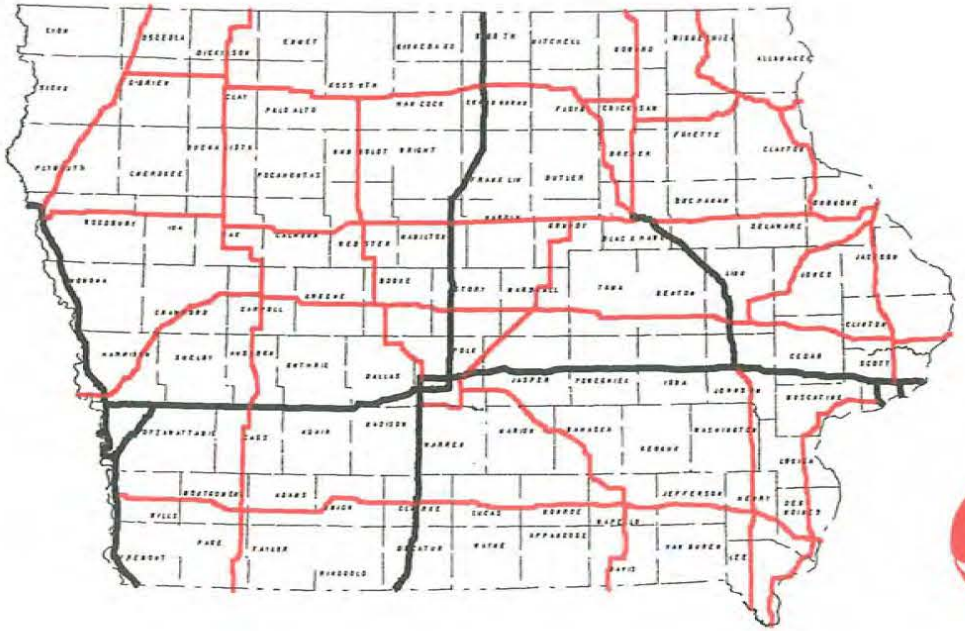
# Commercial and Industrial Network Improvement and Programming Policy

## SUMMARY



Iowa Department of Transportation

# Iowa Department of Transportation

800 Lincoln Way, Ames, IA 50010 515-239-1661


January 3, 1992 Ref. No. 763

Dear Report Recipient:

A copy of the Iowa Transportation Commission's recently approved Commercial and Industrial Network Improvement and Programming Policy report is enclosed.

The report provides a technical assessment of improvement needs on this network for the next 20-year period. The policy will be used as a guide in programming construction projects, it provides direction for the department, and also informs the public where and when major improvements to the network are needed from a technical analysis standpoint. Please note this is not a program of projects or schedule for construction.

I have also enclosed a 15-page brochure entitled "Who to Contact." This brochure is organized by topic and lists phone numbers, as well as the appropriate office to contact to answer your questions or help with your concerns.

I trust these documents will be helpful to you. If you have comments or wish to discuss this material, please contact Don Ward at (515)239-1137 or myself.

Thank you for your interest in Iowa's transportation system.

Sincerely,

C. I. MacGillivray, Director
Planning and Research Division

CIM:DGW:SDP:rel
Enclosure

# NOVEMBER 1991
# COMMERCIAL AND INDUSTRIAL NETWORK IMPROVEMENT AND PROGRAMMING POLICY SUMMARY

Prepared by:

IOWA DEPARTMENT OF TRANSPORTATION

Planning and Research Division
Office of Advance Planning

Telephone: (515) 239-1669

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# Foreward

The Commercial and Industrial Network improvement and programming policy reflected in this summary report was adopted for use in future highway programming by the Transportation Commission on November 5, 1991. The Iowa Department of Transportation, as directed by the Legislature, has established a 2,331-mile network of commercial and industrial highways and is directing a significant amount of primary construction funding resources toward improvements to this network.

This summary outlines the technical needs assessment for improvements on the Commercial and Industrial Network for the next 20-year period. The portions of the network which require four-lane capacity, as well as major improvements to the two-lane sections, are graphically displayed. Detailed improvement needs and costs are listed in tabular form for the first two five-year periods (1992-1996 and 1997-2001). It is essential to note that these improvement needs are the result of a technical assessment and do not imply any funding commitment.

The Commercial and Industrial Network improvement and programming policy will be used as a guide in programming construction projects and developing the Iowa Transportation Improvement Program, which determines where federal and state highway funds will be spent across the state. This policy provides direction for the department and also informs the public where and when major improvements to the network are needed from a technical analysis standpoint.

Continuity has been incorporated into the 20-year improvement needs through the specific types of improvements and the timing of corridor improvements. The Commercial and Industrial Network improvement programming policy reflects an emphasis on the development of long corridors (60 to 80 miles) rather than shorter spot improvements, thereby maximizing the benefits of investment dollars.

This report identifies the expected schedule for improvements on the Commercial and Industrial Network based on a technical assessment. Naturally, as specific design work develops and a more detailed project assessment is made, adjustments to this system level planning study could occur.

When looking at the total network improvement costs and funding levels, it is important to note two items. First, the available funds for the 20-year period do not include any special federal funds (such as demonstration funds). Second, project costs could increase due to a variety of reasons: costs will increase as projects are delayed and moved back in the construction program due to time required to design major highway projects; environmental concerns can increase overall project costs and delay projects; and as projects are built, unforeseen circumstances, such as adverse weather or oil embargoes, could increase total costs.

# Commercial and Industrial Network

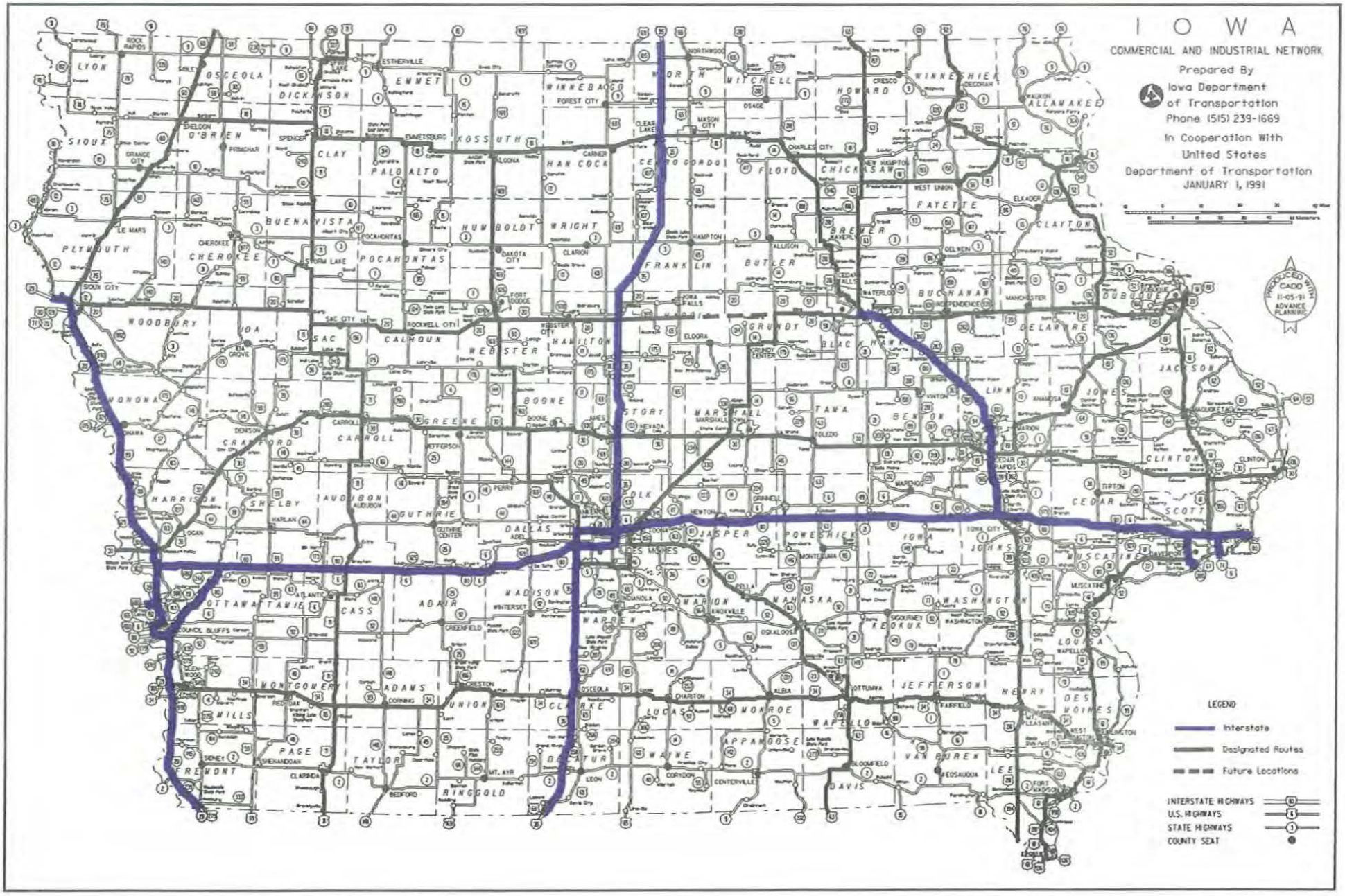


Figure 1

# Introduction

Iowa is served by 112,771 miles of highways and streets under the jurisdiction of the state, municipalities, and counties. The state primary highway system comprises 9,746 miles (excludes ramps) of this total and is classified into five levels:

- Interstate Highway System
- Commercial and Industrial Network
- Area Development routes
- Access routes
- Local Service routes

This plan deals only with the second level--the Commercial and Industrial Network. In 1988 the State Legislature directed the Transportation Commission to "identify within the primary road system a network of commercial and industrial highways." In the same legislation, the department was instructed to allocate a minimum of $30 million annually of primary road funds to the network beginning with fiscal year 1991.

During its 1989 session the Iowa Legislature established a need for the department to give the Commercial and Industrial Network a high priority in programming future improvements. This legislation clearly states the purpose for developing the Commercial and Industrial Network is "to enhance opportunities for the development and diversification of the state's economy." The 1989 legislation further states, "The purpose of this highway network shall be to improve the flow of commerce; to make travel more convenient, safe, and efficient; and to better connect Iowa with regional, national, and international markets. The Commission shall concentrate a major portion of its annual construction budget on this network of commercial and industrial highways."

The State Transportation Commission initially designated the Commercial and Industrial Network in June 1988 and made additions to the network in October 1989 and November 1990. The map on page 2 (Figure 1) reflects the currently designated Commercial and Industrial Network. The criteria used to designate the network are:

- Service to regional growth centers
- Continuity with major primary highways in adjacent states (see Figure 2)
- Current annual average daily traffic (ADT) and changes in ADT since 1980
- Current annual average daily large truck traffic and changes since 1980
- Area coverage

An average rural segment of the Commercial and Industrial Network carries 3,400 vehicles per day, of which 350 are large trucks. Twenty-six percent of vehicle miles of travel on the entire rural state highway system occur on the rural portion of the Commercial and Industrial Network. This system, in conjunction with the Interstate Highway System, comprises 32 percent of Iowa's total state primary system but carries 60 percent of total rural primary travel.

# Major Primary Highway Improvements in Adjacent States

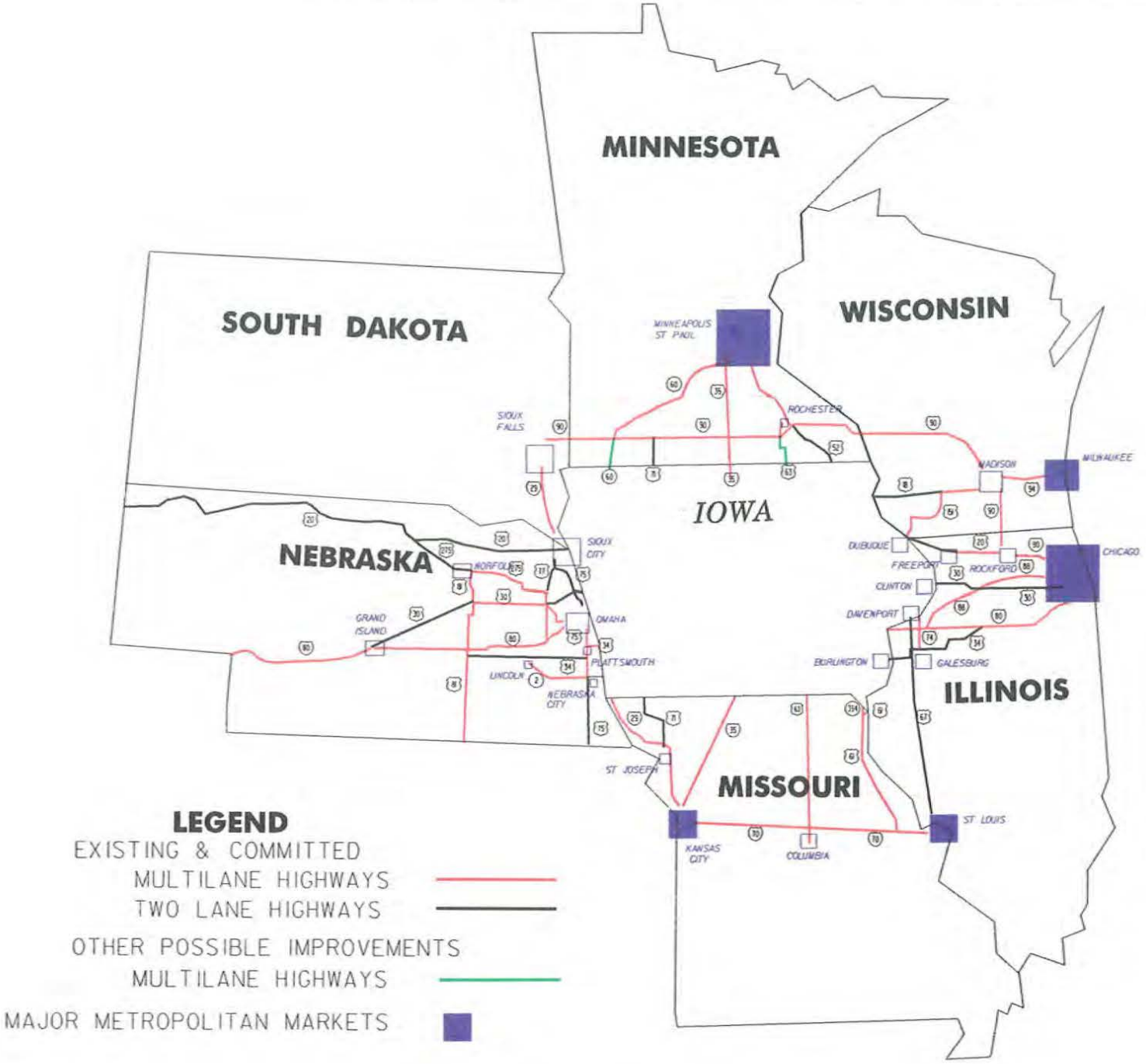


Figure 2

# 1988 Traffic

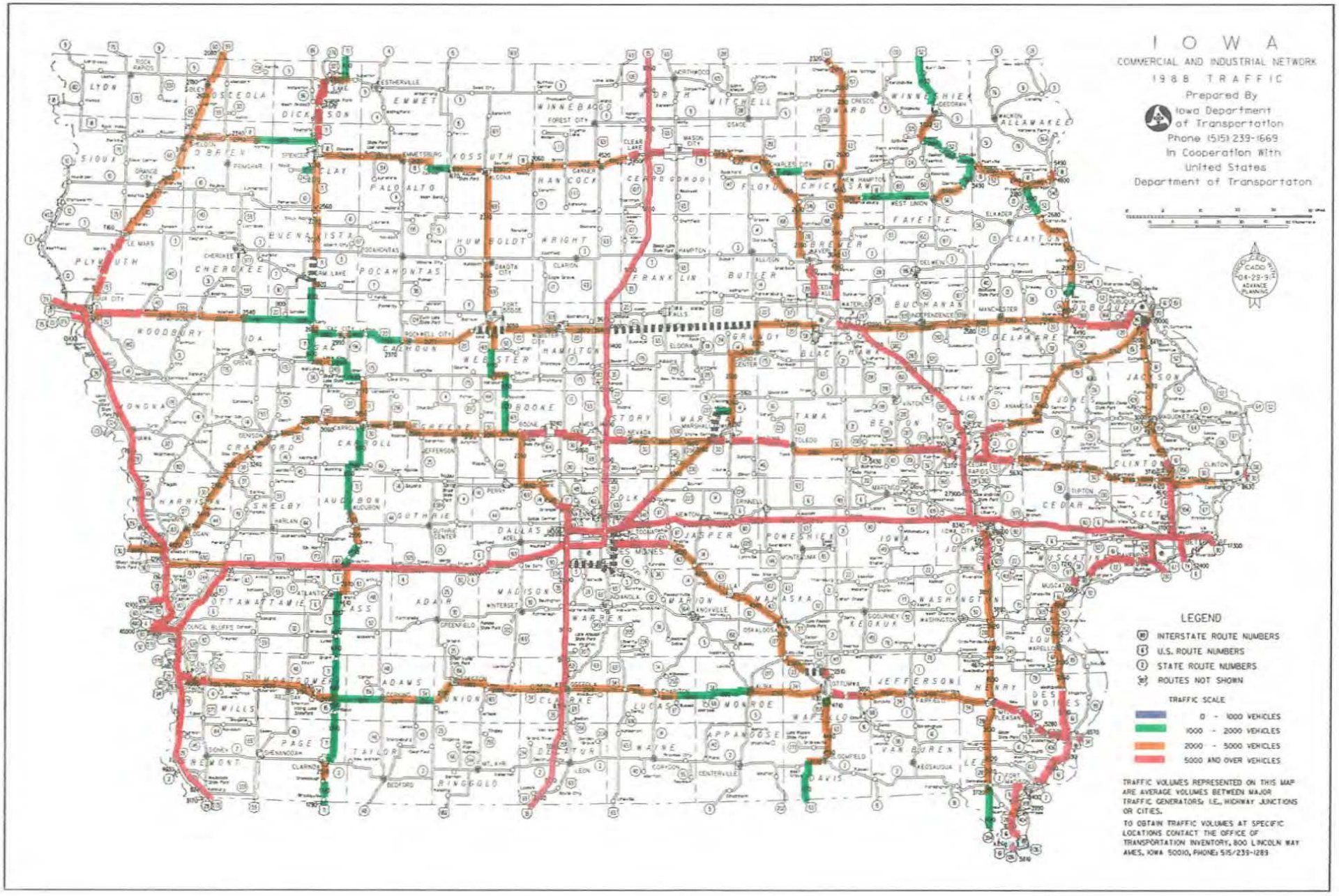


Figure 3

# 1988 Truck Traffic

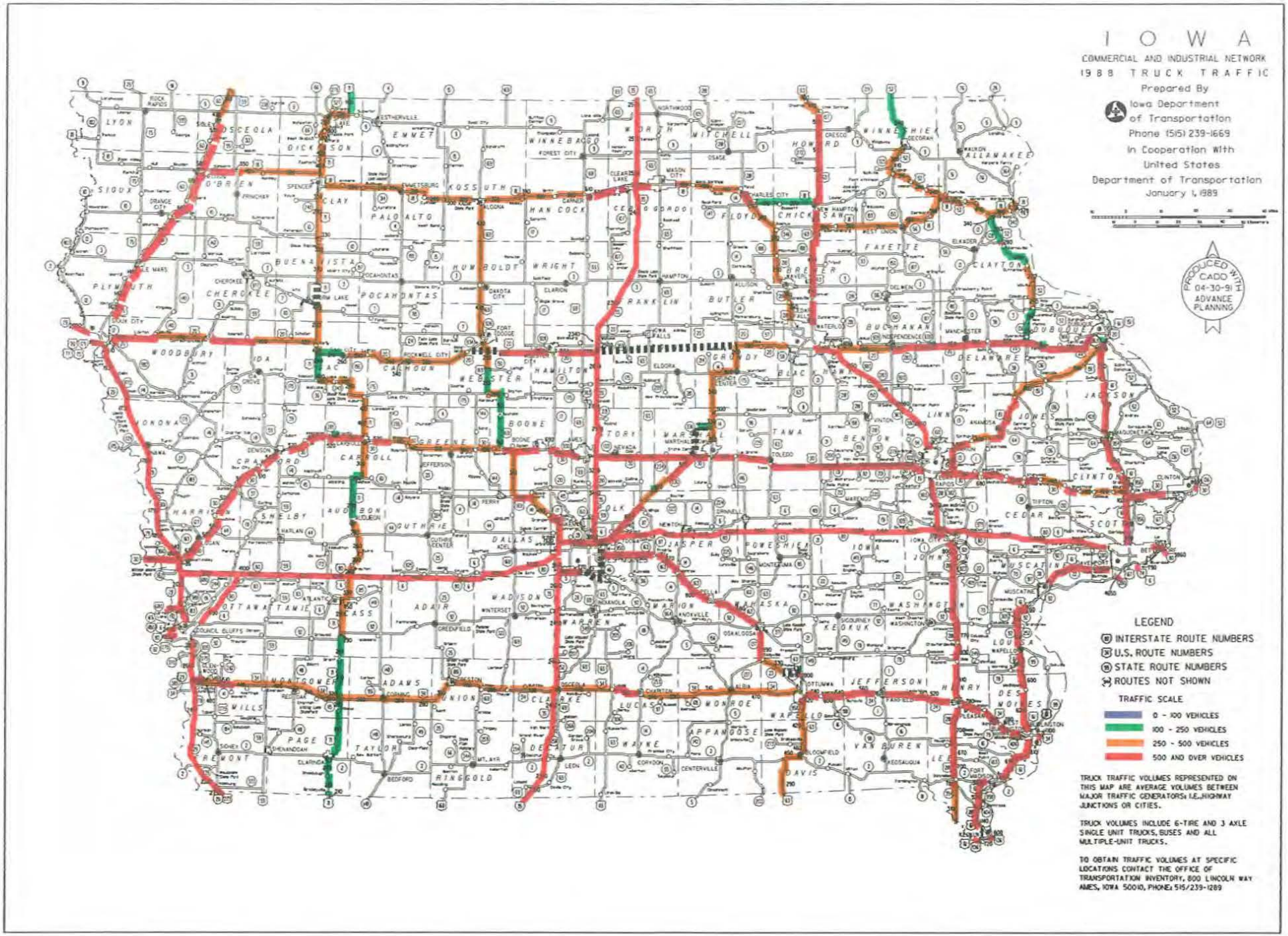


Figure 4

The Commercial and Industrial Network includes 2,331 miles: 2,082 rural miles and 249 urban miles. Legislative action in 1989 restricted the size of the Commercial and Industrial Network to 2,500 miles. The 2,331 miles comprising the Commercial and Industrial Network represent the most important non-Interstate system primary highway routes in Iowa. This network complements Iowa's 782 miles of Interstate Highway System and provides high quality highway access to all areas of the state to serve Iowa's economy. Over 72 percent of the land area of Iowa, over 80 percent of Iowa's population, and over 85 percent of all 150 Iowa cities with more than 2,000 residents are on or within 10 highway miles of the Commercial and Industrial Network.

The 1988 annual average daily traffic and annual average daily large truck traffic for all sections of the Commercial and Industrial Network are shown on the maps on pages 5 and 6 ( Figures 3 and 4).

# Corridors and Segments

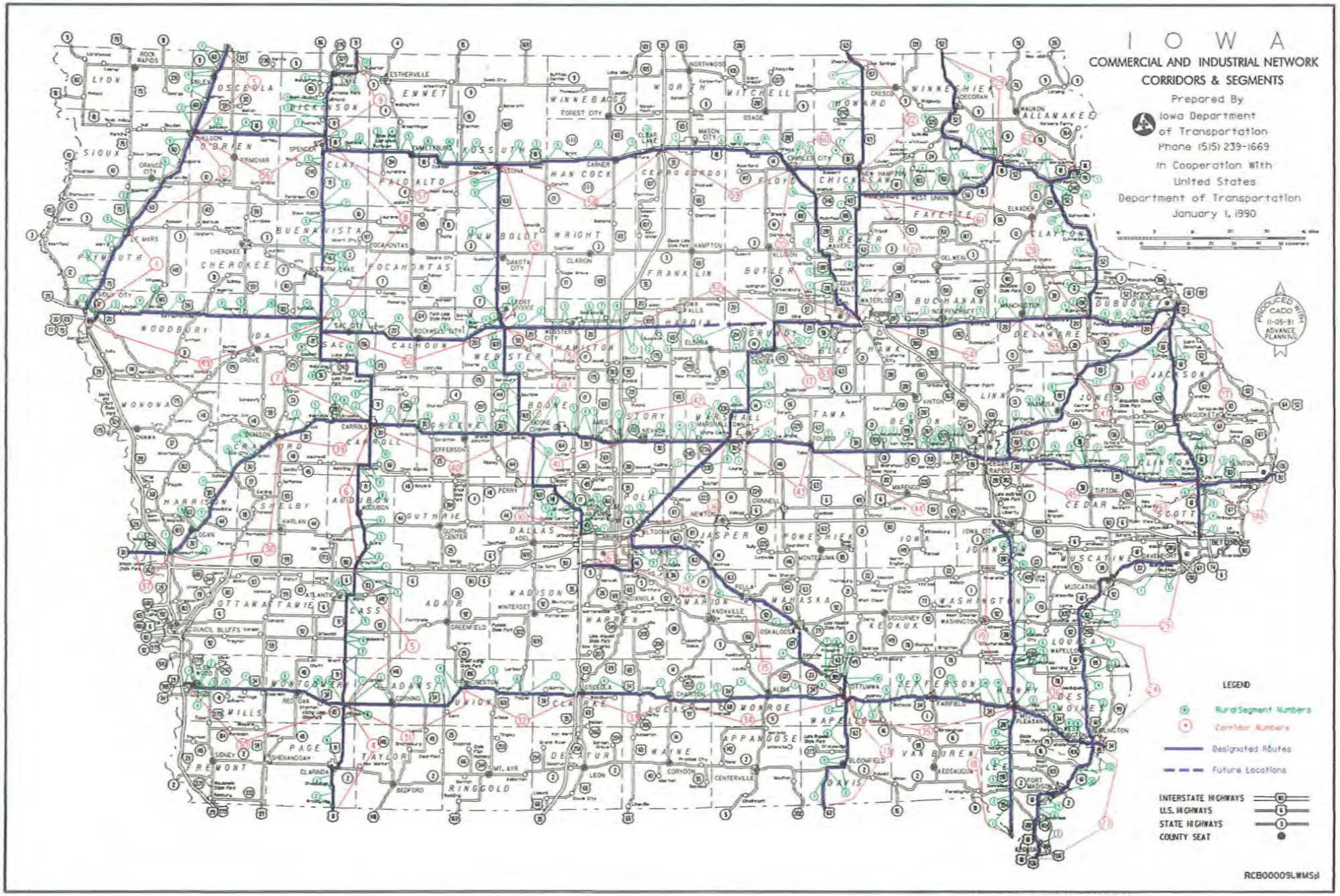


Figure 5

# Improvement Programming Process

For purposes of analyzing the Commercial and Industrial Network, the 2,331-mile system was subdivided into three levels:

- Route--connects major population and economic activity centers
- Corridor--portion of route between logical terminal points, such as major highway junctions
- Segment--portion of corridor used as basis for improvement needs analysis and program management

The map on page 8 (Figure 5) shows the Commercial and Industrial Network routes, corridors, and segments.

The flow chart (Chart A) outlines the process which was used in developing the improvement needs assessment on the Commercial and Industrial Network.

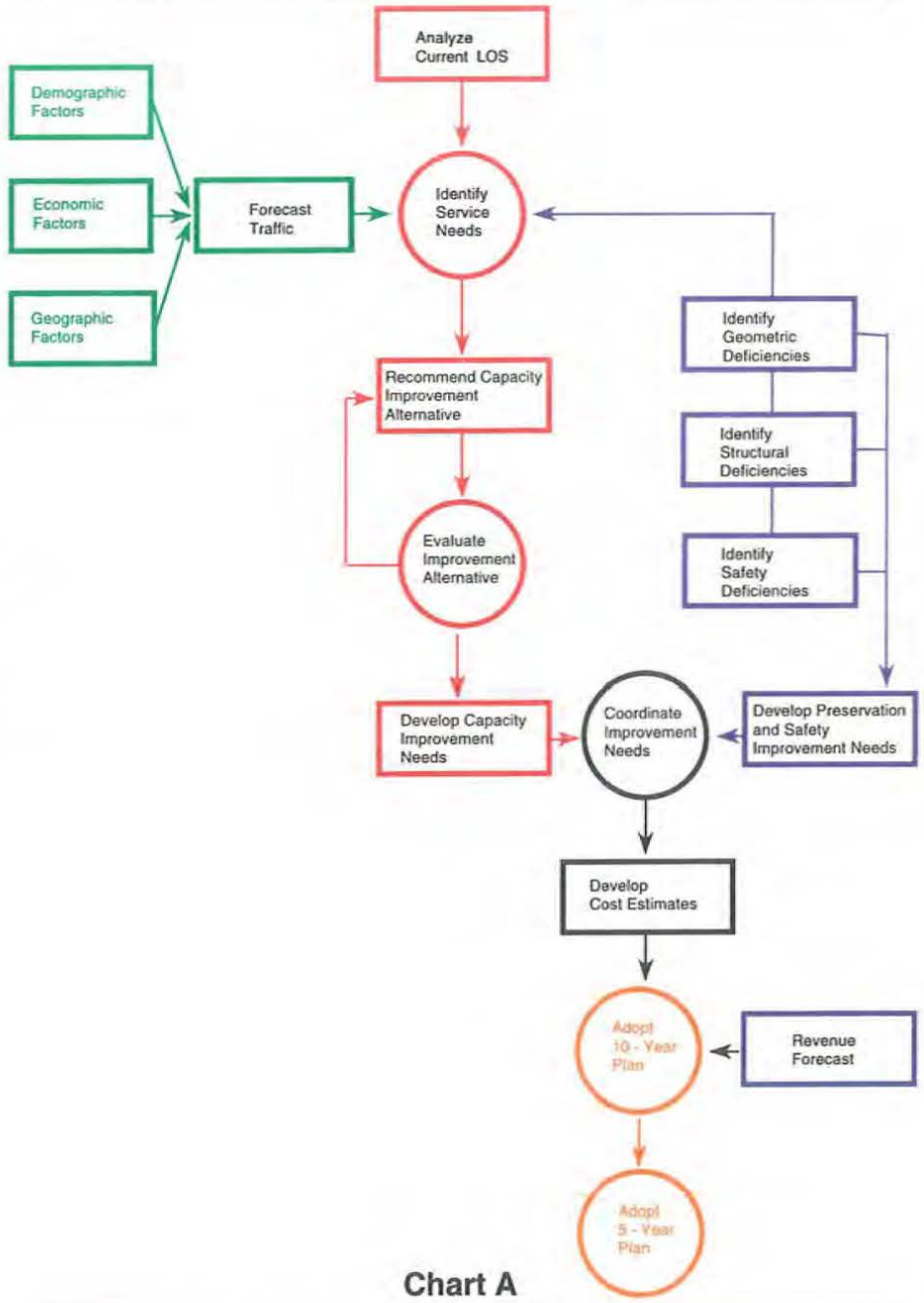


**Chart A**

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# Future Traffic

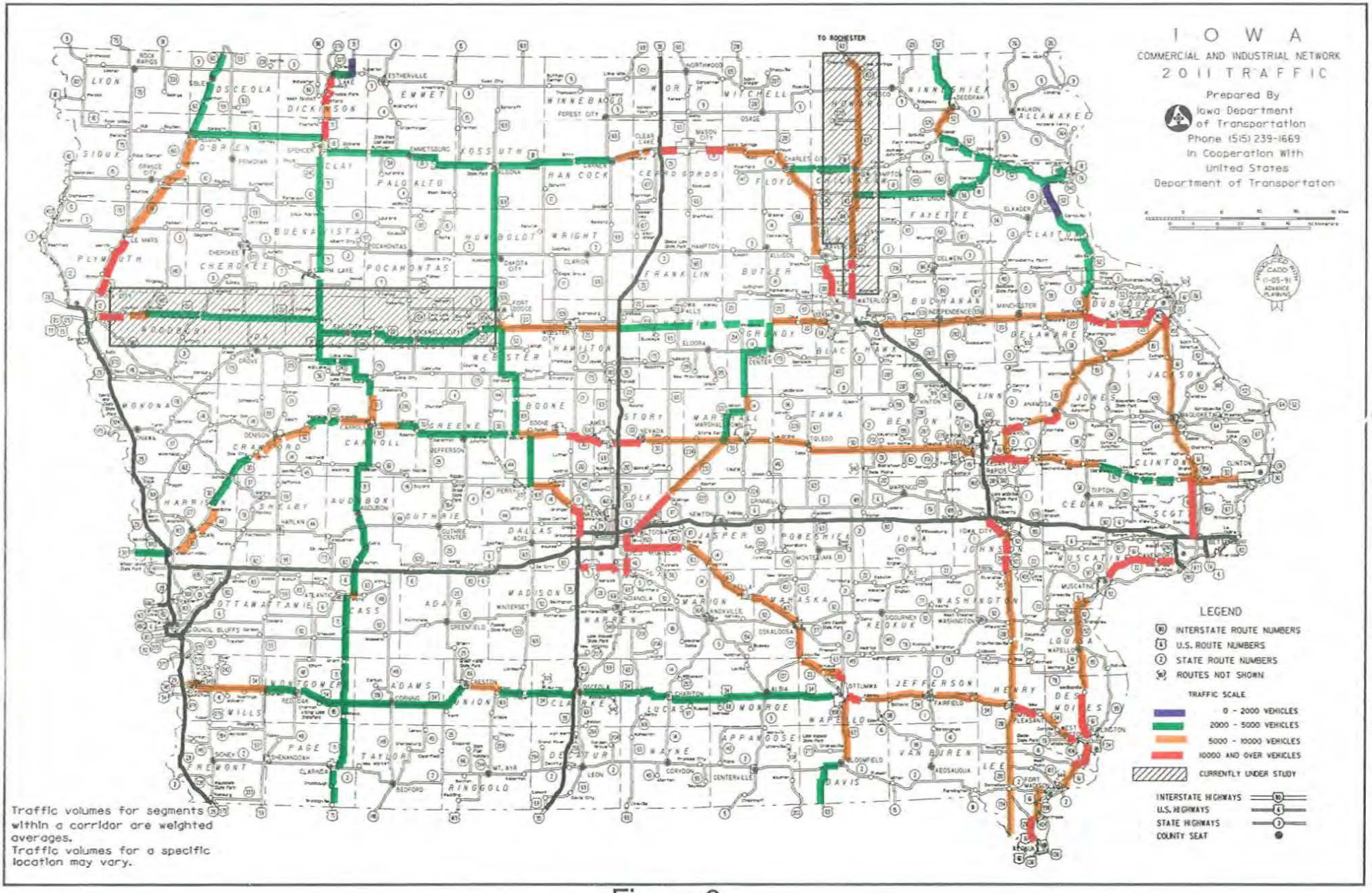



Figure 6

Economic development was brought into the process through traffic forecasts which were based on demographic (population, density, and labor force), economic (employment trends in manufacturing, wholesale, retail, service, and personal income), and geographic (distance to the nearest metropolitan area and market accessibility) factors. Also considered were efforts being undertaken by cities and counties to assist the growth and diversification of local economies. The forecasted daily traffic by the year 2011 is shown on the map on page 10 (Figure 6).

Improvement needs were identified on the basis of a level of service analysis using future traffic to assess current highways. The Transportation Commission's objective was to have all rural segments of the Commercial and Industrial Network operating under conditions represented by a level of service "B." Level of service "B" represents stable traffic flow. The current level of service (current road conditions and existing traffic) and the year 2011 level of service (current road conditions and future traffic) are shown on the following maps (Figures 7 and 8).

Reconstruction/construction and resurface improvement needs were calculated using highway sufficiency rating, pavement condition rating, and accident experience criteria. These improvement needs are listed for each of the 63 corridors representing the Commercial and Industrial Network in the following tables and are also graphically displayed on the following maps. Needs are subdivided into four types:

- Capacity--improvements to the roadway which result in an increase in the number of vehicles which can pass over a given section of highway. Generally, this reflects constructing additional traffic lanes.
- Reconstruction/Construction--improvements which result in strengthening the structural integrity of the roadway. This may involve replacing the subbase or pavement, doing pavement inlay projects, or overlays of sufficient thickness to account for an equivalent pavement/roadbed condition improvement.
- Resurface-improvements consisting of an overlay of existing pavement.
- Bypass--new alignment of route around communities to alleviate capacity or congestion problems.

Detailed cost estimates were developed for each individual improvement identified during this 20-year time period. In concert with costs, revenue forecasts were developed for both state and federal highway funding. The process evaluated needs, costs, and revenues to develop a needs assessment for improvements on the Commercial and Industrial Network.

In developing the improvement needs assessment on the Commercial and Industrial Network, action was taken to facilitate and encourage increased local involvement. Extensive demographic and economic forecasts were sent to the 16 regional planning agencies for review and revision. Interaction with the regional planning agencies provided the basis for incorporating economic development considerations into the development of the improvement and programming policy for the Commercial and Industrial Network.

# Current Level of Service

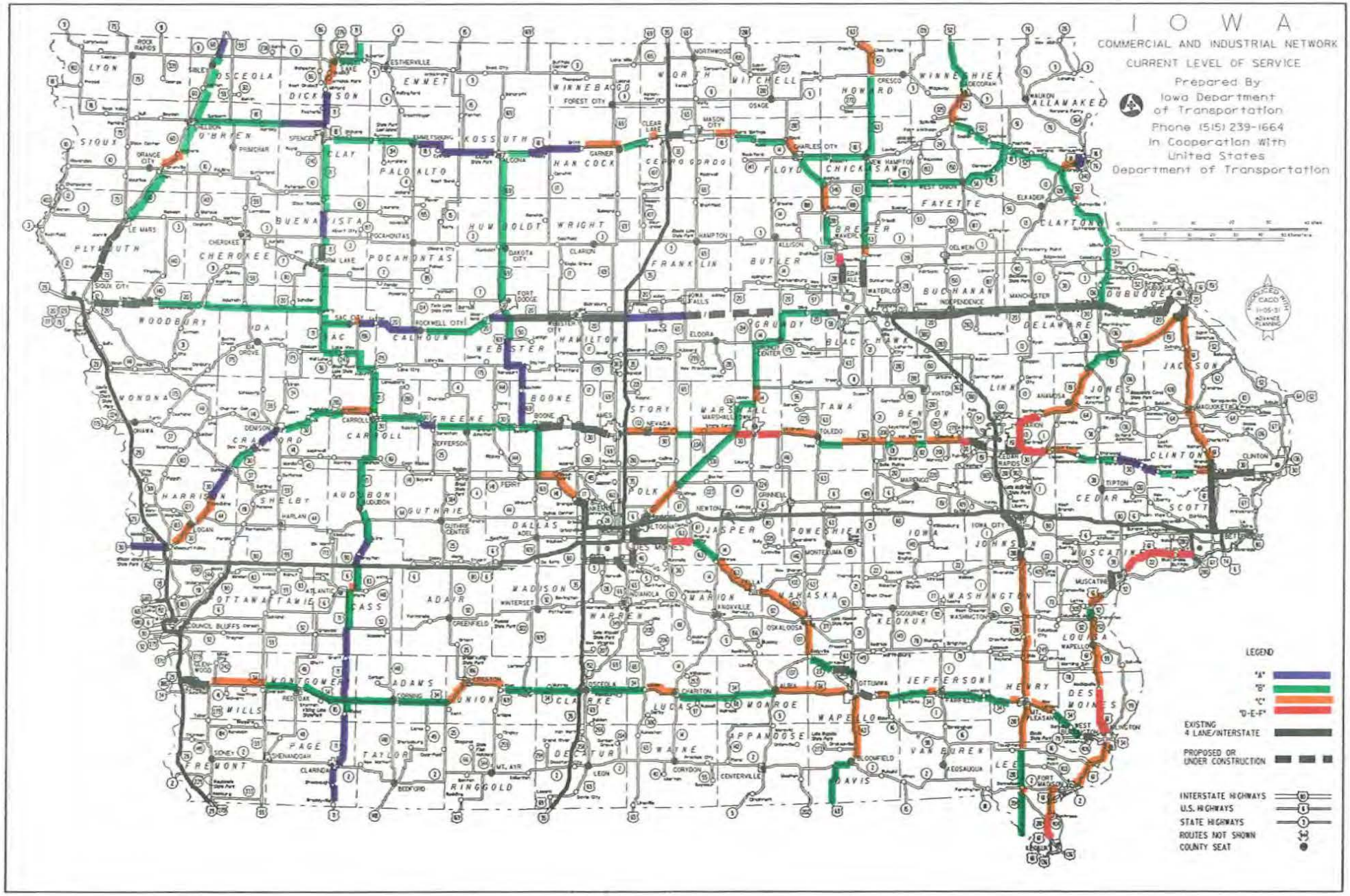



Figure 7

# Future Level of Service

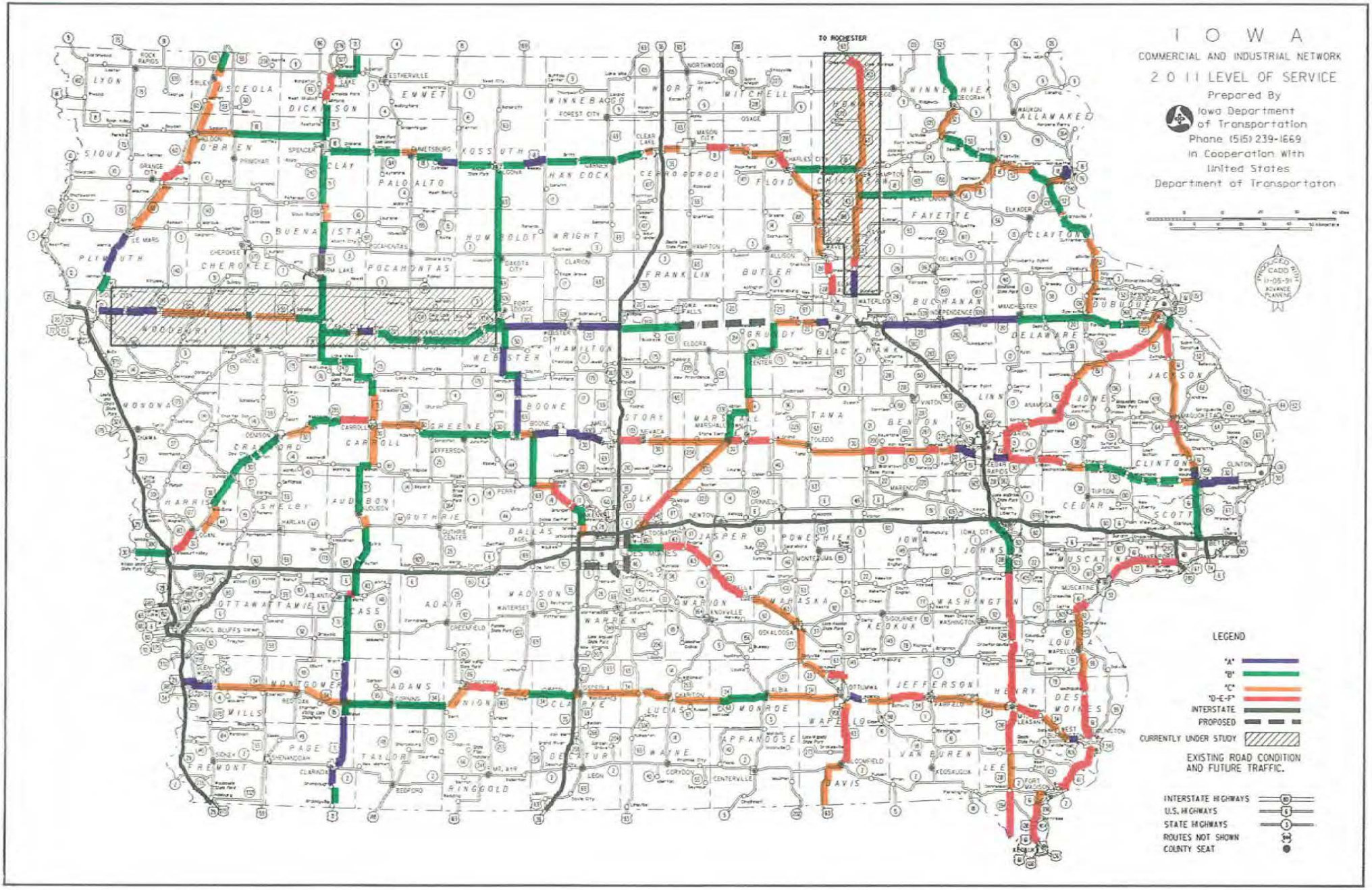



Figure 8

2011

1991

AVENUE OF THE SAINTS

The existing 2,331-mile Commercial and Industrial Network consists of the following:

| | | |
|---|---|---|
| Existing four-lane sections | 380 | miles |
| Five-Year Program four-lane sections | 180 | miles |
| Existing two-lane sections | 1,771 | miles |

Twenty-four percent of the network is existing four-lane sections or programmed as four-lane sections in the 1991-1995 Iowa Transportation Improvement Program.

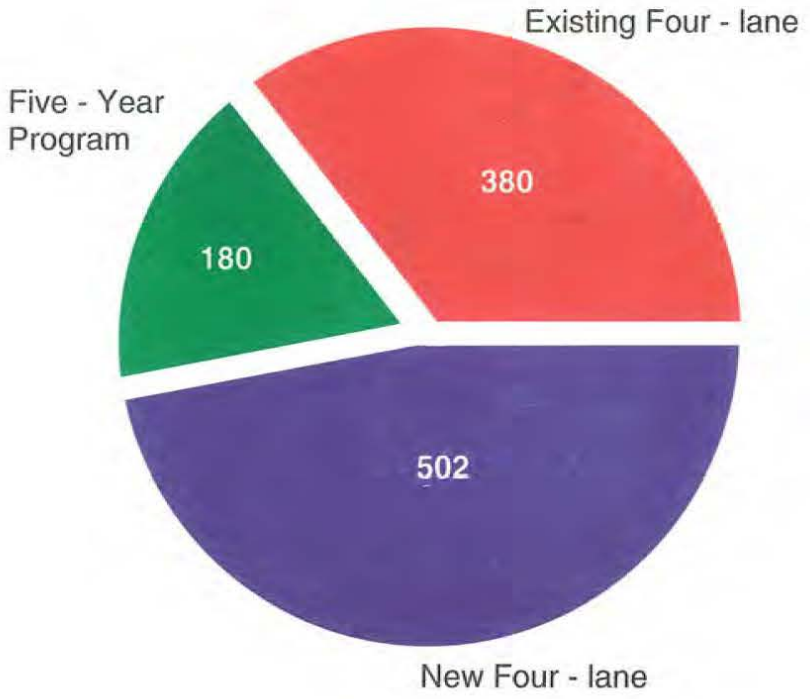
The capacity analyses identified an additional 502 miles of existing two-lane highways with unacceptable levels of service for forecasted future traffic conditions. These 502 miles will need to be improved to four-lane standards within the next 20 years (Chart B). These capacity improvements would result in the following Commercial and Industrial Network configuration by the year 2011:

| | | |
|---|---|---|
| Four-lane sections | 1,062 | miles |
| Two-lane sections | 1,269 | miles |

Forty-six percent of the network would become four-lane sections by the year 2011.

## Commercial and Industrial Network

### Four - lane Mileage




Total in Year 2011 - - 1062 Miles*

*Based upon projected needs, does not imply a funding comitment.

**Chart B**

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# Summary of Bypass Needs

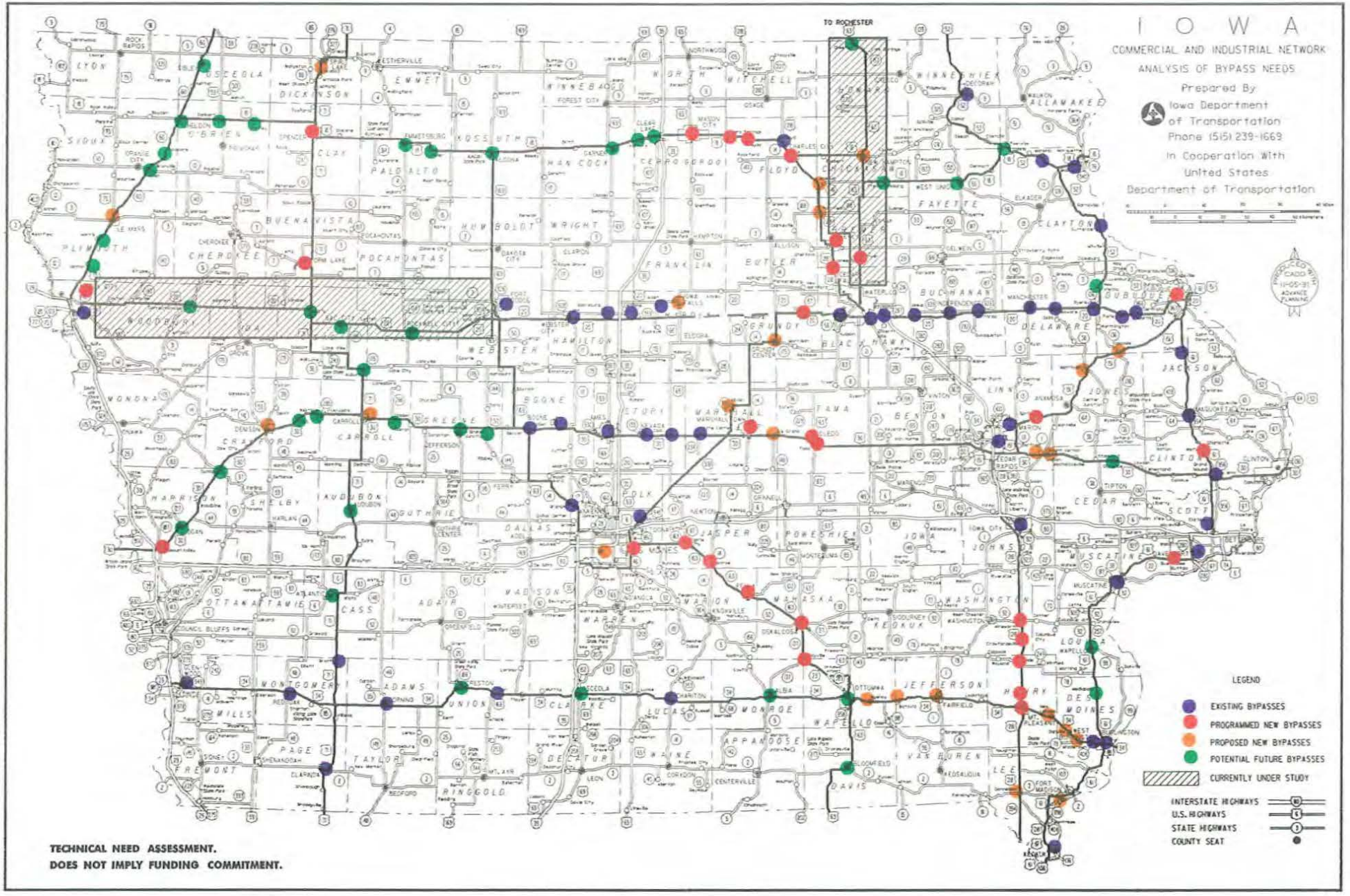


Figure 9

# Summary of Bypass Needs

| City | Route | Existing | Programmed | Proposed | Future |
|---|---|---|---|---|---|
| Afton | US 34 | X | | | |
| Agency | US 34 | | | X | |
| Ainsworth | US 218 | | X | | |
| Albia | US 34 | | | | X |
| Albion | IA 330 | | | X | |
| Alden | US 20 | X | | | |
| Algona | US 18 | | | | X |
| Alton | IA 60 | | | | X |
| Ames | US 30 | X | | | |
| Atlantic | US 71 | | | | X |
| Auburn | US 71 | | | | X |
| Audubon | US 71 | | | | X |
| Batavia | US 34 | | | X | |
| Blairsburg | US 20 | X | | | |
| Bloomfield | US 63 | | | | X |
| Blue Grass | US 61 | | X | | |
| Bondurant | US 65 | X | | | |
| Boone | US 30 | X | | | |
| Burlington | US 34 | X | | | |
| Carroll | US 30 | | | X | |
| Cascade | US 151 | | | X | |
| Cedar Falls | US 218 | | X | | |
| Cedar Rapids | US 30 | X | | | |
| Chariton | US 34 | X | | | |
| Charles City | US 218 | | X | | |
| Chester | US 63 | | | | X |
| Clarence | US 30 | | | | X |
| Clarinda | US 71 | X | | | |
| Clear Lake | US 18 | | | | X |
| Colo | US 30 | X | | | |
| Corning | US 34 | X | | | |
| Correctionville | US 20 | | | | X |
| Crawfordsville | US 218 | | X | | |
| Creston | US 34 | | | | X |
| Cylinder | US 18 | | | | X |
| Danville | US 34 | | | X | |
| Davenport | US 61 | X | | | |
| Decorah | US 52 | X | | | |
| Delaware | US 20 | X | | | |
| Denison | US 30 | | | | X |
| Denver | US 63 | | | X | |
| Des Moines | US 65 | | | X | |
| Des Moines | IA 5 | | | | X |
| De Witt | US 30 | X | | | |
| Dike | US 20 | | | X | |
| Donnellson | US 218 | | | | X |
| Dubuque | US 61 | | | X | |
| Dunlap | US 30 | | | | X |
| Dyersville | US 20 | X | | | |
| Early | US 20 | | | | X |
| Eddyville | IA 23/137 | | | X | |
| Eldridge | US 61 | X | | | |
| Emmetsburg | US 18 | | | | X |
| Epworth | US 20 | X | | | |
| Fairfield | US 34 | | | | X |
| Farley | US 20 | X | | | |
| Floyd | US 218 | X | | | |
| Fort Dodge | US 169 | X | | | |
| Fort Madison | US 61 | | | | X |
| Fredericksburg | US 18 | | | | X |
| Garner | US 18 | | | | X |
| Glenwood | US 34 | X | | | |
| Glidden | US 30 | | | | X |
| Grand Junction | US 30 | | | | X |
| Granger | IA141 | X | | | |
| Grant | US 71 | X | | | |
| Grundy Center | IA 14 | | | | X |
| Guttenberg | US 52 | X | | | |
| Hartley | US 18 | | | | X |
| Hinton | US 75 | | | | X |
| Hospers | IA 60 | | | | X |
| Independence | US 20 | X | | | |
| Iowa City | US 218 | X | | | |
| Iowa Falls | US 20 | | | | X |
| Janesville | US 218 | | | X | |
| Jefferson | US 30 | | | | X |
| Jesup | US 20 | X | | | |
| Keokuk | US 61 | X | | | |
| Le Grand | US 30 | | | | X |

| City | Route | Existing | Programmed | Proposed | Future |
|---|---|---|---|---|---|
| Le Mars | IA 60 | | | X | |
| Lisbon | US 30 | | | X | |
| Logan | US 30 | | | | X |
| Manchester | US 20 | X | | | |
| Maquoketa | US 61 | X | | | |
| Marion | US 151 | X | | | |
| Marshalltown | US 30 | | X | | |
| Mason City | US 18 | | X | | |
| McGregor | US 18 | X | | | |
| Mediapolis | US 61 | | | | X |
| Merrill | US 75 | | | | X |
| Middletown | US 34 | | | X | |
| Missouri Valley | US 30 | | X | | |
| Monona | US 18 | X | | | |
| Monroe | IA 163 | | X | | |
| Monticello | US 151 | | | X | |
| Mount Pleasant | US 218 | | X | | |
| Mount Pleasant | US 34 | | X | | |
| Mount Vernon | US 30 | | | X | |
| Muscatine | US 61 | X | | | |
| Nashua | US 218 | | | X | |
| Nevada | US 30 | X | | | |
| New Hampton | US 63 | | | X | |
| New London | US 34 | | | X | |
| New Vienna | IA 136 | | | | X |
| Nora Springs | US 18 | | X | | |
| Ogden | US 30 | X | | | |
| Okoboji | US 71 | | | X | |
| Olds | US 218 | | X | | |
| Osceola | US 34 | | | | X |
| Oskaloosa | IA 163 | | X | | |
| Otley | IA 163 | | X | | |
| Ottumwa | US 34 | | | | X |
| Pella | IA 163 | | X | | |
| Plainfield | US 218 | | | X | |
| Postville | US 18 | | | | X |
| Prairie City | IA 163 | | X | | |
| Raymond | US 20 | X | | | |
| Red Oak | US 34 | X | | | |
| Rockwell City | US 20 | | | | X |
| Rudd | US 18 | | X | | |
| Sac City | US 20 | | | | X |
| Sanborn | US 18 | | | | X |
| Sheldon | IA 60 | | | | X |
| Sibley | IA 60 | | | | X |
| Sioux City | US 75 | | X | | |
| Sioux City | US 20 | X | | | |
| Spencer | US 18 | | X | | |
| Springville | US 151 | | X | | |
| State Center | US 30 | X | | | |
| Storm Lake | US 71 | | X | | |
| Swedesburg | US 218 | | X | | |
| Tama | US 30 | | X | | |
| Toledo | US 30 | | X | | |
| Vail | US 30 | | | | X |
| Ventura | US 18 | | | | X |
| Wapello | US 61 | | | | X |
| Waterloo | US 218 | X | | | |
| Waterloo | US 20 | X | | | |
| Waverly | US 218 | | X | | |
| Wever | US 61 | | X | | |
| Webster City | US 20 | X | | | |
| Welton | US 61 | | X | | |
| West Burlington | US 34 | X | | | |
| West Union | US 18 | | | | X |
| Westside | US 30 | | | | X |
| Williams | US 20 | X | | | |
| Winthrop | US 20 | X | | | |
| Zwingle | US 61 | X | | | |

Commercial and Industrial Network routes through communities were evaluated for alternatives to make travel more efficient by decreasing travel time, congestion, and delay. A summary of community bypass needs during the 20-year period is shown on the map on page 16 (Figure 9). A list of each community currently bypassed and those with an identified need for a future bypass during the 20-year period is detailed on pages 17 and 18.

In addition to capacity improvements, significant amounts of reconstruction/ construction and resurfacing work will need to be completed. For the 20-year period, this work includes:

| | |
|---|---|
| Reconstruction/construction | 570 miles |
| Resurfacing | 1,480 miles |

The proposed schedule for improvements involved a thorough evaluation of traffic volume-to-capacity relationships using level of service criteria, as well as an assessment of pavement history/ condition and accident experience. For analyzing reconstruction projects, a roadbed life of 60 years was used. Resurfacing projects were forecasted as needed every 15 years for highways with a low pavement condition rating. Capacity improvement projects were listed whenever an unacceptable level of service was forecasted in concert with appropriate traffic volumes for that time period. These projects were coordinated so that improvements would not be duplicative or inefficient. For example, if a resurfacing improvement was needed more than five years prior to a capacity improvement, the resurface and capacity improvements were scheduled independently. However, if a resurface and capacity improvement were needed within five years of one another, the improvements were coordinated to occur simultaneously.

Costs of these improvements to the year 2011 would be $2,580 million or approximately $129 million per year. These costs (represented in 1992 constant dollars) are summarized in the following table.

**Commercial & Industrial Network**
**Cost Summary**

| | 1992-1996 | 1997-2001 | 2002-2011 | 20-Year Total |
|---|---|---|---|---|
| Capacity/ Bypass | $ 880 | $ 440 | | |
| Reconstruction/ Construction | 409 | 131 | $580 | $2,580 |
| Resurface | 102 | 38 | | |
| Total | $1,391 | $ 609 | $580 | $ 2,580 million |

The Commercial and Industrial Network technical assessment improvement needs for the first 10-year period (1992-1996 and 1997-2001) are listed by work type for each of the 63 corridors in the following pages. Costs are totaled for each corridor. Costs by improvement type are shown in Chart C for the first two five-year periods (1992-1996 and 1997-2001). Improvement needs for the entire 20-year period are graphically shown on the map on page 21 (Figure 10). State and federal revenue projections (in constant 1992 dollars) resulted in $2,752 million being available for improvement projects on the Commercial and Industrial Network for the 20-year period.

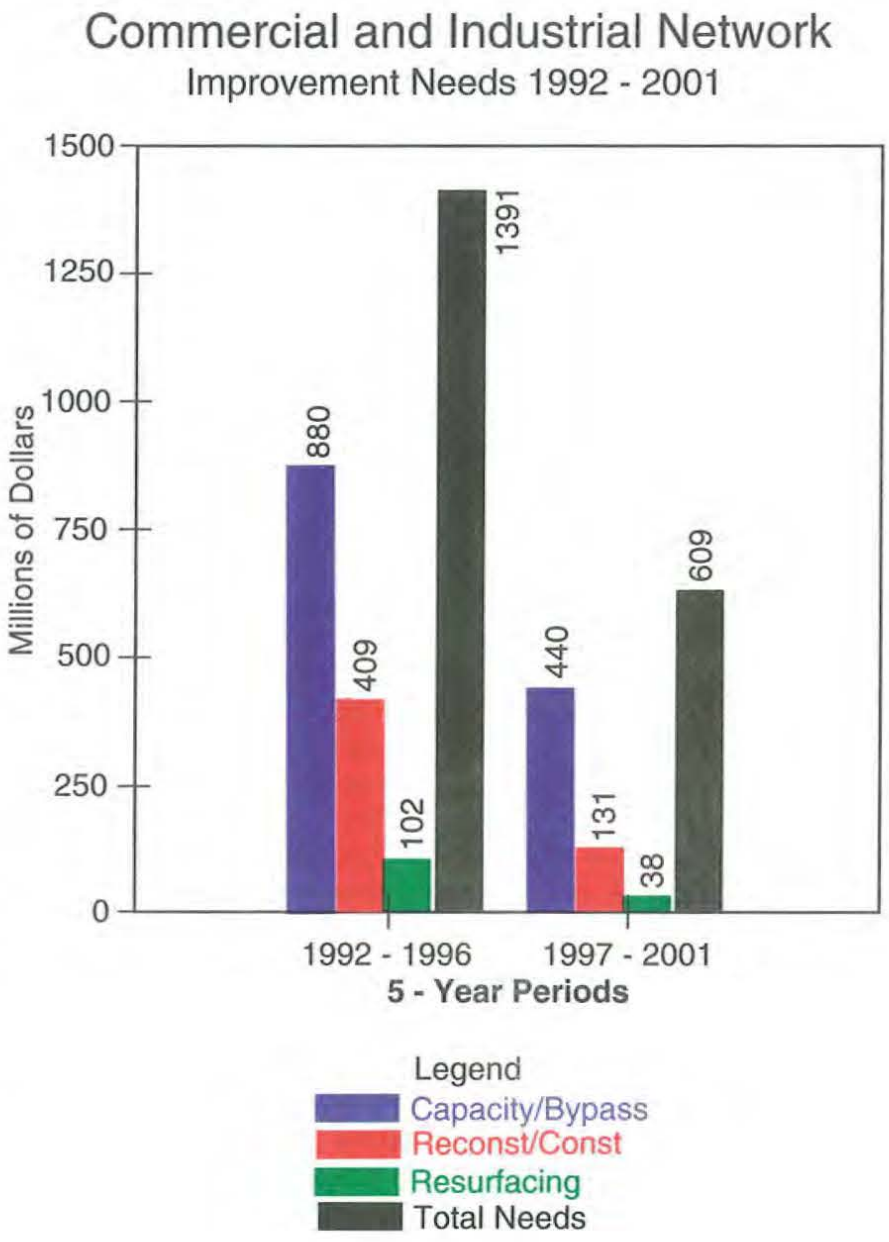


**Chart C**

# 20-Year Improvements

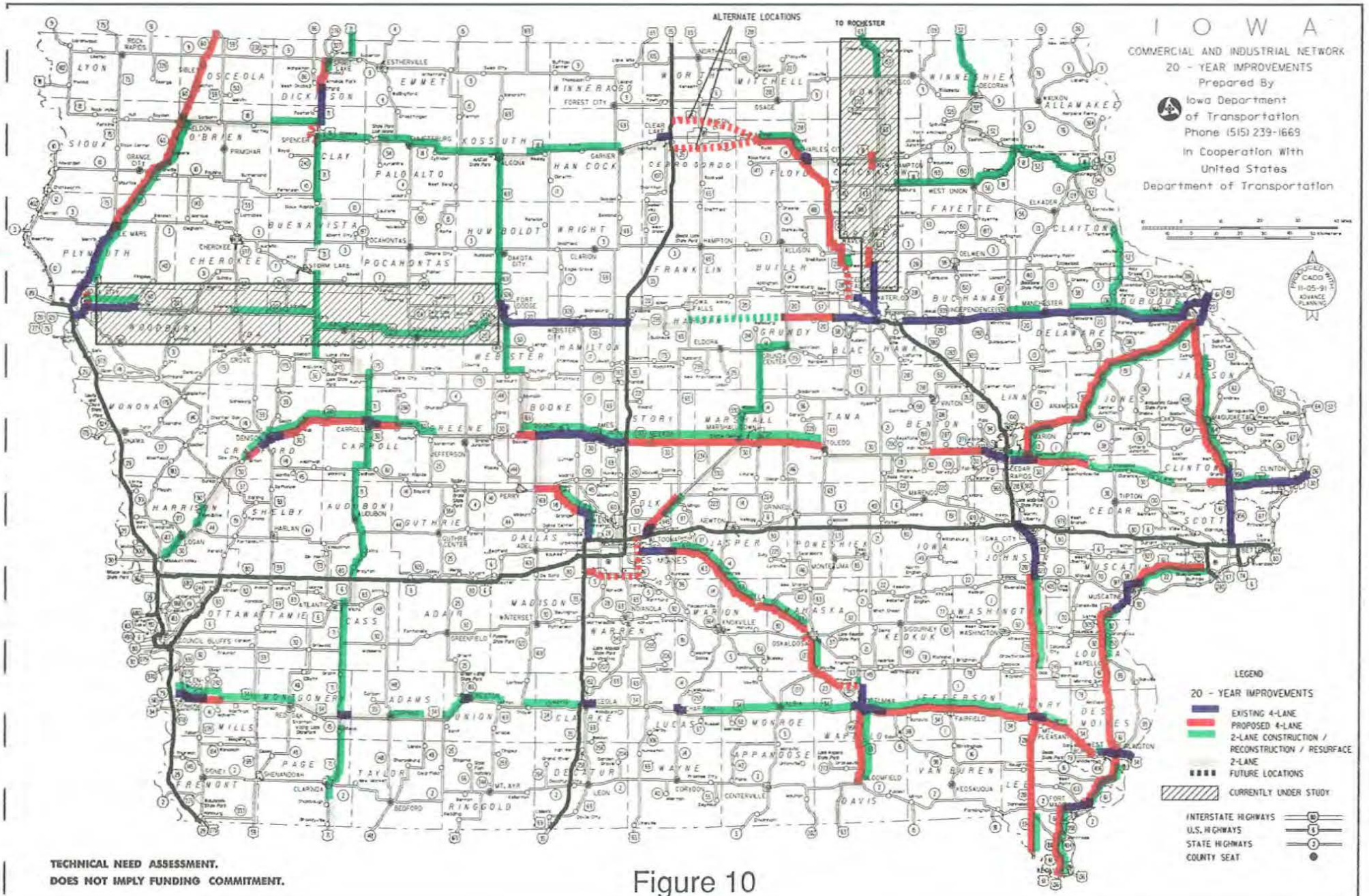


Figure 10

| | 1992-1996 | 1997-2001 | 2002-2011 | 20-Year Total |
|---|---|---|---|---|
| Available Funds | $688 | $688 | $1,376 | $2,752 million |

Approximately $688 million in federal and state funding would be available over each five-year period. The total $2,752 million or $138 million per year that would be available for Commercial and Industrial Network improvements assumes state highway construction purchasing power continues at the current level (Chart D).

Implementation of these Commercial and Industrial Network improvements over the next 20-year period is realistic and reasonable. By incorporating these improvement priorities in the department's highway programming efforts, financially responsible decisions can be made. This schedule of 20-year improvements is achievable based on this comparison of total costs and programming funds available.

| | 1992-1996 | 1997-2001 | 2002-2011 | 20-Year Total |
|---|---|---|---|---|
| Total Improvement Costs | $1,391 | $609 | $ 580 | $2,580 million |
| Available Funds | $688 | $688 | $ 1,376 | $2,752 million |

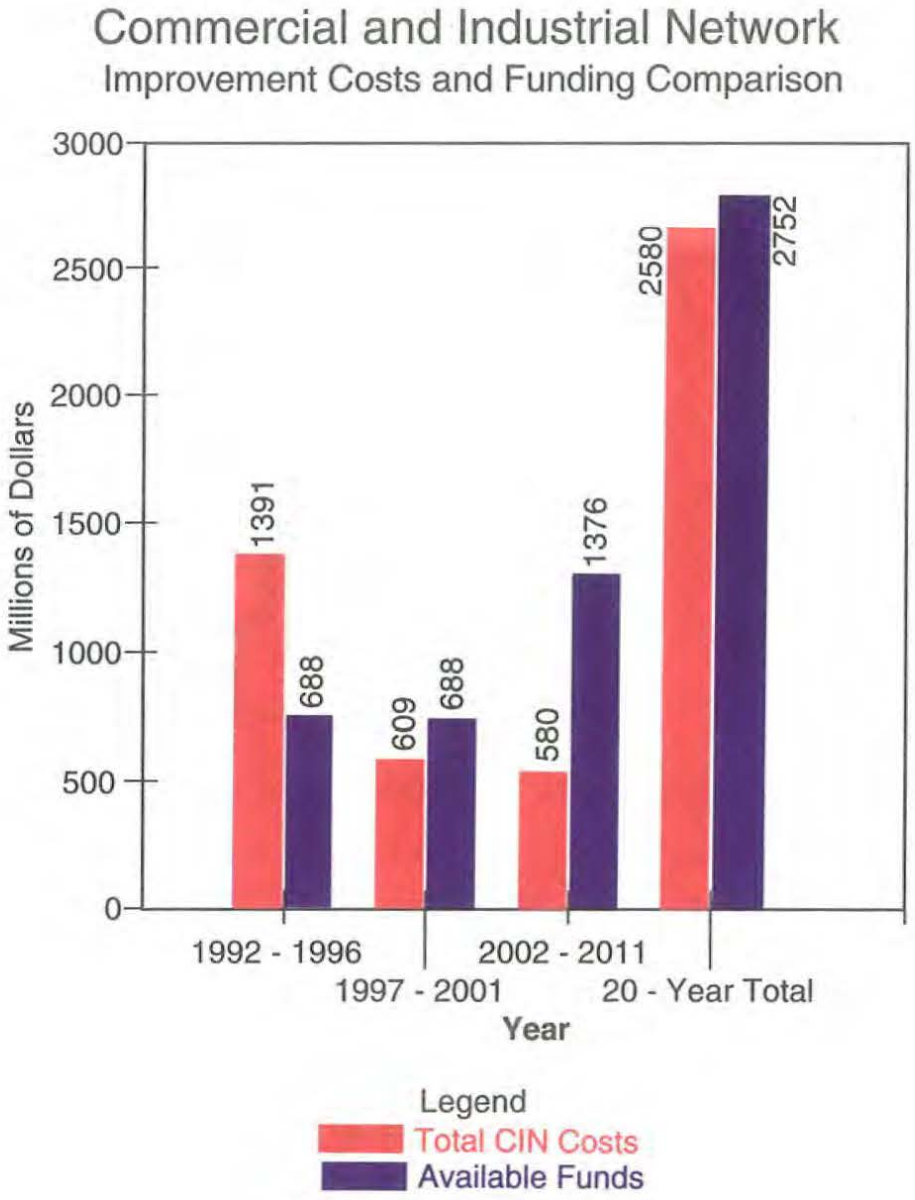


**Chart D**

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# Improvement Prioritization Summary

1992 $ (in 1000's)

Technical need assessment.
Does not imply funding commitment.

Work Type Code:
1-Capacity
2-Construction/Reconstruction
3-Resurface
4-Bypass

Programming Status Code:
1-In 1991-1995 Program
2-In Planning Section of 1991-1995 Program
3-In Recommended 1992-1996 Program
4-In Planning Section of Recommended 1992-1996 Program
5-Not Programmed

| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Sioux City Bypass | 1 | US 75 | 6.50 | $23,800 | | 4 | | | | 1 | |
| Sioux City Bypass to Merrill | 1 | US 75 | 11.94 | $22,300 | | 2 | | | | 2 | |
| Merrill to Le Mars Bypass | 1 | US 75 | 3.13 | $1,400 | | 3 | | | | 2 | |
| Le Mars Bypass | 1 | US 75 | 4.25 | | | | $11,200 | | 4 | 2 | |
| | | | | | $47,500 | | | $11,200 | | | $58,700 |
| Le Mars to Sheldon | 2 | IA 60 | 32.33 | | | | $23,400 | | 2 | 2 | |
| Le Mars to Sheldon | 2 | IA 60 | 32.33 | | | | $20,800 | | 1 | 2 | |
| | | | | | | | | $44,200 | | | $44,200 |
| Sheldon to Sibley | 3 | IA 60 | 15.68 | | | | | | | 5 | |
| Sibley to MN State Line | 3 | IA 60 | 7.70 | | | | | | | 5 | |
| MO State Line to Shambaugh | 4 | US 71 | 5.76 | | | | | | | 5 | |
| Shambaugh to Clarinda | 4 | US 71 | 5.11 | | | | $700 | | 3 | 1 | |
| Clarinda to Villisca | 4 | US 71 | 15.28 | | | | $2,000 | | 3 | 1 | |
| Villisca to US 34 | 4 | US 71 | 3.52 | | | | | | | 5 | |
| | | | | | | | | $2,700 | | | $2,700 |
| US 34 to Atlantic | 5 | US 71 | 29.47 | $4,200 | | 3 | | | | 5 | |
| Atlantic to I-80 | 5 | US 71 | 8.45 | | | | | | | | 5 |
| | | | | | $4,200 | | | | | | $4,200 |
| I-80 to Carroll | 6 | US 71 | 44.25 | $34,900 | | 2 | | | | 1 | |
| | | | | | $34,900 | | | | | | $34,900 |

Technical need assessment.
Does not imply funding commitment.

1992 $ (in 1000's)

Work Type Code:
1-Capacity
2-Construction/Reconstruction
3-Resurface
4-Bypass

Programming Status Code:
1-In 1991-1995 Program
2-In Planning Section of 1991-1995 Program
3-In Recommended 1992-1996 Program
4-In Planning Section of Recommended 1992-1996 Program
5-Not Programmed

| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Carroll to IA 217 (Seg. 2) | 7 | US 71 | 7.46 | $5,600 | | 2 | | | | 5 | |
| IA 217 to E IA 175 | 7 | US 71 | 4.97 | | | | $3,700 | | 2 | 5 | |
| E Jct IA 175 to W Jct IA 175 | 7 | US 71 | 17.67 | | | | | | | 5 | |
| W Jct IA 175 to S Jct US 20 | 7 | US 71 | 7.57 | | | | $5,700 | | 2 | 5 | |
| S Jct US 20 to N Jct US 20 | 7 | US 71 | 3.54 | $2,700 | | 2 | | | | 1 | |
| | | | | | $8,300 | | | $9,400 | | | |
| N Jct US 20 to Storm Lake Bypass | 8 | US 71 | 9.48 | $8,200 | | 2 | | | | 5 | |
| Storm Lake Bypass | 8 | US 71 | 7.50 | $7,900 | | 4 | | | | 1 | |
| Storm Lake Bypass to IA 3 | 8 | US 71 | 2.12 | $300 | | 3 | | | | 5 | |
| IA 3 to N Jct IA 10 | 8 | US 71 | 12.14 | | | | | | | 5 | |
| N Jct IA 10 to Spencer Bypass | 8 | US 71 | 12.63 | $9,400 | | 2 | | | | 1 | |
| Spencer Bypass | 8 | US 71 | 7.71 | $16,200 | | 4 | | | | 1 | |
| | | | | | $42,000 | | | | | | $42,000 |
| Spencer Bypass | 9 | US 71 | 9.94 | | | | | | | 1 | |
| Milford to Arnolds Park | 9 | US 71 | 3.12 | $4,600 | | 1 | | | | 1 | |
| Arnolds Park to W Jct IA 9 | 9 | US 71 | 3.97 | $3,000 | | 2 | | | | 1 | |
| Arnolds Park to W Jct IA 9 | 9 | US 71 | 3.97 | $5,800 | | 1 | | | | 1 | |
| W Jct IA 9 to MN State Line | 9 | US 71 | 11.89 | | | | | | | 5 | |
| | | | | | $13,400 | | | | | | $13,400 |
| I-35/80 to IA 17 | 10 | IA 141 | 8.41 | | | | $1,800 | | 3 | 5 | |
| IA 17 to IA 210 | 10 | IA 141 | 8.60 | $9,000 | | 1 | $1,400 | | 3 | 1 | |
| IA 210 to US 169 | 10 | IA 141 | 5.47 | $6,200 | | 1 | | | | 1 | |
| US 169 to E Jct US 30 | 10 | US 169 | 13.45 | | | | | | | 5 | |
| | | | | | $15,200 | | | $3,200 | | | $18,400 |

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1992 $ (in 1000's)

Work Type Code:
1-Capacity
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3-Resurface
4-Bypass

Programming Status Code:
1-In 1991-1995 Program
2-In Planning Section of 1991-1995 Program
3-In Recommended 1992-1996 Program
4-In Planning Section of Recommended 1992-1996 Program
5-Not Programmed

| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| US 30 to E Jct IA 175 | 11 | US 169 | 16.10 | | | | | | | 1 | |
| E Jct IA 175 to W Jct IA 175 | 11 | US 169 | 3.82 | $2,800 | | 2 | | | | 1 | |
| W Jct IA 175 to US 20 | 11 | US 169 | 11.02 | $10,600 | | 2 | | | | 1 | |
| US 20 to Ft. Dodge | 11 | US 169 | 3.71 | | | | | | | 5 | |
| | | | | | $13,400 | | | | | | $13,400 |
| Ft. Dodge to US 18 | 12 | US 169 | 42.77 | | | | | | | 1 | |
| MO State Line to E Jct IA 2 | 13 | US 63 | 15.18 | | | | | | | 5 | |
| E Jct IA 2 to US 34 | 13 | US 63 | 18.58 | | | | $13,500 | | 1 | 2 | |
| | | | | | | | | $13,500 | | | $13,500 |
| Relocated US 65 to IA 316 | 14 | IA 163 | 6.18 | | | | | | | 5 | |
| IA 316 to Prairie City Bypass | 14 | IA 163 | 4.41 | $6,700 | | 1 | | | | 1 | |
| IA 316 to Prairie City Bypass | 14 | IA 163 | 4.41 | $3,300 | | 2 | | | | 1 | |
| Prairie City Bypass | 14 | IA 163 | 3.48 | $9,000 | | 4 | | | | 1 | |
| Prairie City to Monroe Bypass | 14 | IA 163 | 4.70 | $3,600 | | 1 | | | | 1 | |
| Prairie City to Monroe Bypass | 14 | IA 163 | 4.70 | $3,500 | | 2 | | | | 1 | |
| Monroe Bypass | 14 | IA 163 | 3.96 | $9,200 | | 4 | | | | 3 | |
| Monroe Bypass to Otley Bypass | 14 | IA 163 | 2.62 | $3,100 | | 1 | | | | 1 | |
| Monroe Bypass to Otley Bypass | 14 | IA 163 | 2.62 | $1,900 | | 2 | | | | 1 | |
| Otley Bypass | 14 | IA 163 | 2.14 | $3,700 | | 4 | | | | 3 | |
| Otley Bypass to Pella Bypass | 14 | IA 163 | 4.81 | $5,600 | | 1 | | | | 1 | |
| Otley Bypass to Pella Bypass | 14 | IA 163 | 4.81 | $3,400 | | 2 | | | | 1 | |
| Pella Bypass | 14 | IA 163 | 3.84 | $9,300 | | 4 | | | | 1 | |
| | | | | | $62,300 | | | | | | $62,300 |

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4-Bypass

Programming Status Code:
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2-In Planning Section of 1991-1995 Program
3-In Recommended 1992-1996 Program
4-In Planning Section of Recommended 1992-1996 Program
5-Not Programmed

| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Pella Bypass to Oskaloosa Bypass | 15 | IA 163 | 14.05 | $20,100 | | 1 | | | | 1 | |
| Pella Bypass to Oskaloosa Bypass | 15 | IA 163 | 14.05 | $10,500 | | 2 | | | | 1 | |
| Oskaloosa Bypass | 15 | IA 163 | 6.50 | $7,900 | | 4 | | | | 1 | |
| Oskaloosa Bypass to Eddyville | 15 | IA 137 | 5.60 | $6,500 | | 1 | | | | 1 | |
| Oskaloosa Bypass to Eddyville | 15 | IA 137 | 5.60 | $4,200 | | 2 | | | | 1 | |
| Eddyville Bypass | 15 | IA 137 | 3.20 | $5,300 | | 4 | | | | 1 | |
| Eddyville Bypass to Relocated IA 23 | 15 | IA 23 | 5.20 | $5,900 | | 1 | | | | 1 | |
| Eddyville Bypass to Relocated IA 23 | 15 | IA 23 | 5.20 | $3,900 | | 2 | | | | 1 | |
| Relocated IA 23 to IA 389/US 63 | 15 | IA 23 | 5.70 | $7,500 | | 1 | | | | 1 | |
| Relocated IA 23 to IA 389/US 63 | 15 | IA 23 | 1.25 | $4,200 | | 2 | | | | 1 | |
| IA 389/US 63 to Ottumwa (US 34) | 15 | US 63 | 5.91 | | | | | | | 5 | |
| | | | | | $76,000 | | | | | | $76,000 |
| I-80 to End Existing 4 -lane | 16 | US 65 | 4.41 | $3,400 | | 2 | | | | 5 | |
| Begin 2-lane - IA 931 | 16 | US 65 | 2.11 | $3,600 | | 1 | | | | 5 | |
| IA 931 to IA 117/330 | 16 | US 65 | 7.28 | $6,400 | | 1 | | | | 5 | |
| IA 931 to IA 117/330 | 16 | US 65 | 7.28 | $4,200 | | 2 | | | | 5 | |
| IA 330 to US 30 | 16 | IA 330 | 20.31 | | | | | | | 5 | |
| | | | | | $17,600 | | | | | | $17,600 |
| US 30 to Albion Bypass | 17 | IA 330 | 6.89 | | | | $5,800 | | 2 | 2 | |
| Albion Bypass | 17 | IA 330 | 1.80 | | | | $2,100 | | 4 | 2 | |
| Albion Bypass to IA 14 | 17 | IA 330 | 4.44 | | | | $3,600 | | 2 | 2 | |
| IA 330 to Grundy Center Bypass | 17 | IA 14 | 22.12 | | | | $6,500 | | 2 | 5 | |
| Grundy Center Bypass | 17 | IA 14 | 1.75 | | | | $2,500 | | 4 | 5 | |
| Grundy Center Bypass to US 20 | 17 | IA 14 | 6.63 | | | | | | | 5 | |
| | | | | | | | | $20,500 | | | $20,500 |

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3-In Recommended 1992-1996 Program
4-In Planning Section of Recommended 1992-1996 Program
5-Not Programmed

| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MO State Line to US 218/Bypass | 18 | IA394 | 10.67 | | | | $2,700 | | 2 | 2 | |
| MO State Line to US 218/Bypass | 18 | IA394 | 10.67 | | | | $13,200 | | 1 | 2 | |
| Donnellson Bypass | 18 | US218 | 2.72 | | | | $5,300 | | 4 | 2 | |
| Donnellson Bypass to Co Rd J20 | 18 | US218 | 13.30 | | | | $9,800 | | 1 | 2 | |
| Co Rd J20 to Mt. Pleasant Bypass | 18 | US218 | 6.83 | $5,300 | | 1 | | | | 2 | |
| Mt. Pleasant Bypass to US 34 | 18 | US218 | 1.54 | $400 | | 3 | | | | 2 | |
| | | | | | $5,700 | | | $31,000 | | | $36,700 |
| Mt. Pleasant Bypass | 19 | US218 | 6.24 | $15,600 | | 4 | | | | 2 | |
| Mt. Pleasant Bypass to Olds Bypass | 19 | US218 | 6.53 | $5,200 | | 1 | | | | 1 | |
| Olds-Swedesburg Bypass | 19 | US218 | 4.58 | $8,800 | | 4 | | | | 1 | |
| Crawfordsville Bypass | 19 | US218 | 6.33 | $13,000 | | 4 | | | | 1 | |
| Crawfordsville Bypass to IA 22 | 19 | US218 | 19.36 | $24,300 | | 1 | | | | 1 | |
| IA 22 to I-80 | 19 | US218 | 16.10 | | | | | | | 5 | |
| | | | | | $66,900 | | | | | | $66,900 |
| I-380 to Janesville Bypass | 20 | US218 | 13.01 | $59,700 | | 1 | | | | 1 | |
| Janesville Bypass | 20 | US218 | 1.80 | $6,100 | | 4 | | | | 1 | |
| Janesville Bypass to Waverly Bypass | 20 | US218 | 4.30 | $6,000 | | 1 | | | | 1 | |
| Janesville Bypass to Waverly Bypass | 20 | US218 | 4.30 | $3,200 | | 2 | | | | 1 | |
| Waverly Bypass | 20 | US218 | 5.14 | $12,400 | | 4 | | | | 1 | |
| Waverly Bypass to Charles City | 20 | US218 | 19.99 | | | | $31,600 | | 1 | 1 | |
| Charles City Bypass | 20 | US218 | 10.17 | | | | $22,000 | | 4 | 1 | |
| | | | | | $87,400 | | | $53,600 | | | $141,000 |
| Waterloo to Denver Bypass | 21 | US63 | 12.70 | | | | | | | 2 | |
| Denver Bypass | 21 | US63 | 0.98 | $4,200 | | 4 | | | | 1 | |
| Denver Bypass to IA 3 | 21 | US63 | 2.51 | $2,000 | | 1 | | | | 1 | |
| IA 3 to New Hampton Bypass | 21 | US63 | 23.63 | | | | | | | 2 | |
| New Hampton Bypass | 21 | US63 | 2.50 | | | 4 | $4,200 | | 4 | 4 | |
| | | | | | $6,200 | | | $4,200 | | | $10,400 |

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2-In Planning Section of 1991-1995 Program
3-In Recommended 1992-1996 Program
4-In Planning Section of Recommended 1992-1996 Program
5-Not Programmed

| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| New Hampton Bypass to IA 9 | 22 | US 63 | 21.52 | | | | | | | 2 | |
| IA 9 to MN State Line | 22 | US 63 | 10.70 | $5,500 | | 2 | | | | 1 | |
| | | | | | $5,500 | | | | | | $5,500 |
| MO State Line to S Jct US 218 | 23 | US 61 | 3.87 | $8,000 | | 1 | $500 | | 3 | 5 | |
| S Jct US 218 to Ft. Madison Bypass | 23 | US 61 | 14.71 | $18,200 | | 1 | | | | 1 | |
| S Jct US 218 to Ft. Madison Bypass | 23 | US 61 | 14.71 | $2,000 | | 3 | | | | 1 | |
| Ft. Madison Bypass | 23 | US 61 | 9.00 | | | | $23,900 | | 4 | 5 | |
| Ft. Madison Bypass to Burlington | 23 | US 61 | 13.33 | $8,600 | | 1 | | | | 1 | |
| Ft. Madison Bypass to Burlington | 23 | US 61 | 13.33 | $5,500 | | 2 | | | | 1 | |
| | | | | | $42,300 | | | $24,400 | | | $66,700 |
| Burlington to Mediapolis | 24 | US 61 | 13.09 | $12,600 | | 1 | | | | 2 | |
| Mediapolis to Wapello | 24 | US 61 | 12.08 | $7,500 | | 2 | | | | 1 | |
| Mediapolis to Wapello | 24 | US 61 | 12.08 | $8,700 | | 1 | | | | 2 | |
| Wapello to S Jct IA 92 | 24 | US 61 | 7.40 | $4,900 | | 2 | | | | 1 | |
| Wapello to S Jct IA 92 | 24 | US 61 | 7.40 | $6,500 | | 1 | | | | 2 | |
| | | | | | $40,200 | | | | | | $40,200 |
| S Jct IA 92 to IA 305 | 25 | US 61 | 3.08 | $1,400 | | 2 | $3,100 | | 1 | 1 | |
| IA 305 to Muscatine Bypass | 25 | US 61 | 8.53 | $8,000 | | 1 | | | | 3 | |
| IA 305 to Muscatine Bypass | 25 | US 61 | 8.53 | $5,800 | | 2 | | | | 3 | |
| Muscatine Bypass | 25 | US 61 | 7.15 | | | | | | | 5 | |
| Muscatine Bypass to Blue Grass | 25 | US 61 | 15.06 | $23,300 | | 1 | | | | 1 | |
| Muscatine Bypass to Blue Grass | 25 | US 61 | 15.06 | $3,000 | | 3 | | | | 1 | |
| Blue Grass to I-280 | 25 | US 61 | 5.32 | $7,100 | | 1 | | | | 1 | |
| Blue Grass to I-280 | 25 | US 61 | 5.32 | $3,300 | | 2 | | | | 1 | |
| | | | | | $51,900 | | | $3,100 | | | $55,000 |

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Work Type Code:
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4-Bypass

Programming Status Code:
1-In 1991-1995 Program
2-In Planning Section of 1991-1995 Program
3-In Recommended 1992-1996 Program
4-In Planning Section of Recommended 1992-1996 Program
5-Not Programmed

| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| I-80 (Davenport) to N Jct US 30 | 26 | US 61 | 15.98 | | | | | | | 5 | |
| N Jct US 30 to IA 956 | 27 | US 61 | 3.00 | | | | | | | 5 | |
| IA 956 to IA 136 | 27 | US 61 | 10.68 | $15,600 | | 1 | | | | 1 | |
| IA 956 to IA 136 | 27 | US 61 | 10.68 | $1,800 | | 3 | | | | 1 | |
| IA 136 to NCL Maquoketa | 27 | US 61 | 5.75 | $8,900 | | 1 | | | | 1 | |
| IA 136 to NCL Maquoketa | 27 | US 61 | 5.75 | $3,400 | | 2 | | | | 1 | |
| NCL Maquoketa to Zwingle SCL | 27 | US 61 | 15.65 | $28,000 | | 1 | $3,100 | | 3 | 1 | |
| SCL Zwingle to US 151 | 27 | US 61 | 8.40 | $19,200 | | 1 | | | | 1 | |
| US 151 to US 20 | 27 | US 61 | 4.55 | | | | | | | 5 | |
| US 20 to Mississippi River | 27 | US 61 | 3.56 | $25,100 | | 1 | | | | 1 | |
| | | | | | $102,000 | | | $3,100 | | | $105,100 |
| US 20 to Jct IA 3/US 52 | 28 | IA 136 | 10.16 | $1,900 | | 3 | | | | 1 | |
| Jct IA 3 to S Jct US 18 | 28 | US 52 | 33.69 | | | | | | | 5 | |
| | | | | | $1,900 | | | | | | $1,900 |
| N Jct US 18 to Jct IA 150/24 | 29 | US 52 | 16.80 | | | | | | | 5 | |
| Jct IA 150 to MN State Line | 29 | US 52 | 25.10 | | | | $3,200 | | 3 | 5 | |
| | | | | | | | | $3,200 | | | $3,200 |
| I-29 to E Jct US 275 | 30 | US 34 | 8.31 | $2,300 | | 3 | | | | 5 | |
| US 275 to IA 41 | 30 | US 34 | 4.51 | | | | $3,200 | 1 | | 2 | |
| IA 41 to IA 48 | 30 | US 34 | 18.46 | | | | $2,600 | 3 | | 2 | |
| IA 48 to US 71 | 30 | US 34 | 13.70 | | | | | | | 5 | |
| | | | | | $2,300 | | | $5,800 | | | $8,100 |
| US 71 to W Jct IA 25 | 31 | US 34 | 26.97 | | | | | | | 5 | |
| W Jct IA 25 to SCL Creston | 31 | US 34 | 6.84 | $5,400 | | 2 | | | | 5 | |
| | | | | | $5,400 | | | | | | $5,400 |

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4-Bypass

Programming Status Code:
1-In 1991-1995 Program
2-In Planning Section of 1991-1995 Program
3-In Recommended 1992-1996 Program
4-In Planning Section of Recommended 1992-1996 Program
5-Not Programmed

| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SCL Creston to W Jct US 169 | 32 | US 34 | 10.25 | $1,900 | | 3 | | | | 5 | |
| W Jct US 169 to E Jct US 169 | 32 | US 34 | 6.20 | | | | | | | 5 | |
| E Jct US 169 to I-35 | 32 | US 34 | 15.12 | $2,000 | | 3 | | | | 1 | |
| | | | | | $3,900 | | | | | | $3,900 |
| I-35 to Jct IA 14 | 33 | US 34 | 26.21 | | | | | | | 1 | |
| IA 14 to IA 97 | 34 | US 34 | 6.05 | | | | | | | 1 | |
| IA 97 to IA 68 | 34 | US 34 | 7.18 | $5,700 | | 2 | | | | 1 | |
| IA 68 to IA 5 | 34 | US 34 | 13.23 | $1,800 | | 3 | | | | 5 | |
| IA 5 to Wapello County | 34 | US 34 | 8.87 | | | | $1,200 | | 3 | 1 | |
| Wapello County to W Jct US 63 | 34 | US 34 | 11.58 | | | | | | | 5 | |
| | | | | | $7,500 | | | $1,200 | | | $8,700 |
| W Jct US 63 to ECL Ottumwa | 35 | US 34 | 3.50 | | | | | | | 1 | |
| ECL Ottumwa to WCL Agency | 35 | US 34 | 3.24 | $1,000 | | 3 | | | | 1 | |
| Agency Bypass | 35 | US 34 | 2.00 | | | | $3,000 | | 4 | 5 | |
| ECL Agency to Jct IA 16 | 35 | US 34 | 3.30 | $2,300 | | 1 | | | | 2 | |
| ECL Agency to Jct IA 16 | 35 | US 34 | 3.30 | $2,500 | | 2 | | | | 2 | |
| Jct IA 16 to WCL Batavia | 35 | US 34 | 3.33 | $2,400 | | 1 | | | | 2 | |
| Jct IA 16 to WCL Batavia | 35 | US 34 | 3.33 | $2,500 | | 2 | | | | 2 | |
| WCL Batavia to NCL Batavia | 35 | US 34 | 0.53 | $800 | | 1 | | | | 2 | |
| WCL Batavia to NCL Batavia | 35 | US 34 | 0.53 | $100 | | 3 | | | | 2 | |
| NCL Batavia to Co Rd V64 | 35 | US 34 | 6.54 | $4,700 | | 1 | $1,400 | | 3 | 2 | |
| Co Rd V64 to WCL Fairfield | 35 | US 34 | 2.24 | $1,600 | | 1 | $500 | | 3 | 2 | |
| Fairfield Bypass | 35 | US 34 | 10.30 | | | | $12,600 | | 4 | 2 | |
| ECL Fairfield to 6.85 miles east | 35 | US 34 | 6.85 | $1,400 | | 3 | | | | 1 | |
| ECL Fairfield to 6.85 miles east | 35 | US 34 | 6.85 | | | | $4,900 | | 1 | 2 | |
| 10.45 miles west to Co Rd W55 | 35 | US 34 | 10.45 | $2,000 | | 3 | | | | 5 | |

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2-In Planning Section of 1991-1995 Program
3-In Recommended 1992-1996 Program
4-In Planning Section of Recommended 1992-1996 Program
5-Not Programmed

| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 10.45 miles west to Co Rd W55 | 35 | US 34 | 10.45 | | | | $7,500 | | 1 | 2 | |
| Co Rd W55 to WCL Mt. Pleasant | 35 | US 34 | 2.29 | | | | $1,500 | | 1 | 5 | |
| WCL Mt. Pleasant to Jct US 218 | 35 | US 34 | 2.04 | | | | | | | 3 | |
| | | | | | $21,300 | | | $31,400 | | | $52,700 |
| Mt. Pleasant Bypass | 36 | US 34 | 9.00 | $19,700 | | 4 | | | | 3 | |
| ECL Mt. Pleasant to WCL New London | 36 | US 34 | 6.00 | $1,100 | | 3 | | | | 3 | |
| ECL Mt. Pleasant to WCL New London | 36 | US 34 | 6.00 | $4,300 | | 1 | | | | 3 | |
| New London Bypass | 36 | US 34 | 3.00 | | | | $6,400 | | 4 | 3 | |
| ECL New London to WCL Danville | 36 | US 34 | 5.24 | | | | $3,800 | | 1 | 3 | |
| Danville Bypass | 36 | US 34 | 1.00 | | | | $10,800 | | 4 | 3 | |
| ECL Danville to WCL Middletown | 36 | US 34 | 3.24 | | | | $2,300 | | 1 | 3 | |
| Middletown Bypass | 36 | US 34 | 0.80 | | | | $1,300 | | 4 | 3 | |
| WCL New London to ECL New London | 36 | US 34 | 1.05 | | | | | | | 3 | |
| ECL Middletown to WCL W Burlington | 36 | US 34 | 2.23 | $1,300 | | 2 | | | | 3 | |
| ECL Middletown to WCL W Burlington | 36 | US 34 | 2.23 | $300 | | 3 | | | | 3 | |
| WCL W Burlington to Miss River | 36 | US 34 | 6.20 | | | | | | | 1 | |
| | | | | | $26,700 | | | $24,600 | | | $51,300 |
| NE State Line to I-29 | 37 | US 30 | 9.22 | | | | | | | 1 | |
| I-29 Interchange to Mo Valley Bypass | 38 | US 30 | 0.31 | | | | | | | 5 | |
| Missouri Valley Bypass | 38 | US 30 | 4.86 | $12,100 | | 4 | | | | 1 | |
| Missouri Valley Bypass to WCL Logan | 38 | US 30 | 6.82 | $5,100 | | 2 | | | | 5 | |
| WCL Logan to Jct IA 44 | 38 | US 30 | 4.76 | | | | | | | 5 | |
| Jct IA 44 to SCL Woodbine | 38 | US 30 | 4.46 | $3,400 | | 2 | | | | 5 | |
| SCL Woodbine to ECL Arion | 38 | US 30 | 20.71 | | | | | | | 1 | |
| ECL Arion to WCL Denison | 38 | US 30 | 5.29 | $2,300 | | 3 | | | | 1 | |
| WCL Denison to S Jct US 59 | 38 | US 30 | 0.31 | | | | | | | 1 | |
| | | | | | $22,900 | | | | | | $22,900 |

Technical need assessment.
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1992 $ (in 1000's)

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4-Bypass

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2-In Planning Section of 1991-1995 Program
3-In Recommended 1992-1996 Program
4-In Planning Section of Recommended 1992-1996 Program
5-Not Programmed

| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Denison Bypass | 39 | US 30 | 2.85 | | | | $10,500 | | 4 | 4 | |
| ECL Denison to Carroll County | 39 | US 30 | 8.46 | $6,300 | | 2 | | | | 1 | |
| County Line to Carroll Bypass | 39 | US 30 | 10.26 | $8,800 | | 2 | $4,800 | | 1 | 1 | |
| | | | | | $15,100 | | | $15,300 | | | $30,400 |
| Carroll Bypass | 40 | US 30 | 8.88 | | | | $21,300 | | 4 | 2 | |
| Carroll Bypass to IA 286 | 40 | US 30 | 5.75 | $4,000 | | 2 | $6,900 | | 1 | 4 | |
| Jct IA 286 to ECL Ralston | 40 | US 30 | 6.75 | | | | | | | 5 | |
| ECL Ralston to IA 25 | 40 | US 30 | 3.05 | $400 | | 3 | | | | 5 | |
| Jct IA 25 to W Jct US 169 | 40 | US 30 | 23.04 | | | | | | | 5 | |
| | | | | | $4,400 | | | $28,200 | | | $32,600 |
| W Jct US 169 to I-35 | 41 | US 30 | 28.30 | $8,800 | | 3 | | | | 5 | |
| | | | | | $8,800 | | | | | | $8,800 |
| I-35 to Jct US 65 | 42 | US 30 | 13.53 | $1,200 | | 3 | | | | 5 | |
| I-35 to Jct US 65 | 42 | US 30 | 13.53 | $10,700 | | 1 | | | | 1 | |
| Jct US 65 to Marshall County Line | 42 | US 30 | 4.00 | $800 | | 3 | | | | 5 | |
| Jct US 65 to Marshall County Line | 42 | US 30 | 4.00 | $2,900 | | 1 | | | | 2 | |
| Story County Line to Jct IA 234 | 42 | US 30 | 3.43 | $700 | | 3 | | | | 5 | |
| Story County Line to Jct IA 234 | 42 | US 30 | 3.43 | $2,500 | | 1 | | | | 2 | |
| Jct IA 234 to IA 330 (Reloc. US 30) | 42 | US 30 | 7.45 | $1,400 | | 3 | | | | 5 | |
| Jct IA 234 to IA 330 (Reloc. US 30) | 42 | US 30 | 7.45 | $4,800 | | 1 | | | | 2 | |
| | | | | | $25,000 | | | | | | $25,000 |
| Marshalltown Bypass | 43 | US 30 | 12.50 | $27,000 | | 4 | | | | 1 | |
| M'town Bypass to Le Grand Bypass | 43 | US 30 | 6.19 | $4,600 | | 1 | | | | 3 | |
| M'town Bypass to Le Grand Bypass | 43 | US 30 | 6.19 | $1,200 | | 3 | | | | 3 | |
| Le Grand Bypass | 43 | US 30 | 1.50 | $3,400 | | 4 | | | | 3 | |
| Le Grand Bypass to Toledo Bypass | 43 | US 30 | 9.10 | $6,900 | | 1 | | | | 3 | |
| Le Grand Bypass to Toledo Bypass | 43 | US 30 | 9.10 | $1,700 | | 3 | | | | 3 | |
| | | | | | $44,800 | | | | | | $44,80 |

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| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Tama-Toledo Bypass | 44 | US 30 | 8.50 | | | | $17,000 | | 4 | 3 | |
| Tama-Toledo Bypass to IA 287 | 44 | US 30 | 28.28 | | | | | | | 2 | |
| IA 287 to Relocated US 30 | 44 | US 30 | 8.52 | $11,300 | | 1 | | | | 1 | |
| Relocated US 30 to I-380 | 44 | US 30 | 7.49 | | | | | | | 5 | |
| | | | | | $11,300 | | | $17,000 | | | $28,300 |
| I-380 to IA 13 | 45 | US 30 | 6.60 | $2,400 | | 3 | | | | 5 | |
| IA 13 to Lisbon | 45 | US 30 | 8.48 | $12,600 | | 1 | | | | 1 | |
| IA 13 to Lisbon | 45 | US 30 | 8.48 | $1,600 | | 3 | | | | 5 | |
| ECL Lisbon to WCL Mechanicsville | 45 | US 30 | 6.19 | $4,600 | | 2 | $4,500 | | 1 | 5 | |
| WCL Mechanicsville to WCL Clarence | 45 | US 30 | 10.27 | $8,400 | | 2 | | | | 5 | |
| WCL Clarence to ECL Clarence | 45 | US 30 | 1.27 | | | | | | | 5 | |
| ECL Clarence to WCL Wheatland | 45 | US 30 | 11.10 | $2,100 | | 3 | | | | 5 | |
| WCL Wheatland to ECL Grand Mound | 45 | US 30 | 10.56 | | | | | | | 5 | |
| ECL Grand Mound to N Jct US 61 | 45 | US 30 | 3.85 | | | | $2,900 | | 1 | 5 | |
| | | | | | $31,700 | | | $7,400 | | | $39,100 |
| S Jct US 61 to WCL Clinton | 46 | US 30 | 11.55 | | | | | | | 5 | |
| WCL Clinton to Miss River Bridge | 46 | US 30 | 9.01 | $1,900 | | 2 | | | | 5 | |
| | | | | | $1,900 | | | | | | $1,900 |
| US 30 to N Jct US 13 | 47 | US 151 | 7.70 | $7,900 | | 1 | | | | 1 | |
| US 30 to N Jct US 13 | 47 | US 151 | 7.70 | $1,500 | | 3 | | | | 1 | |
| N Jct US 13 to IA 1 | 47 | US 151 | 11.41 | $4,300 | | 1 | | | | 1 | |
| Springville Bypass | 47 | US 151 | 2.33 | $5,200 | | 4 | | | | 5 | |
| IA 1 to Monticello Bypass | 47 | US 151 | 16.08 | $12,300 | | 1 | $5,300 | | 3 | 2 | |
| Monticello Bypass | 47 | US 151 | 2.81 | | | | $11,300 | | 4 | 5 | |
| | | | | | $31,200 | | | $16,600 | | | $47,800 |

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| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Monticello Bypass to Cascade Bypass | 48 | US 151 | 11.34 | | | | $5,100 | | 1 | 2 | |
| IA 38 N to Cascade Bypass | 48 | US 151 | 11.34 | | | | $1,000 | | 3 | 1 | |
| Cascade Bypass | 48 | US 151 | 3.60 | | | | $6,300 | | 4 | 5 | |
| Cascade Bypass to S Jct US 61 | 48 | US 151 | 18.00 | $3,600 | | 3 | $13,400 | | 1 | 2 | |
| | | | | | $3,600 | | | $25,800 | | | $29,400 |
| I-129 to Jct IA 12 | 49 | US 20 | 4.13 | | | | | | | 5 | |
| IA 12 to IA 140 | 49 | US 20 | 12.67 | $5,200 | | 3 | | | | 5 | |
| Jct IA 140 to Four-lane Section | 49 | US 20 | 26.49 | | | | | | | 5 | |
| Four-lane Section to E Jct US 59 | 49 | US 20 | 2.23 | | | | | | | 5 | |
| E Jct US 59 to N Jct US 71 | 49 | US 20 | 18.85 | $11,200 | | 2 | | | | 2 | |
| | | | | | $16,400 | | | | | | $16,400 |
| S Jct US 71 to WCL Sac City | 50 | US 20 | 6.41 | $4,800 | | 2 | | | | 2 | |
| WCL Sac City to ECL Sac City | 50 | US 20 | 2.52 | | | | | | | 2 | |
| ECL Sac City to WCL Rockwell City | 50 | US 20 | 17.19 | | | | $13,700 | | 2 | 2 | |
| WCL to ECL Rockwell City | 50 | US 20 | 2.00 | | | | | | | 2 | |
| ECL Rockwell City to WCL Moorland | 50 | US 20 | 16.23 | $13,100 | | 2 | | | | 2 | |
| WCL Moorland to US 169 | 50 | US 20 | 6.30 | | | | | | | 5 | |
| | | | | | $17,900 | | | $13,700 | | | $31,600 |
| US 169 to I-35 | 51 | US 20 | 32.64 | | | | | | | 5 | |
| I-35 to US 65 | 52 | US 20 | 15.80 | | | | | | | 5 | |
| US 65 to IA 14 | 52 | US 20 | 27.80 | | | | $49,000 | | 2 | 2 | |
| | | | | | | | | $49,000 | | | $49,000 |
| E IA 14 to Beg Div Section W Wat | 53 | US 20 | 12.52 | | | | $9,300 | | 1 | 3 | |
| E IA 14 to Beg Div Section W Wat | 53 | US 20 | 12.52 | $13,300 | | 2 | | | | 3 | |
| Beg Divided Section to I-380 | 53 | US 20 | 11.25 | | | | | | | 5 | |
| | | | | | $13,300 | | | $9,300 | | | $22,600 |

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| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| E Jct I-380 to IA 13 | 54 | US 20 | 36.50 | | | | | | | 5 | |
| IA 13 to ECL Delaware | 55 | US 20 | 7.98 | | | | | | | 5 | |
| ECL Delaware to WCL Dubuque | 55 | US 20 | 32.45 | $11,600 | | 3 | | | | 5 | |
| WCL Dubuque to Grandview Avenue | 55 | US 20 | 2.86 | $8,200 | | 2 | | | | 5 | |
| Grandview Avenue to Miss River | 55 | US 20 | 1.20 | $32,500 | | 2 | | | | 1 | |
| | | | | | $52,300 | | | | | | $52,300 |
| Jct IA 60 to Clay County Line | 56 | US 18 | 23.59 | | | | | | | 5 | |
| O'Brien County Line to N Jct US 71 | 56 | US 18 | 11.82 | $8,800 | | 2 | | | | 5 | |
| | | | | | $8,800 | | | | | | $8,800 |
| S Jct US 71 to ECL Spencer | 57 | US 18 | 1.09 | | | | | | | 5 | |
| ECL Spencer to IA 341 | 57 | US 18 | 11.32 | $2,100 | | 3 | | | | 1 | |
| IA 341 to IA 314 | 57 | US 18 | 3.16 | | | | | | | 5 | |
| IA 314 to WCL Emmetsburg | 57 | US 18 | 6.84 | | | | $1,300 | | 3 | 5 | |
| WCL to ECL Emmetsburg | 57 | US 18 | 2.71 | | | | | | | 5 | |
| ECL Emmetsburg to W Jct IA 15 | 57 | US 18 | 12.99 | $9,700 | | 2 | | | | 1 | |
| W Jct IA 15 to WCL Algona | 57 | US 18 | 8.85 | $1,700 | | 3 | | | | 1 | |
| WCL Algona to US 169 | 57 | US 18 | 1.49 | | | | | | | 5 | |
| | | | | | $13,500 | | | $1,300 | | | $14,800 |
| Jct US 169 to Co Rd P60 | 58 | US 18 | 8.25 | | | | | | | 5 | |
| Co Rd P60 (Sexton) to ECL Garner | 58 | US 18 | 24.68 | $4,800 | | 3 | | | | 5 | |
| ECL Garner to I-35 | 58 | US 18 | 12.32 | | | | | | | 4 | |
| | | | | | $4,800 | | | | | | $4,800 |

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| Roadway Segment | Corridor Number | Route | Mileage | 1992-96 Cost | 1992-96 Total | Work Type | 1997-2001 Cost | 1997-2001 Total | Work Type | Program Status | 10-Year Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| I-35 to S Jct US 218 | 59 | US 18 | 37.21 | $5,100 | | 3 | | | | 5 | |
| I-35 to Rudd (Mason City Bypass) | 59 | US 18 | 24.58 | | | | $48,000 | | 1 | 3 | |
| | | | | | $5,100 | | | $48,000 | | | $53,100 |
| S Jct US 218 to N Jct US 63 | 60 | US 18 | 18.43 | | | | | | | 5 | |
| S Jct US 63 to ECL Fredericksburg | 61 | US 18 | 6.45 | | | | | | | 5 | |
| ECL Fredericksburg to WCL W. Union | 61 | US 18 | 18.55 | | | | $3,500 | | 3 | 5 | |
| WCL to ECL West Union | 61 | US 18 | 1.26 | | | | | | | 5 | |
| ECL West Union to W Jct US 52 | 61 | US 18 | 15.84 | $11,800 | | 2 | | | | 5 | |
| | | | | | $11,800 | | | $3,500 | | | $15,300 |
| W Jct US 52 to SCL Postville | 62 | US 18 | 1.52 | | | | | | | 5 | |
| Allamakee County Line to Jct IA 76 | 62 | US 18 | 19.23 | | | | $3,700 | | 3 | 5 | |
| E Jct IA 76 to Mainline Bridge | 62 | US 18 | 3.82 | | | | | | | 5 | |
| | | | | | | | | $3,700 | | | $3,700 |
| I-80 to IA 163 | 63 | US 65 | 4.40 | $19,500 | | 4 | | | | 1 | |
| IA 163 to US 65/69 | 63 | US 65 | 9.50 | $33,800 | | 4 | | | | 1 | |
| Jct US 65/69 to I-35 | 63 | US 65/IA 5 | 10.97 | | | | | | 4 | | |
| | | | | | $53,300 | | | | | | $53,300 |
| **Subtotal** | | | | | **$1,209,800** | | | **$529,100** | | | **$1,738,900** |
| **Engineering** | | | | | **$181,500** | | | **$79,400** | | | **$260,900** |
| **TOTAL** | | | | | **$1,391,300** | | | $608,500 | | | **$1,999,800** |