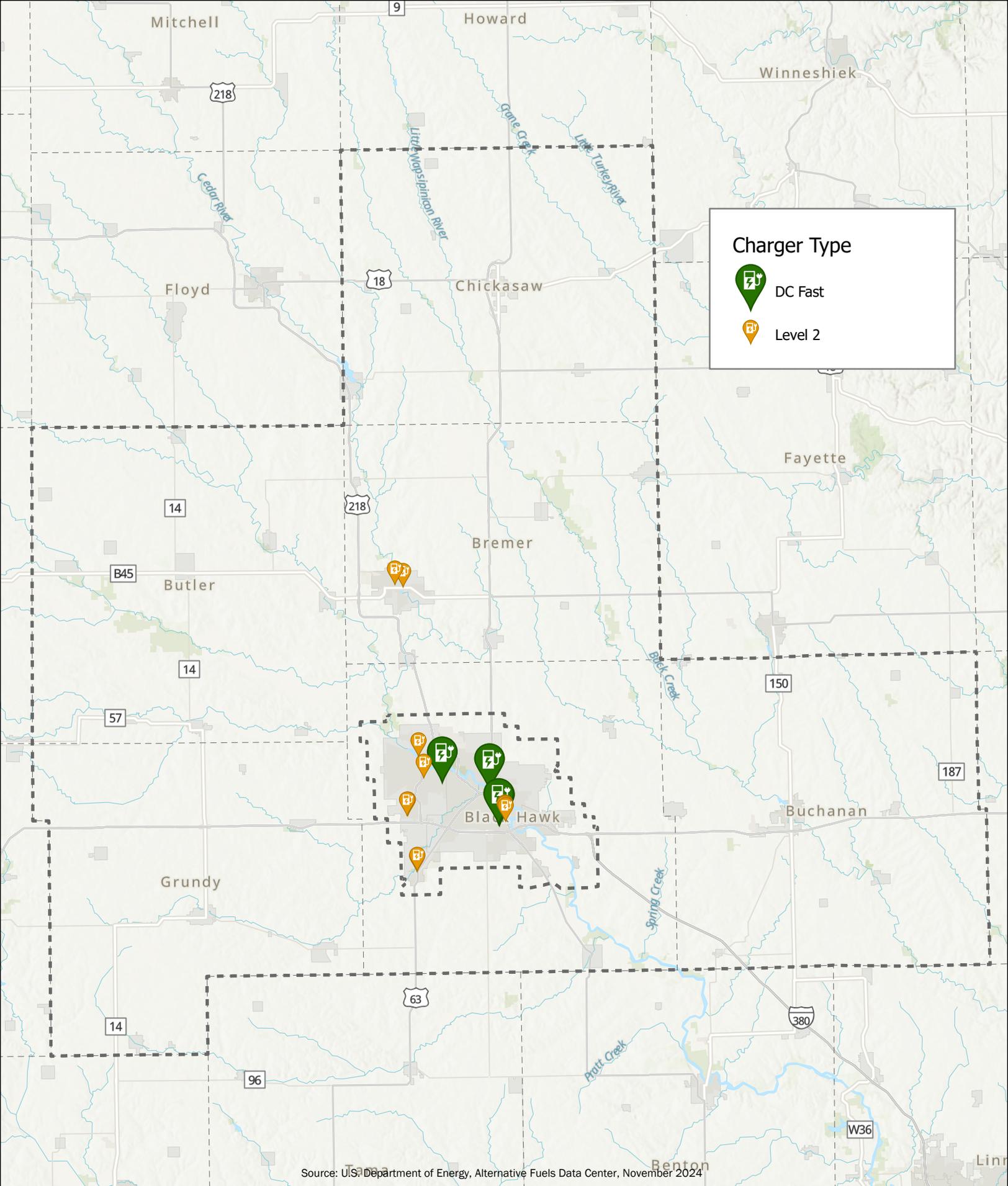
The number of EV charge points per million people is a critical factor influencing EV adoption rates. A robust charging infrastructure is essential to alleviate range anxiety and provide convenient charging options for EV owners. Higher availability and accessibility of charge points make EV ownership more practical and appealing to potential buyers.

The number of EV charge points per million required to substantially increase EV adoption rates is subject to various factors such as population density, geographic distribution, and driving patterns. While there is no universally applicable

threshold, a general guideline suggests that a significant increase in EV adoption rates can be achieved when the number of charge points per million reaches a level that ensures convenient access to charging infrastructure for EV owners. This typically entails a robust and well-distributed charging network, including a mix of fast chargers along highways, workplace chargers, and residential chargers. Ideally, a target range of 400 to 450 charge points per million people is



often considered a reasonable benchmark to stimulate widespread EV adoption. As of 2024, Waverly has 770 charge points per million population with limited geographic coverage.

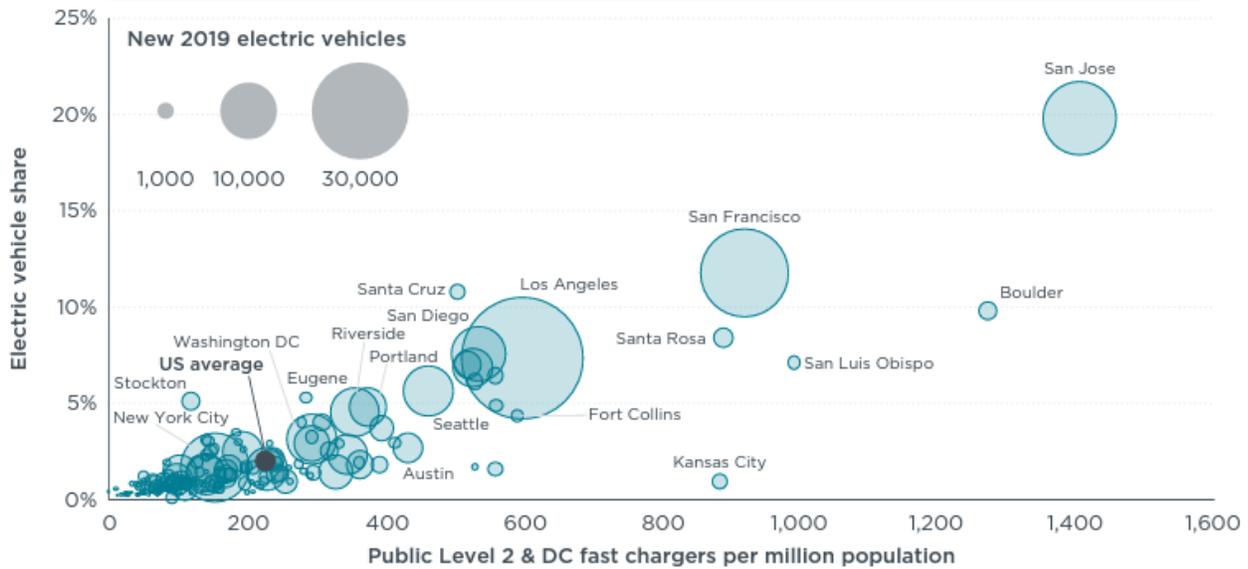


Source: U.S. Department of Energy, Alternative Fuels Data Center, November 2024

Map 3.15 EV Fueling Stations

This map does not constitute a survey, and INRCOG assumes no liability for the accuracy of the data presented herein, whether expressed or implied.
Source: U.S. Department of Energy, AFDC, Nov. 2024

EV share of new vehicles and public chargers per million population for the 200 most populous US metro areas.
 Source: International Council on Clean Transportation, August 2020 Briefing



To increase EV adoption rates, it is imperative that the public and private sectors collaborate to enhance the number and coverage of publicly available EV charging stations in the Black Hawk County metro area and surrounding communities. Both sectors have complementary roles to play in achieving this goal. The public sector, including government agencies and utilities, can provide the necessary frameworks, policies, and funding support to incentivize the expansion of charging infrastructure. This includes identifying strategic locations for charging stations, streamlining permitting processes,

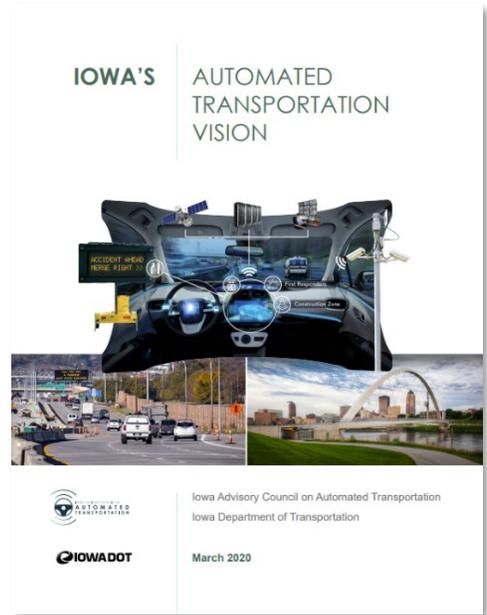


and allocating resources to underserved areas. The private sector, including charging station operators and businesses, can invest in the deployment of charging infrastructure and collaborate with public entities to develop sustainable charging solutions. By working together, the public and private sectors can create a robust and accessible charging network that addresses range anxiety, instills confidence in potential EV owners, and accelerates the transition to cleaner and more sustainable transportation solutions.

Iowa Advisory Council on Automated Transportation (AT Council)

The goal of the AT Council is to increase roadway safety, personal mobility, and freight movement within the state of Iowa by advancing highly automated technologies. The AT Council provides guidance, recommendations, and strategic oversight of automated transportation activities in the state. The vision statement for the AT Council is “*To create an AV-ready driving environment in Iowa for the safe movement of people and freight for a thriving Iowa economy.*” The Council – chaired by the Iowa DOT – consists of four subcommittees to provide in-depth resources and insights on topics related to the implementation of automated transportation and technologies. Membership consists of leaders from a variety of organizations across the state, bringing different backgrounds and expertise to discussions. In March of 2020, the AT Council published *Iowa’s Automated Transportation Vision* which serves as an automated transportation development roadmap for the AT Council and the Iowa DOT as they work to safely advance automated transportation in Iowa.

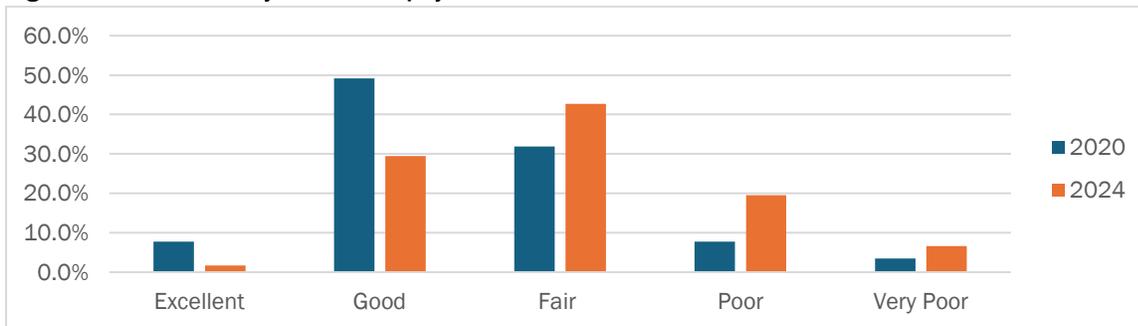
www.iowadrivingav.org



2024 Public Input Survey

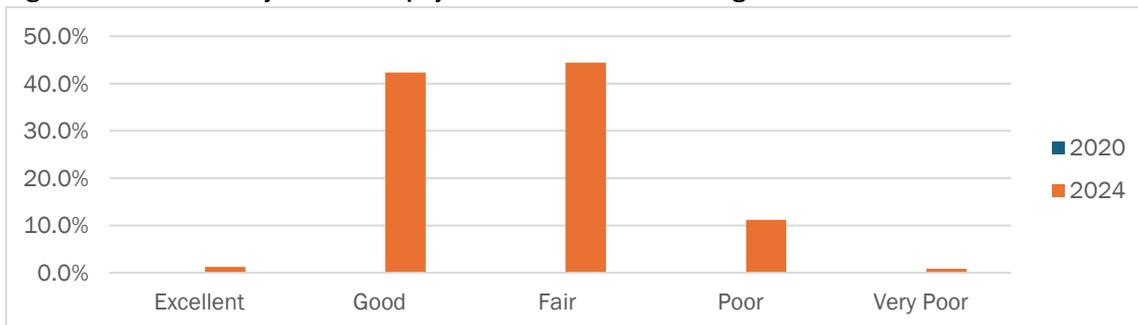
In September 2024, RTA staff conducted two online surveys designed to gather feedback from residents across the six-county region. The subsequent details provided here highlight survey responses that hold significance within the context of this chapter.

Figure 3.3: How would you rate the physical condition of our roads?



Answered: 241 Skipped: 0

Figure 3.4: How would you rate the physical condition of our bridges?



Answered: 241 Skipped: 0

Which road(s) would you improve, and what specific improvements would you make?

The responses to the question reflect a widespread concern about road conditions, particularly in rural areas and small towns. Key themes from the responses include:

- A. **Resurfacing and Paving:** Many respondents suggested resurfacing or paving roads such as Hwy 18, Hwy 63, and Hwy 218, as well as various county roads and side streets in New Hampton, where road conditions are described as poor, with potholes and deteriorating surfaces.
- B. **Widening Roads:** Several respondents called for widening key routes, such as making Hwy 63 a four-lane road north of New Hampton to the Minnesota border.
- C. **Addressing Dangerous Intersections:** There were mentions of dangerous intersections, such as the Racine Ave and Water St junction in Quasqueton, calling for reconfigurations or added safety features.
- D. **Improving Side Streets:** Many side streets in New Hampton, like North Chestnut, Logan Ave, and Maple Ave, were highlighted for needing full repairs or repaving.
- E. **Fixing Gravel Roads:** In rural areas, there were calls for blacktopping gravel roads, adding more rock, or grading them better.
- F. **Drainage and Sidewalk Concerns:** Respondents mentioned drainage issues, the need for sidewalks, and poorly maintained storm drains.

What is the number one transportation problem in your life?

Respondents identified several transportation challenges relating to roads and bridges.

- A. **Road Conditions:** Many respondents expressed frustration over deteriorating roads, potholes, and gravel roads, which lead to vehicle damage and unsafe driving conditions. Specific roads in need of repair, such as Barclay Road and New Hampton streets, were frequently mentioned.
- B. **Cost of Fuel and Vehicle Maintenance:** Several respondents cited the rising cost of gas and vehicle maintenance as significant barriers to reliable transportation, particularly in rural areas where personal vehicles are the only option.
- C. **Bridges and Snow Removal:** Poorly maintained bridges and insufficient snow removal in some counties were mentioned as additional challenges, making transportation during the winter more hazardous.

What do you think will be the biggest transportation challenge in the next 25 years?

Common challenges related to roads and bridges are summarized as follows.

- A. **Maintenance of aging infrastructure:** Concerns about deteriorating roads, bridges, and insufficient funding to keep them up to date.
- B. **Rising costs:** Increased expenses for fuel, infrastructure repairs, and electric vehicle transition, coupled with stagnant transportation funding.
- C. **Environmental concerns:** Growing pollution from vehicles and the need for more sustainable transportation options, such as electric vehicles, though infrastructure for them is insufficient.
- D. **Electric vehicle transition:** Concerns over the power grid's ability to support electric vehicles and the need for more charging stations.
- E. **Safety:** Increasing traffic, distracted driving, and unsafe road conditions present ongoing safety challenges.
- F. **Congestion and urban sprawl:** Challenges related to growing traffic congestion and urban sprawl, making it harder to implement efficient transportation systems.