



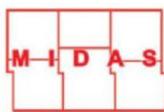
# Long Range Transportation Plan



**2012 - 2032**

## Region V

Developed by MIDAS Council of Governments



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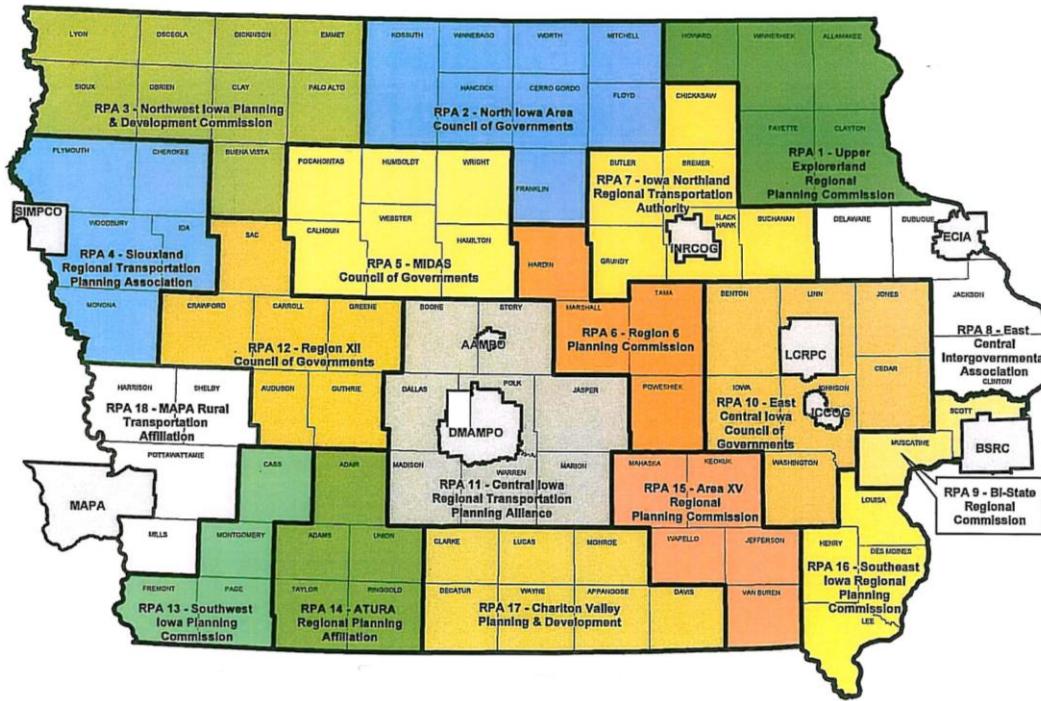


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## PLANNING PROCESS

In 1993, the Iowa Transportation Commission (Commission) adopted a new planning process patterned after the MPOs that created the regional planning affiliations (RPAs). In 1997 with the passage of Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), the Commission reaffirmed its commitment to this regional transportation planning and programming process and this commitment was also included in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Currently there are 17 RPAs in Iowa, see RPA map below.



Each RPA has established a technical advisory committee and a policy board for guiding the planning and programming process in the region. The technical committee offers technical input to the policy board that is responsible for approving the planning and programming efforts in the region.

The Region V Transportation Advisory Committee (TAC) consists of a representative from each of the six counties, and a representative from the two cities in the region with a population over 5,000 which include Fort Dodge, and Webster City. Representatives from the Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration are also invited to TAC meetings as non-voting members. The Region V TAC meets as needed but at least two times per year. The TAC makes recommendations to the MIDAS Executive Committee.

The Region V Policy Board is the MIDAS Executive Committee. There are 18 voting members and various alternates on the board whose membership is made of three members from each county. These three members represent the county, cities in the county and economic development interests in the county. The MIDAS Executive Board meets monthly. The MIDAS Board has final say in the LRTP before it is forwarded to the IDOT.

The following are the members of the Region V SAFETEA-LU TAC:

NAME	TITLE	AGENCY REPRESENTING
Ron Haden	County Engineer	Calhoun County
Dan Waid	County Engineer	Hamilton County
Paul Jacobson	County Engineer	Humboldt County
Jack Moellering	County Engineer	Pocahontas County
Randy Will	County Engineer	Webster County
Adam Clemons	County Engineer	Wright County
Chad Schaeffer	City Engineer	City of Fort Dodge
Kent Harfst	Asst. City Manager	City of Webster City

The following are the members of the MIDAS Executive Board:

NAME	TITLE	AGNEYCY
Scott Jacobs	County Supervisor	Calhoun County
County's cities rep	Vacant	
Pam Meeder	Executive Director	Calhoun County Economic Dev.
Wesley Sweedler	County Supervisor	Hamilton County
Rachel Cahill	City Administrator	City of Stratford
Catherine Bergman	Executive Director	SEED/Hamilton Co Economic Dev
Harlan Hanson	County Supervisor	Humboldt County
Walter Jensen	Mayor	City of Humboldt
Alissa O'Connor	Executive Director	Humboldt Economic Dev.
Jack DeWolf	County Supervisor	Pocahontas County
Vince Triggs	County Supervisor	Pocahontas County
Robert Donahoo	City Administrator	City of Pocahontas
Robert Singer	County Supervisor	Webster County
Stephanie Sheetz	Senior Planner	City of Fort Dodge
Kelly Halsted		Greater FD Area Chamber Alliance
Stan Watne	County Supervisor	Wright County
Lee Ann Waltzing	City Administrator	City of Belmond
Dennis Bowman	Executive Director	Wright County Economic Dev

The Iowa Department of Transportation (DOT) requires each RPA to prepare four main planning elements for their region. These elements are:

- **Public Involvement** is an active and inclusive process that allows public input to the planning process.
- **Transportation Improvement Program** is a four-year programming document that incorporates projects from the LRTP.
- **Long-Range Transportation Plan** includes a vision and policy structure, sets forth strategies, provides a framework for directing investment and identifies the financial resources to sustain the plan's vision, usually 25 years.
- **Transportation Planning Work Program** describes the work activities each RPA will accomplish during a particular fiscal year.

A Long Range Transportation Plan (LRTP) assesses the current transportation network and identifies the needs of the network for the next 20 year, thus the LRTP is a tool to guide the future of the region's transportation system. The task of developing the Regional LRTP falls upon MIDAS Council of Governments staff in coordination with the region's Transportation Advisory Committee (TAC) and the Region V Policy Board.

Various plans and surveys were used when developing this plan. As sections of the draft LRTP were developed they were posted on the MIDAS website available for review. At the beginning of the planning process every City and County in the region and various transportation network representatives were sent a notice that the update was taking place and that updates to the plan could be found on the MIDAS Website. Transportation systems were sent copies of their section of the LRTP for review and comment.

### **Public Participation**

The Region V Public Participation Plan (PPP) states that a regional public meeting will be held annually in order to gain input from the public on transportation in the region. Notices of this meeting are sent out via mail or e-mail to cities, counties and various groups/individuals. Meeting information is placed in the MIDAS newsletter and also on Facebook and Twitter. At the January 18, 2012 Regional Public meeting draft copies of the regional LRTP were available for review and discussion.

The PPP also requires that a public hearing be held prior to approval, the draft LRTP, after the public has been allowed a period to view and comment on the plan. Six public meetings were held one in each county in the region, after public notices were placed in 14 newspapers within the region and mailed to each county, city and various individuals and groups. Meeting information was also placed in the MIDAS newsletter and on Facebook and Twitter. The schedule for the public meetings is listed below:

- February 21, 2012 – 10:30 a.m. at the Calhoun County Courthouse, Supervisor's Chambers, 416 4<sup>th</sup> St, Rockwell City, Iowa;
- February 28 2012 – 9:00 a.m. at the Hamilton County Courthouse, Supervisor's Chambers, 2300 Superior, Webster City, Iowa;
- March 5, 2012 – 8:50 a.m. at the Humboldt County Courthouse, Supervisor's Chambers, 203 Main St, Dakota City, Iowa;
- March 12, 2012 – 9:30 a.m. at the Wright County Courthouse, Supervisor's Chambers, 115 N Main St, Clarion, Iowa;
- March 13, 2012 – 10:15 a.m. at the Pocahontas County Courthouse, Supervisor's Chambers, 99 Courthouse Square, Pocahontas, Iowa;
- March 20, 2012 – 10:00 a.m. at the Webster County Courthouse, Supervisor's Chambers, 703 Central Ave, Fort Dodge, Iowa;

The Region V Public Participation Process can be viewed on the MIDAS website [midascog.net](http://midascog.net).

## GOALS AND OBJECTIVES

Goals and objectives were developed according to the transportation system's needs. The region's goals and objects are listed below:

**Goal:**

**Promote the safe, efficient and economic movement of people and goods within the region, the state and the nation.**

Objectives (not listed in any order of priority):

Preserve existing transportation system (to include at the very least)

- Maintain current transit service.
- Maintain/update computers to keep up with changing technology.
- Maintain/replace current transit facilities and vehicles.
- Purchase additional transit buses to serve as backup to current buses.
- Construct transit storage facilities in Calhoun, Humboldt, Pocahontas and Wright counties to house buses.
- Maintain/improve road/bridge system to a level that is acceptable to the traveling public
- Ensure all transportation projects meet the identified transportation goal
- Increase funding availability from state, federal, local and private sources
- Decrease funding match required for federal and state dollars
- Pursue exchange of STP federal funds for Primary Highway System funds

Improve mobility/accessibility of transportation system (to include at the very least)

- Increase rail capacity to meet current and future demand
- Increase rail access to accommodate business and industries considering locating or expanding in the region
- Upgrade rail branch lines to handle increasingly heavier rail cars
- Expand hours of transit service to include early morning, night, weekend and holiday service.
- Expand transit service area
- Expand types of transit service
- Provide non-emergency transportation to medical facilities outside of individual counties and the region.
- Maintain/improve road/bridge system to a level that is acceptable to the traveling public
- Offer trails around/in features such as parks, lakes, and wooded areas.
- Link major "hot spots" within cities to residential areas where "hot spots" would include major use facilities such as schools, malls, and sporting facilities with trails.
- Link communities with trail features. For instance, Gotch Park in rural Humboldt County is being connected with the City of Humboldt.
- Increase funding availability from state, federal, local and private sources
- Decrease funding match required for federal and state dollars

Improve safety of transportation system (to include at the very least)

- Improve the security of the regional rail network
- Increase safety at highway-railroad crossings
- Upgrade branch lines to handle increasingly heavier rail cars
- Install and maintain surveillance cameras in vehicles/facilities.
- Maintain/improve road/bridge system to a level that is acceptable to the traveling public
- Increase funding availability from state, federal, local and private sources
- Decrease funding match required for federal and state dollars

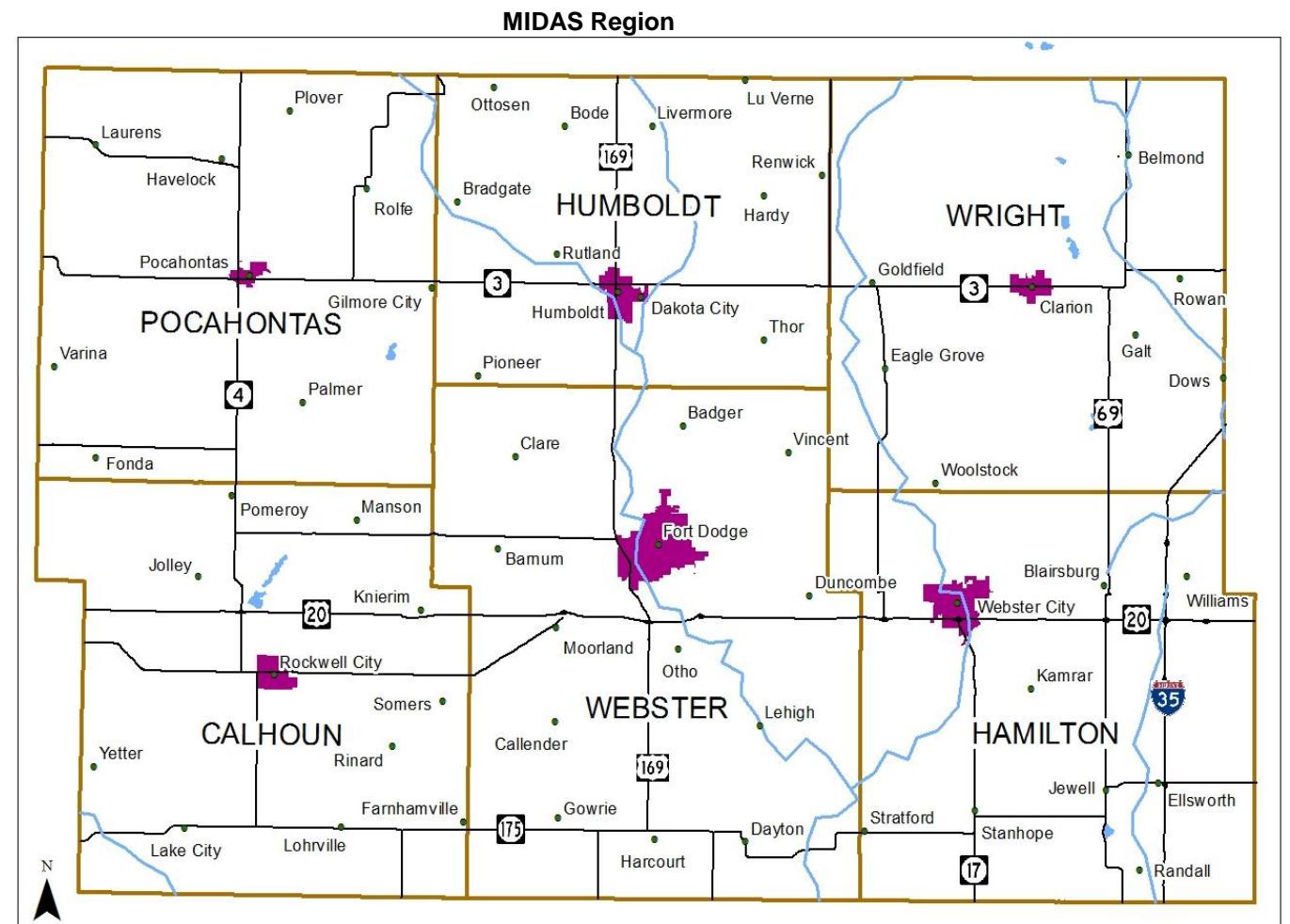
Promote economic development in the region (to include at the very least)

- Support economic development through the air transportation system.
- Provide local aviation education opportunities that promote understanding, safety, utilization, and career development.
- Increase rail capacity to meet current and future demand
- Upgrade rail branch lines to handle increasingly heavier rail cars
- Maintain/improve road/bridge system to a level that is acceptable to the traveling public
- Complete 4 lane Highway 20
- Use the trail network as a marketing tool to draw users into the region.
- Increase funding availability from state, federal, local and private sources
- Decrease funding match required for federal and state dollars
- Ensure the transportation system adapts to the changing demand needed for economic development

## REGIONAL BACKGROUND

This section addresses the demographic conditions and changes in the region which greatly affect the region's transportation network.

Region V includes the counties of: Calhoun, Hamilton, Humboldt, Pocahontas, Webster and Wright. Together these six counties cover an area of 3,459 square miles and a population of 93,710. The region consists of 61 cities, with only four of those cities having a population above 3,000. Fort Dodge is the largest city with a 2010 census population of 25,206. The region is predominantly rural with over ninety percent of the region's land area being farmland.



### Population

Since 1970 Region V has seen a population decrease of 29,891 (-24.18%). From 1990 to 2000 four of the six counties in the region decreased in population whereas all six counties saw a population decreased from 2000 to 2010. It should be noted that the three counties which contain the region's three largest cities saw the smallest population decrease. The population decrease can be attributed to youth

graduating from college and leaving the region for larger urban areas and the fact that the region has a higher death rate than birth rate.

**Region V Population Change by County 1970-2010**

Government	1970	1980	1990	2000	2010	% Change 1970 to 2010
Calhoun County	14,287	13,542	11,508	11,115	9,670	-32.3%
Hamilton County	18,383	17,862	16,071	16,438	15,673	-14.7%
Humboldt County	12,517	12,246	10,756	10,381	9,815	-21.6%
Pocahontas County	12,729	11,369	9,525	8,662	7,310	-42.6%
Webster County	48,391	45,953	40,342	40,235	38,013	-21.4%
Wright County	17,294	16,319	14,269	14,334	13,229	-23.5%
<b>Region V Total</b>	<b>123,601</b>	<b>117,291</b>	<b>102,471</b>	<b>101,165</b>	<b>93,710</b>	<b>-24.2%</b>

Source: U.S. Bureau of the Census, Decennial Census

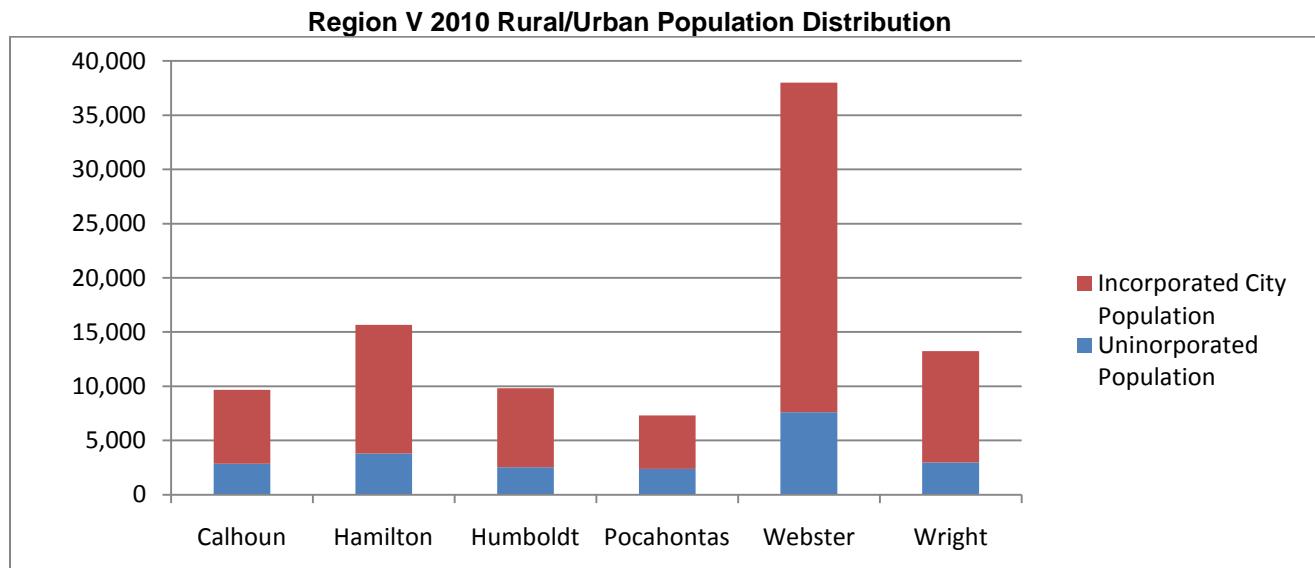
Population projections by WOODS & POOLE indicate the population loss in the region will continue. However WOODS & POOLE projections also indicate that the rate at which the population is declining is slowing down. Between 1970 and 2010 the region lost 8.6 percent population however the Woods and Poole projections indicate the loss over the next 20 years will only be 4.6 percent.

**WOODS & POOL Population Projects 2013-2033**

	2013	2020	2025	2030	2033	% Change 2013 – 2033
Region Population	91,749	90,194	89,176	88,152	87,523	-4.6

While the overall population of each county has been decreasing the overall population in the unincorporated area of the region has also decreased since 1970. In 2010, 24% of the region's population was located in the unincorporated area of the counties. The two smallest counties in the region, Calhoun and Pocahontas, have the largest percentage of population living in rural areas at 29.4% and 32.48% respectively. Though a majority of the population in the region lives within an incorporated city a majority of these cities are rural.

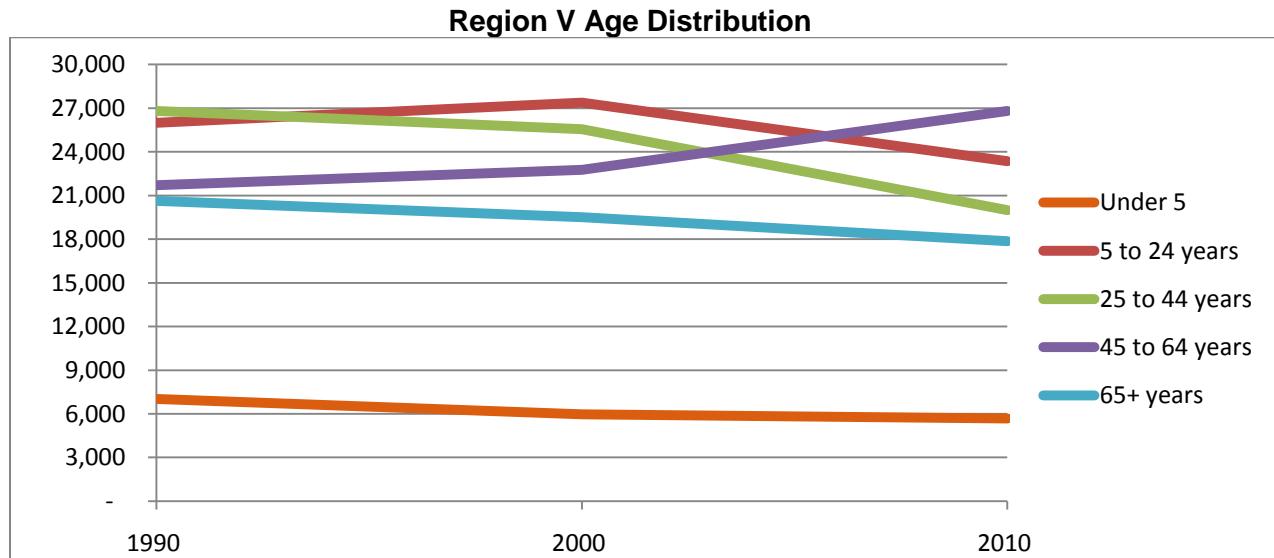
Fifty of the sixty-one cities in the region have a population less than 900. These cities usually do not have a medical clinic, grocery store and very little retail causing residents to travel further to seek these services leaving them very dependent on rural/state roads.



#### Age

The 2010 Census indicates that 19.07% of the region's population is 65 or older while the State of Iowa's 65 and over population is 14.87% indicating that Region Vs population is older than much of rest of the State. The 65 and over population have a greater demand for public transit then other population sectors.

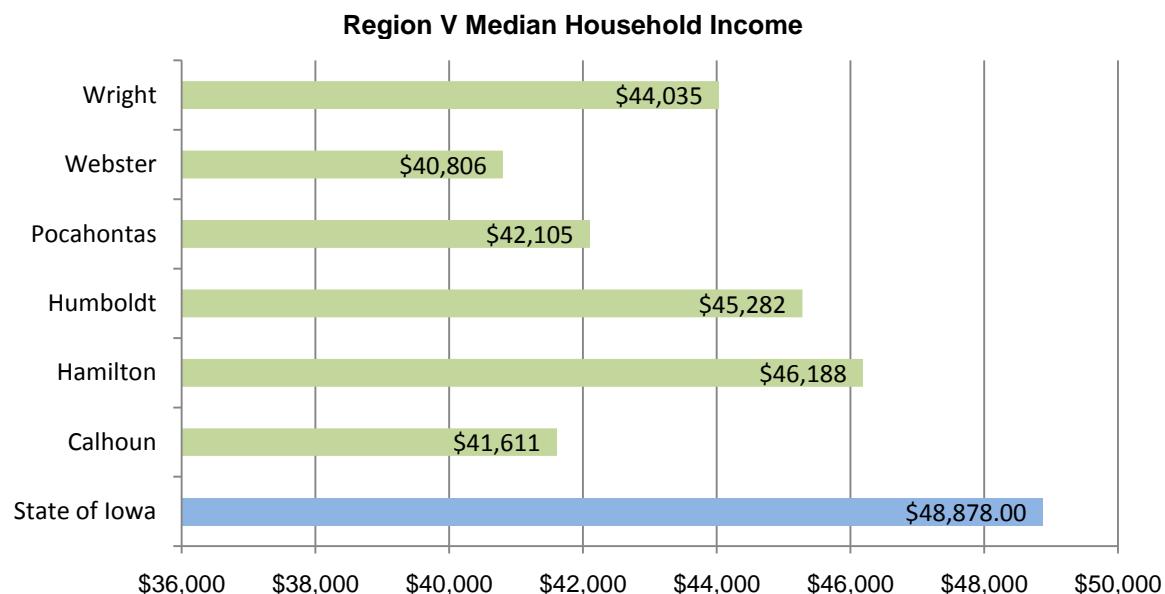
The region saw its largest population reduction (-22%) in the 25 to 44 year population range whereas the 45 to 64 population saw an 18% increase. The 45 to 64 age range have more disposal income, are buying their second or third home, have two to three cars. Automobiles are their choice of transportation which makes them highly dependent on roads in the region.



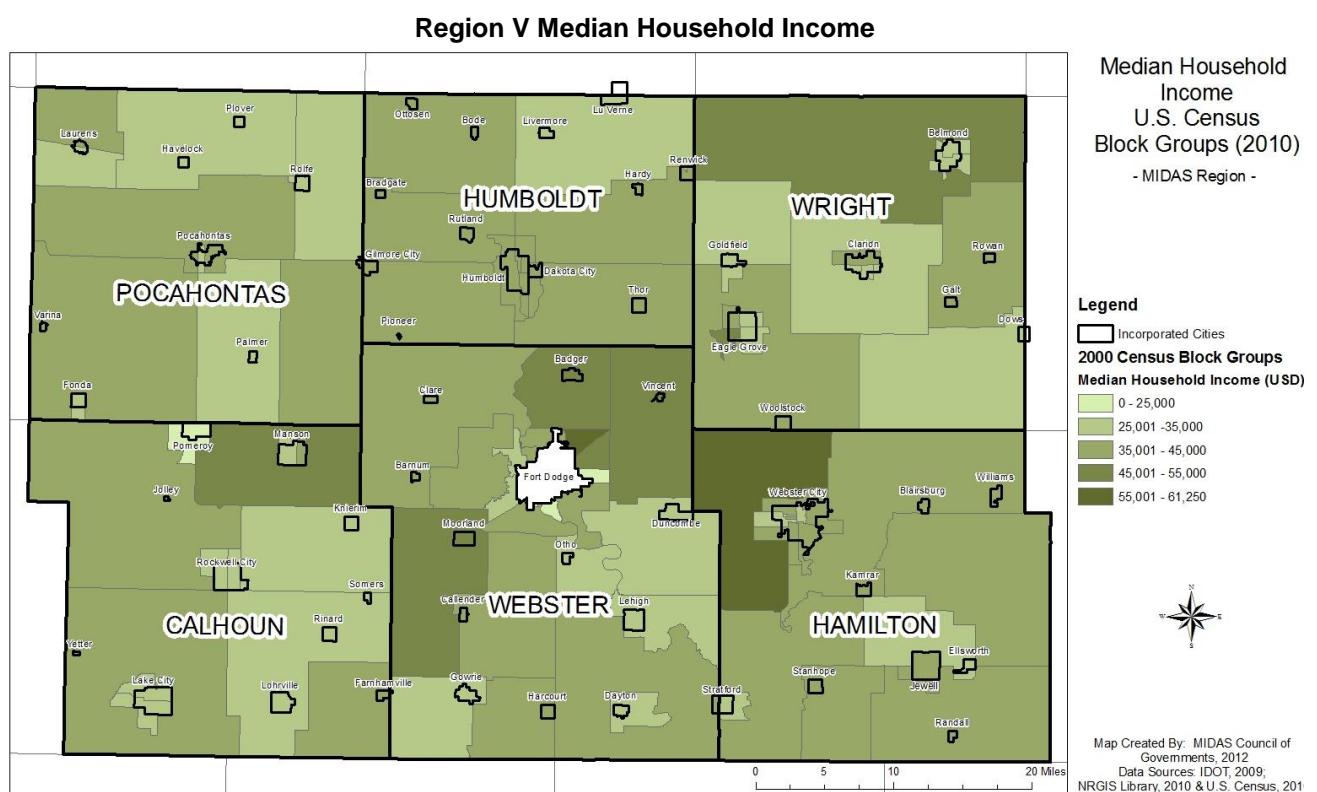
Source: U.S. Bureau of the Census, Decennial Census

## Income

The median household income in all counties of the region is less than that of the State of Iowa. The average region median household income is 12.7% lower than the State of Iowa median income. This indicates that the spending power in the region is less than that of the State. It should be noted that the largest county in the region has the lowest median income in the region.

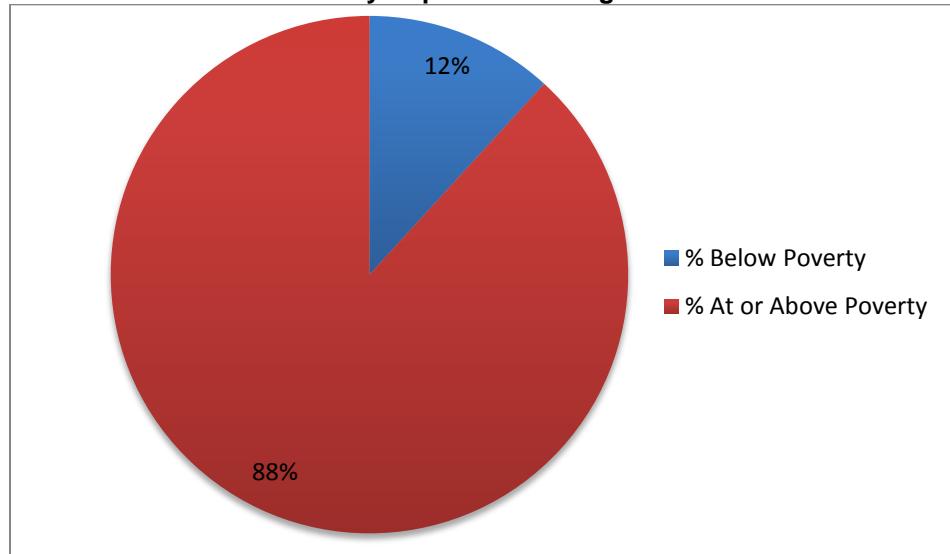


Source: U.S. Census Bureau, 2006-2010 American Community Survey



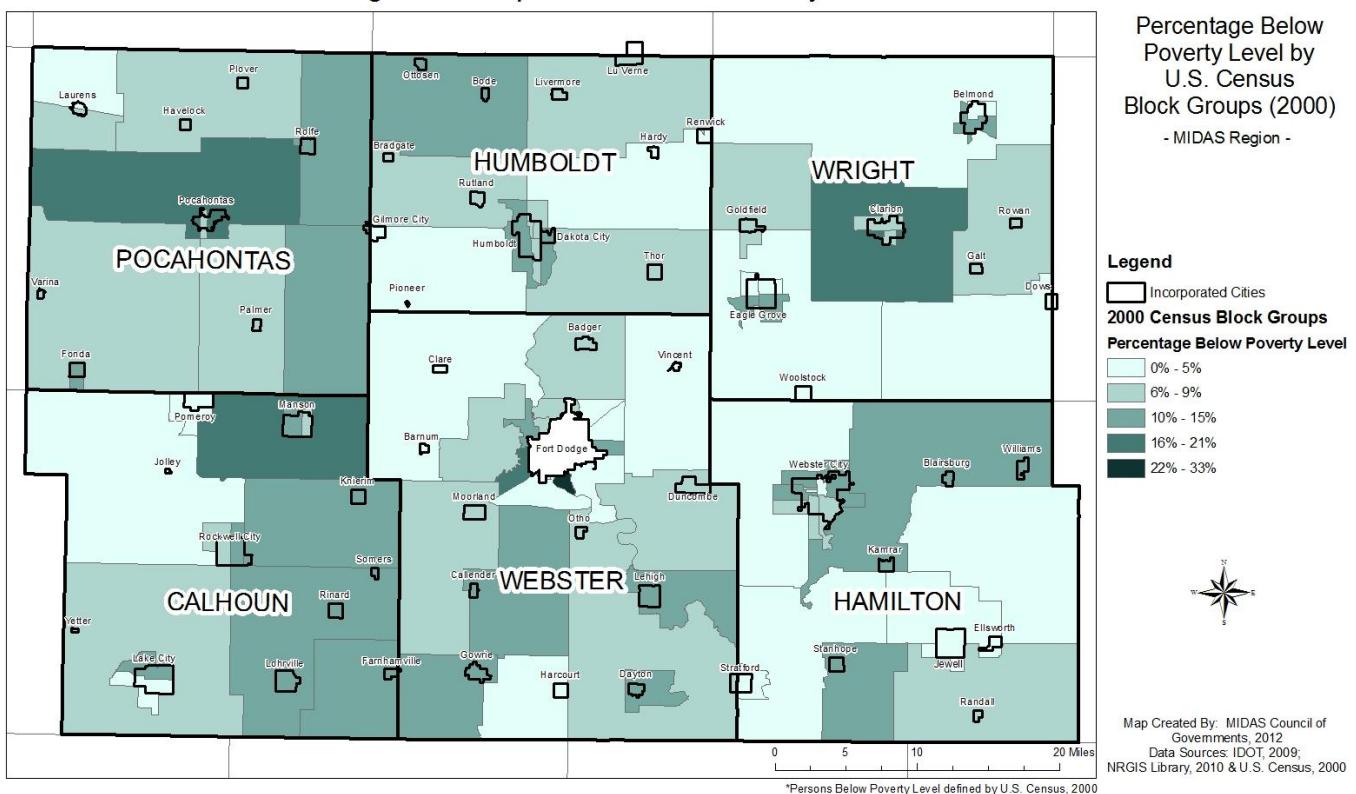
Though the median household income is less than that of the State of Iowa the poverty level of the region is equal to that of the State at 12%. Those families who fall below poverty usually do not own automobiles and rely on friends or public transit as a means to get to work, get their children to school shop and for medical appointments. However public transit in the region is mostly located in the larger cities. Public transit is available to the rural residents at a price per mile which is too costly for the low income.

**Poverty Population in Region V**



Source: U.S. Census Bureau, 2006-2010 American Community Survey

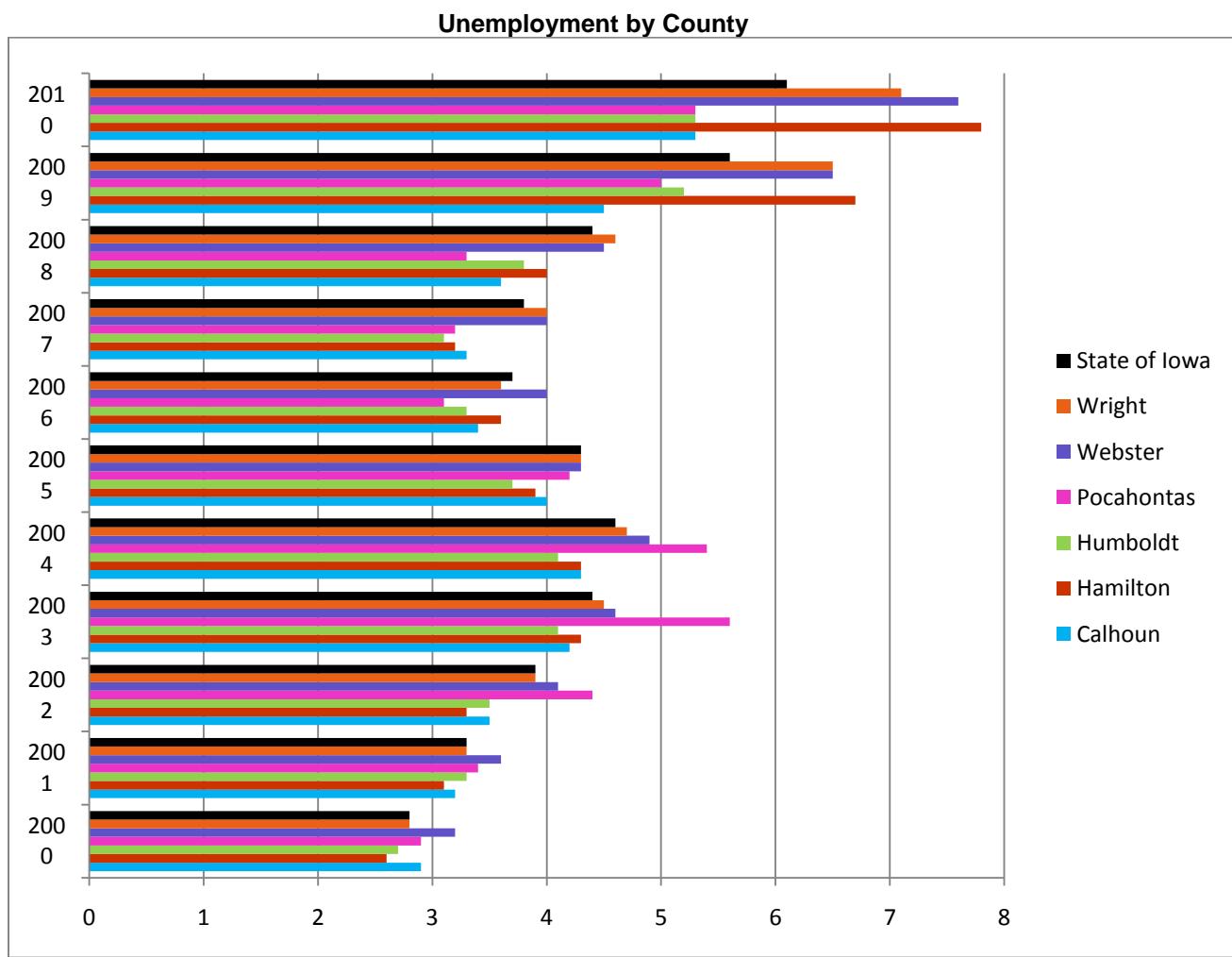
**Region V Population Below Poverty Level**



\*Persons Below Poverty Level defined by U.S. Census, 2000

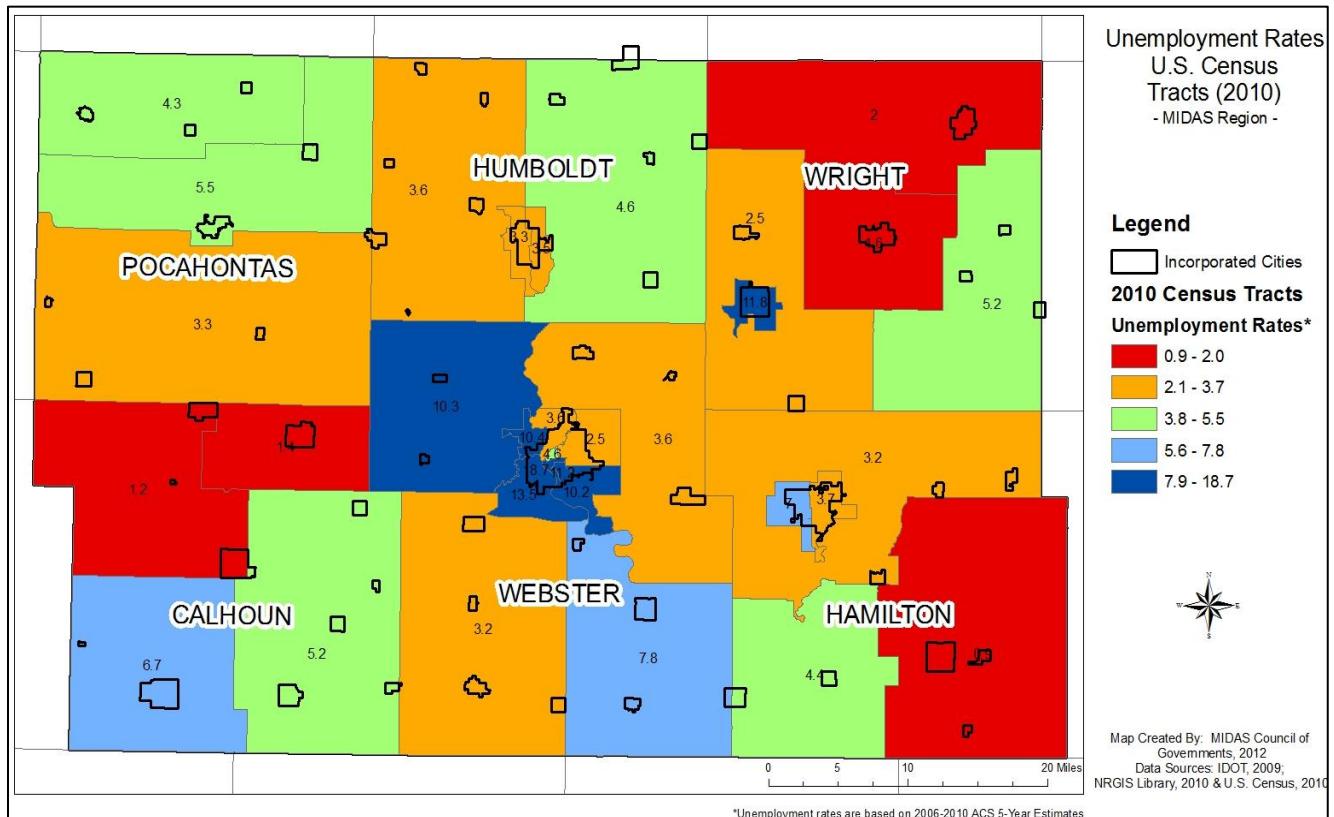
## Employment

Since 2005 all counties in the region except Webster and Wright have had an unemployment rate less than the State of Iowa. However in 2009 and 2010 Hamilton County's unemployment rate was higher than the State's which can be attributed to the gradual reduction in workforce and eventual closing of the Electrolux plant in Webster City. Unemployment has also increased in Webster and Wright Counties in 2009 and 2010 which can also be attributed to Electrolux as many of their workers resided in these counties. Unemployed individuals have less discretionary income. These individuals are likely to cut down on trips made with personal autos and will increasingly rely on public transportation.



Source: U.S. Census Bureau, 2006-2010 American Community Survey

## REGION V UNEMPLOYMENT RATES



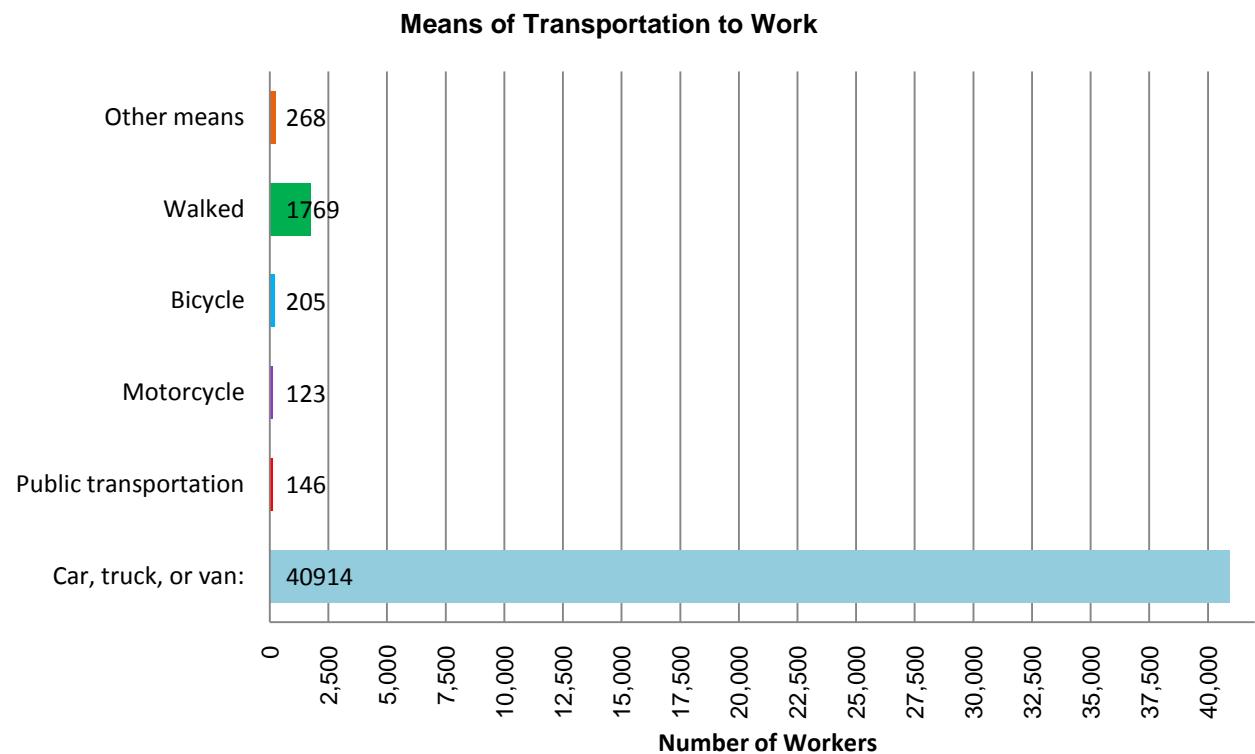
### Travel to Work

Over half of the working population in the region travels less than 20 minutes to work while 16% traveled over 30 minutes to work. Those with long commute times do not walk, bike or use public transit to get to work. Even though 37% of those in the region travel less than 10 minutes to work, over 94% of those in the region use the automobile for transportation. This could be due to the desire to come and go at will as there is no shortage of parking, long commutes or congestion in the region.

### TRAVEL TIME TO WORK

	Less than 10 Minutes	10 to 19 Minutes	20 to 29 Minutes	30 to 39 Minutes	40 to 59 Minutes	60+ Minutes	TOTAL
<b>Calhoun County</b>	1,284	803	761	590	264	163	3,865
<b>Hamilton County</b>	3,239	1,630	1,362	814	359	260	7,664
<b>Humboldt County</b>	1,682	1,213	703	632	229	130	4,589
<b>Pocahontas County</b>	1,350	756	509	374	242	105	3,336
<b>Webster County</b>	5,637	7,637	2,354	1,119	465	640	17,852
<b>Wright County</b>	2,917	1,401	805	582	264	150	6,119
<b>TOTAL</b>	16,109	13,440	6,494	4,111	1,823	1,448	43,425
<b>Percentage</b>	37%	31%	15%	9%	4%	3%	

Source: U.S. Census Bureau, 2006-2010 American Community Survey



Source: U.S. Census Bureau, 2006-2010 American Community Survey

The percent of workers 16 and over that work outside of the county in which they reside increased almost 50% from 1990 to 2000. In 2000 21.6% of the workers workout outside of the county where they lived, this is slightly lower than that of the State of Iowa. This information is not yet available for 2010 but it is expected to continue to increase due to loss of industry in counties in the region. Since a majority of those traveling to work use their own vehicle it is important that roads in the region be maintained.

Area	2000				1990			
	Total	Worked in County of residence	Worked outside County of residence	% worked in county of residence	Total	Worked in County of residence	Worked outside County of residence	% worked In county of residence
<b>State of Iowa</b>	1,469,763	1,149,863	319,900	78.2%	1,322,064	1,096,619	225,445	82.9%
Calhoun	4,926	3,190	1,736	64.8%	4,725	3,517	1,208	74.4%
Hamilton	8,393	6,303	2,090	75.1%	7,633	6,166	1,467	80.8%
Humboldt	4,846	3,504	1,342	72.3%	4,588	3,631	957	79.1%
Pocahontas	3,870	2,803	1,067	72.4%	4,085	3,468	617	84.9%
Webster	18,363	15,875	2,488	86.5%	17,865	16,199	1,666	90.7%
Wright	6,861	5,381	1,480	78.4%	6,480	5,592	888	86.3%

Source: U.S. Bureau of the Census, 1990 and 2000 Decennial Census

## Landuse

Since 1997 the average size of a farm in the region increased between 39% and 57% while the number of farms has decreased over 46%. Larger farms usually mean larger farm equipment which has to travel the county roads to get from one farm to another causing significant wear on the roads/streets in the region.

**Average Farm Size in Region**

	<b>1974</b>	<b>1978</b>	<b>1982</b>	<b>1987</b>	<b>1992</b>	<b>1997</b>	<b>2002</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Calhoun	278	292	302	345	384	417	447	425	429	429
Hamilton	273	283	309	339	381	433	437	393	394	394
Humboldt	282	300	325	365	415	424	447	428	429	429
Pocahontas	289	308	323	354	391	457	485	450	454	454
Webster	278	298	309	337	386	435	447	412	413	413
Wright	306	332	357	390	436	482	459	425	426	426

**Number of Farms**

	<b>1974</b>	<b>1978</b>	<b>1982</b>	<b>1987</b>	<b>1992</b>	<b>1997</b>	<b>2002</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Calhoun	1,266	1,216	1,164	992	899	829	762	845	840	840
Hamilton	1,293	1,283	1,158	1,026	873	832	797	882	880	880
Humboldt	970	895	848	754	677	630	606	632	630	630
Pocahontas	1,239	1,177	1,105	987	919	810	730	806	800	800
Webster	1,550	1,417	1,357	1,235	1,059	988	932	1,103	1,100	1,100
Wright	1,195	1,090	1,009	882	812	759	752	771	770	770

## **ENVIRONMENT**

All transportation projects funded with federal funds must comply with the National Environmental Protection Act. Usually when conducting a transportation project with federal funds an analysis of the impact of the project is completed once the location of the project has been identified. Coordination with environmental and regulatory agencies should begin early in the development process.

Cities and counties in the region should develop land use plans and zoning ordinances that will take the environment into consideration and abide by such plans and ordinances when developing projects.

Many of the transportation projects in the region are for maintenance to an existing system.

### **Region**

The region is predominantly rural covering an area of 3,459 square miles with a 2010 population of 93,710. The City of Fort Dodge (population 25,206) is the only community with a population greater than 25,000 and only four additional communities (Clarion, Eagle Grove, Humboldt and Webster City) have populations greater than 2,500. The region's most valuable resource is its prime agricultural land. Farmland encompasses over ninety percent of the region's land area. Farm yields are some of the highest in the United States. The region contains a limited number of nonrenewable natural resources upon which to base the economy: coal, clay, gypsum, sand, gravel, and limestone.

### **Climate**

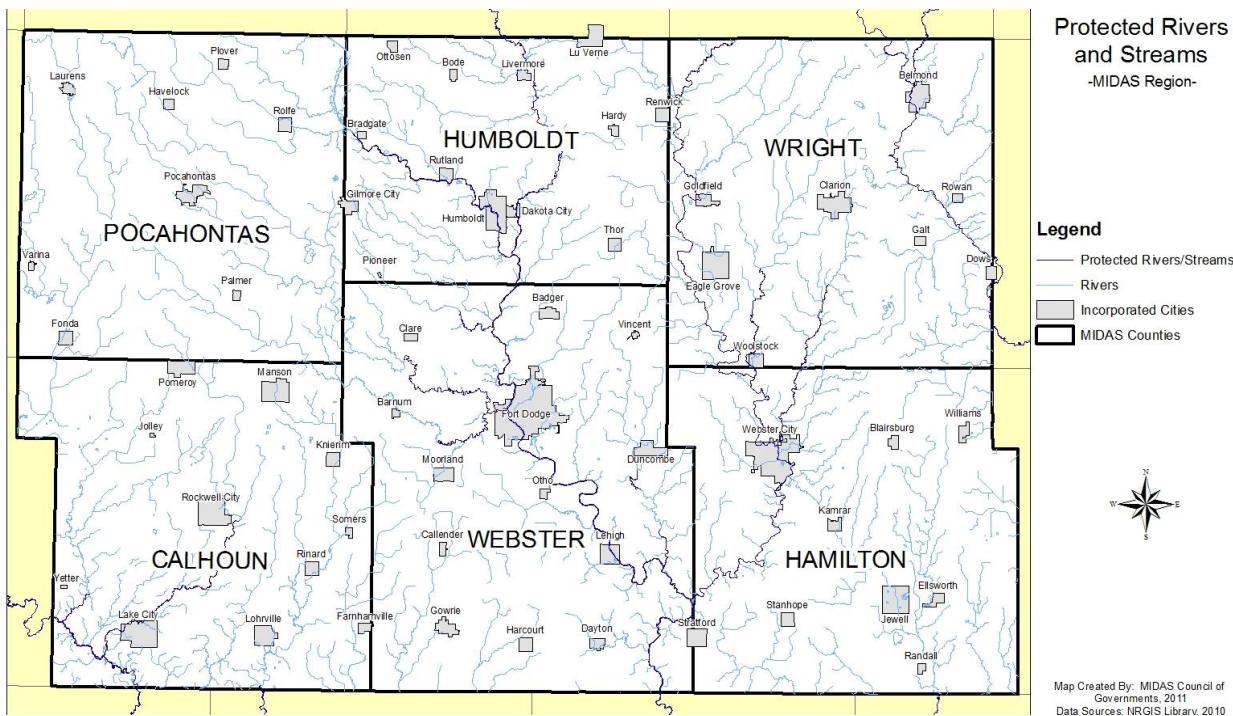
The region's continental climate is characteristic of definite warm and cold periods separated by springs and falls of great temperature fluctuations. The climate is not overly restrictive to urban or rural development, but can pose seasonal concerns for structures that use large amounts of energy for heating/cooling. The frost-free "growing period" is approximately 145 days in length, which provides an excellent host for growing of beans, corn, and other plants ideal for the new bio industries.

### **Farmland**

The region lies within a geologic formation where the bedrock is sufficiently deep to not disturb normal agriculture or urban construction, but isolated scenic outcrops occur in river valleys. The scattered surface rock are from a past glacial age and can adversely affect farm operations, but provide urban construction materials for foundations and landscaping. The Com Suitability Ratings (CSRs) of the valley walls and floors are considerably less than the uplands.

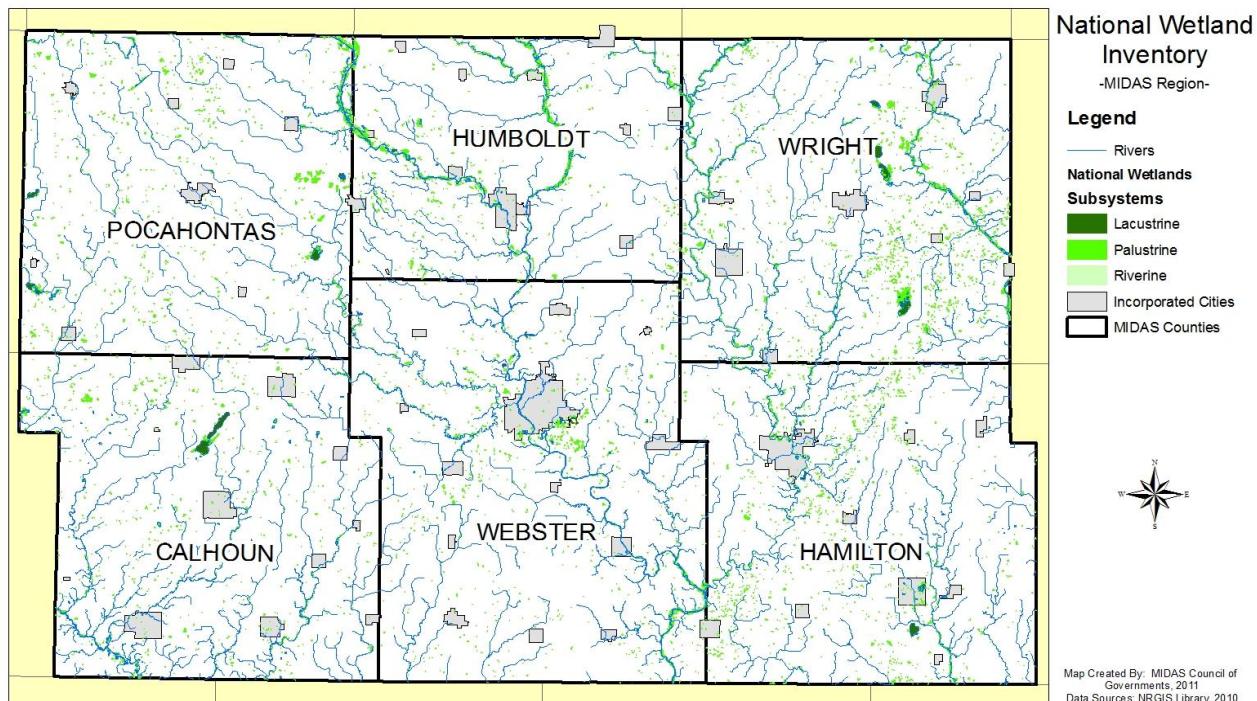
### **Rivers**

Rivers, streams, and creeks have shallow valleys and gently sloped sides that provide scenic locations for scattered residential development. The relatively shallow valleys of the rivers provide excellent potential for recreational opportunities, home sites, and open space breaks in the row crop farming of the glacial plain.



## Flooding/Wetlands

Flooding is confined to the valley floors of the rivers and their major tributaries and within the upland areas where glacial oriented ponding is present if either trenching or tiling has not drained the area. Urban-type development is affected by wetlands in the river valleys and within the confines of upland ponds.



## **Soils**

The region is located in one of the more prosperous sub-regions of the American Corn Belt that owes its existence to the numerous glacial periods that deposited the parent material for very fertile soils. The Webster-Clarion-Nicollet soil grouping provides some of the most fertile agricultural soils of the world. It is the agricultural base permitted by the prime agricultural soils that the region owes its origins and primary livelihood. Because of the importance of agriculture it is not surprising that land use conflicts occur between the farm and non-farm community. One can also expect that a significant percentage of local industry be agriculture-related. Often, these industries are extensive in size, cost large sums of money to build, and can provide significant sight, smell, and noise considerations.

## **Water**

Water quality is a serious physical constraint to development within the region. Groundwater is readily available, but is either shallow (100 to 400 feet), or very deep (over 2,000 feet). Shallow wells are a continual concern because of surface pollution from fertilizers, manure, and pesticides. Many ground water and surface water supplies contain large quantities of calcium carbonate, iron compounds, manganese, salts, and other minerals. The acceptability of water quality varies with the quality requirements of each particular business or industry and the eventual cost of softening. Elaborate treatment facilities are often required.

Projects shown in the plan will be developed to comply with all applicable state and federal water quality standards.

## **Air**

The region is currently in full attainment for air quality. According to DNR's statewide air monitoring data there are no areas of concern in the region at this time.

## **Climate Change**

Any climate changes during the time frame of this document are not expected to have a measurable impact on proposed projects.

## **Resources**

In addition to its prime agricultural soils the Region is fortunate in that it also contains nonrenewable resources of coal, clay, gypsum, sand, gravel and limestone. Coal is the only resource in the area to have reached a state of uneconomical extraction. The region contains significant timber cover in its river and creek valleys, thereby offering potential for limited industrial considerations and endless recreational opportunities.

Bituminous coal deposits were discovered near Fort Dodge and numerous slopes, drift, and shaft mines were opened near Otho, Kalo, Lehigh, Dayton, Stratford, and Fort Dodge. Coal mining peaked in the late

1800's and ended in the early 1900's when remaining deposits were deemed uneconomical to extract. During the late 1800's and early 1900's, up to eight brick and tile yards and four potters were operated between Fort Dodge and Lehigh. The local coal deposits fueled the early kilns until a 1910-1920 conversion to fuel oil. All plants have now closed due to a variety of reasons, but the concept of pottery clay is alive in the form of small cottage industries. Proposals have been floated to convert an old clay processing facility (Lehigh Clay Works) into a tourist attraction to package with "Silos and Smokestacks' Agricultural Heritage Park."

Timbered areas are found in river and stream valleys, particularly those of the Des Moines, Boone, Skunk, Raccoon, Iowa, Lizard, and Brushy river/creek systems. Only a small percentage of these areas are under public control. Limited concentrations of high value timber are located in the region and lumbering has, and will continue to provide some economic activity. A small commercial sawmill near Fort Dodge closed in the late 1990s, but one small cottage industry saw mill operates near Somers.

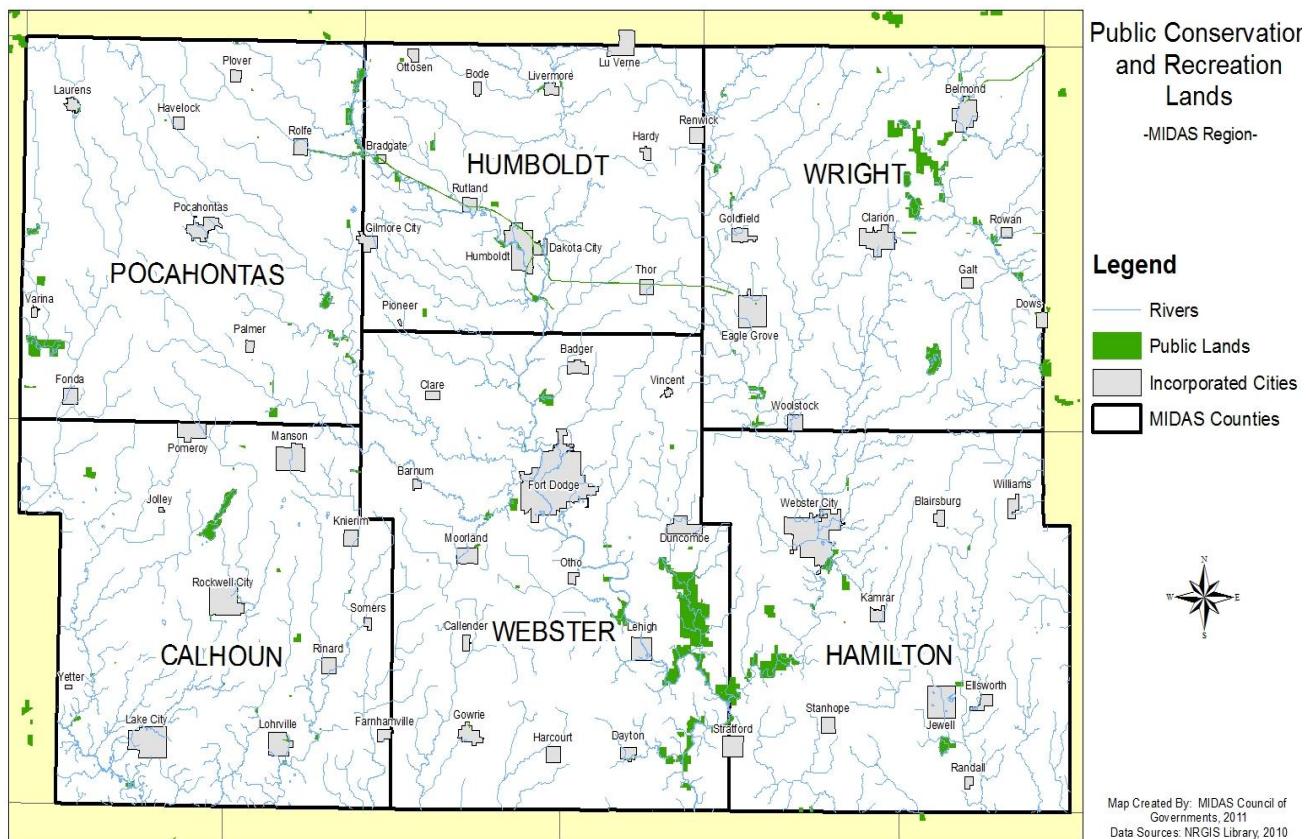
The region holds considerable potential for enhanced recreation. The designation of the Des Moines Recreational River & Greenbelt, from Fort Dodge to Lake Red Rock in southeast Iowa, as a national recreational area will provide emphasis for considerable recreational development in the region. Brushy Creek Dam is now complete with a 690 acre lake and its designation as a "Destination Park" by the Iowa Department of Natural Resources holds development potential. The Gypsum City OHV Park is also located along the Des Moines Recreational Greenbelt. Further improvements to the Destination Park and the Gypsum City OHV Park will offer the region an attraction upon which to build economic opportunities in recreation and tourism. A second corridor that will benefit recreation for the region is that of the Iowa River traversing eastern Wright County. Wright, Hardin, and Franklin Counties participate in the "Silos and Smokestacks" tourism program that is beginning to tie the scenic beauty of Iowa with historic artifacts of the State's historic agricultural past to provide quality tourism attractions. The Boone River in Hamilton County is a Department of Natural Resources Protected Waterway and is the focus of open space recreation and protection. This resource offers a tremendous potential for outdoor recreation enhancements, such as the new trail from Webster City to Briggs Woods Park. The Three Rivers trail, a 40 mile trail, is also a great recreational asset to the region.

Harlan and Hazel Rogers Sports Complex in Fort Dodge provide the region with a high quality Midwest attraction for soccer, softball, and baseball tournaments. This facility is currently undergoing an approximate \$4 million renovation/expansion. The signature project of this expansion is the construction of our scale model little-league baseball parks based upon historic major league facilities of Yankee Stadium, Wrigley Field, Fenway Park, and Dodger Stadium.

The Fort Dodge area is nationally known as a major gypsum producer. Four corporations (BPB Manufacturing, Georgia Pacific Corporation, National Gypsum Co., and United States Gypsum) undertake mining and processing activities in an area east and southeast of Fort Dodge. Known deposits have been estimated to contain supplies for another 60 years, but exact quantities are a closely held corporate secret. The primary benefit to the region is the presence of large trucking firms that have grown from the gypsum hauling base.

The area has significant quantities of limestone being mined in the vicinity of Gilmore City, Fort Dodge, Webster City; and Humboldt. Limestone is used primarily for road construction, building material, and farm purposes. Significant quantities of sand and gravel deposits are extracted from numerous river and

stream valleys region wide. Most of the gravel deposits are consumed within the region, and export potential is limited. Martin Marietta Aggregates operate a large underground limestone mine west of Fort Dodge that ships crushed rock to a multi state market. A similar, but smaller open pit mine is operated northwest of Gilmore City.



## TRANSPORTATION NETWORK

A dependable and efficient transportation system is vital to the social and economic growth of an area. Minimum commuting and hauling duration and costs for moving goods and services insure competitive products, services, and an advantage for acquiring new industries. In addition, a diversified system can insure continuity of movement in bad weather, labor disputes, breakdowns, repairs, construction, etc. Region V exhibits the following attributes:

**Potentials:** The region is blessed with an excellent transportation system composed of the following components:

- U.S. 20 crosses the east-west axis of the region in its approximate center. Through Webster and Hamilton Counties and up to Rockwell City in Calhoun County this road is a four-lane format. This road will provide east-west interstate traffic and potentials for economic development never before seen within the region. It has been said that completion of U.S. 20 to a four-lane facility is the largest single infrastructure improvement that could help the economics of the region.
- A second important national connector is I-35 which provides north to south access to the economic centers of Minneapolis and Kansas City.
- A network of branch lines of the Union Pacific Railroad provides access for bulk grain and value-added bulk shipments. Four miles west of Fort Dodge, the Union Pacific and Canadian National railroads cross in a rural area with little interference from competing land use types. The Region has the potential for development of a small-scale intermodal loading facility.
- The Fort Dodge Regional Airport is arguably one of the best airports of its size in the Midwest. Commuter service is provided by Great Lakes Airline through three flights a day. The airport is not located close to a railroad corridor, which is a negative, but the presence of sanitary sewer and water mains enhances its potential as an air industrial park.
- Fort Dodge, primarily because of its Gypsum industry, has large trucking firms that offer tremendous attraction for further economic development. It is estimated that approximately 400 - 500 trucks a day travel from Fort Dodge.

**Restraints:** Proposed improvements such as the completion of 4-lane Highway 20 from Rockwell City to Sioux City, improvements to U.S. 169 from Algona to Ogden, and upgrades to U.S. 71 from Spencer to Atlantic are long overdue.

Due to a variety of reasons the Fort Dodge area has not been able to sustain an intermodal freight terminal.

Small city passenger air subsidies are continually under assault through the federal budget process. Passenger air service is critical to the area, but its future is clouded.

The trend is for interstate railroad companies to concentrate on unit train shipments of commodities such as grain, coal, ethanol, biodiesel, DDGs, etc. This policy severely hinders the less than unit train shippers or to maintain short line routes critical to the survival of rural areas. Solving this issue in a positive environment could provide a substantial attribute to the area.

Even though the region contains excellent rail lines that cross east to west and north to south, deficiencies exist with a gradual deterioration of the many short line tracks.

## Aviation

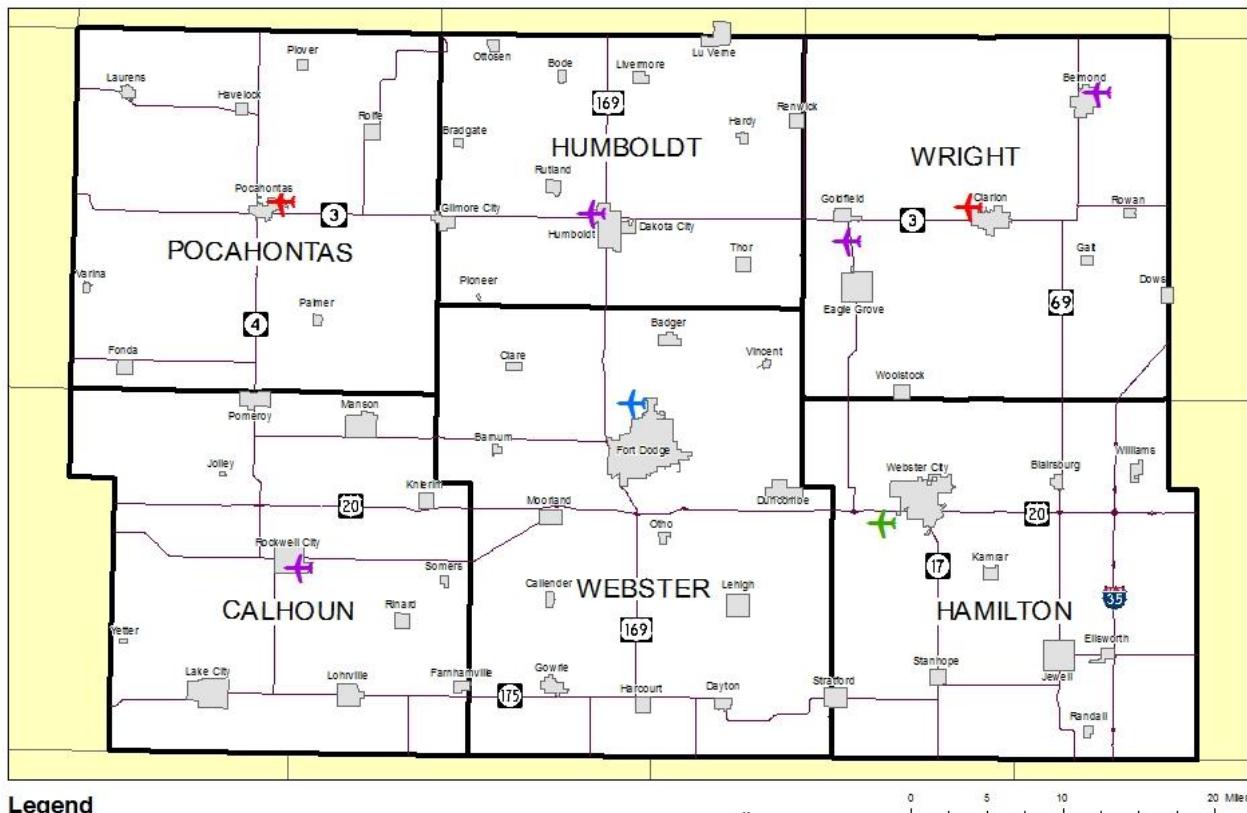
In Iowa airports are classified into one of five airport roles based on their capability to support various types of aircraft and aviation users. The five classifications include:

- Commercial Service airports support some level of scheduled commercial airline service, have the infrastructure and service available to support a full range of general aviation activity, meet most needs of the aviation system, and serve as essential transportation and economic centers of the state.
  - Commercial airline services.
- Enhanced Service airports have runways of 5,000 feet or greater in length, facilities and services that can accommodate a full range of general aviation activity including most business jets, service business aviation, and are regional transportation centers and economic catalysts.
  - 5,000 foot or greater paved runway.
  - Airport Reference Code (ARC) or C-II or greater.
  - Full time staffing during regular weekday and weekend business hours, available 24 hours a day.
  - Availability of most based services including aircraft maintenance, flight training, rental aircraft, and aircraft charter.
  - Availability of jet fuel.
  - Weather observing system located on airport.
- General Service airports have runways 4,000 feet or greater in length, facilities and services customized to support most general aviation activity including small to mid-size business jets, and service as a community economic asset.
  - 4,000 foot or greater paved runway.
  - Availability of some based services including aircraft maintenance, flight training, rental aircraft, and aircraft charter.
  - Staffing during regular business hours.
- Basic Service airports have runways 3,000 feet or greater in length with facilities and services customized to meet local aviation demands.
  - 3,000 feet or greater paved runway.
  - Availability of aircraft fuel.
  - Some availability of airport or FBO personnel or on-call availability 24 hours.
- Local Service airports support local aviation activity, offer few airport services, have turf runways, or are unable to meet criteria defining any other role.
  - Turf runways.
  - Airports not meeting criteria in any other role.

There are eight publicly owned airports within the region. There is one commercial airport, one general service airport, two basic service airports and three local service airports. A map of the region's airports is shown below.

## Aviation

-MIDAS Region-



### Legend

- |  |               |  |                    |  |                     |
|--|---------------|--|--------------------|--|---------------------|
|  | Local Service |  | Commercial Service |  | Incorporated Cities |
|  | Basic Service |  | General Service    |  |                     |



Map Created By: MIDAS Council of Governments, 2011.  
Data Sources: IDOT, 2010 & NRGIS Library, 2010

### Belmond Municipal Airport

The Belmond Municipal Airport is owned and operated by the City of Belmond. The airport is located 1 mile east of the central business district off 140<sup>th</sup> Street in Belmond.

The Belmond airport is classified as a Local Service airport. The airport has one turf runway 3,245 feet in length and 95ft in width but does not have taxiways. There are no fixed operated based services at this airport. The only navigational aid at the airport is a lighted wind indicator. Also, the airport has a paved helipad.

The airport has one aircraft apron tie down location and a hanger which will store 4 aircraft built in 1979.

There is no terminal, restrooms or pilot area at the airport and fueling services are not available at this airport.



The Belmond Municipal Airport accommodates personal and recreational flights, supports patient transfers and agricultural aviation.

The following airport needs have been identified by the 2010-2030 Iowa Aviation System Plan for the Belmond Municipal Airport:

- Maintaining airfield to A-I system standards
- Maintain at least 50 feet runway width
- Maintain a visual approach
- Maintain lighted wind indicator
- Continue to post and update after hours contact information
- Continue to maintain and update security plan annually

#### Clarion Municipal Airport

The Clarion airport is owned by the City of Clarion and is located one mile northwest of Clarion's central business district in Wright County off County Road R-38. The airport can support most twin and single-engine aircraft and may occasionally serve business jets.

The Clarion airport is classified as a Basic Service airport and has 11 single engine and 3 multi engine aircraft based at the facility. There is one paved runway 3,455 feet in length and 60ft in width and a connector taxiway system. The airport has the following navigational aids: visual guidance slope indicators, runway end identifier lights, rotating beacon, lighted wind indicator, and an Automatic Weather Observing system.

There are two aircraft apron tie down locations and hanger parking spaces for 22 aircraft.

The terminal has food and beverages available, restrooms, a pilot area, courtesy car and car rental.

Jet A & 100LL fuel is available but not 24 hours. Aircraft maintenance and repair are offered at the airport.

The airport serves approximately 8 to 10 visiting aircrafts per week and accommodates an estimated 2,750 aircraft takeoffs and landing annually.

The airport supports a high volume of agricultural aviation, travel to and from the local hospital for local and visiting doctors and a local manufacturing company relies on the airport to ship and receive parts and supplies. Also, the airport supports flight training and accommodates flights by visiting chartered general aviation aircraft.

The following airport needs have been identified by the 2010-2030 Iowa Aviation System Plan for the Clarion Municipal Airport:

- Maintain airfield to at least B-I or below design standards



- Maintain runway length to at least 3,000 feet
- Maintain 60 foot runway width
- Maintain exit taxiways as needed
- Maintain at least a visual approach
- Maintain at least LIRL runway lighting
- Maintain rotating beacon
- Maintain lighted wind indicator
- Continue to provide storage for all based aircraft
- Maintain apron size to park at least 50% of average daily transients
- Maintain at least a waiting area
- Continue to provide at least 100LL fuel
- Continue to provide at least on-call staffing
- Continue to post and update after hours contact information
- Continue to provide restrooms
- Continue to maintain and update security plan annually
- Provide a method to offer flight training
- Provide a method to charter aircraft

### Eagle Grove Municipal Airport

The Eagle Grove Municipal Airport is owned and operated by the City of Eagle Grove. The airport is located 3 miles north of the city off Iowa Highway 17 in Wright County.

The airport is classified as a Local Service airport which has seven single engine and one multi engine aircraft based there. This airport has two runways one turf and one paved and a connector taxiway system. The longest runway is 3,500 feet in length and 60 foot in width. Navigational aids include runway end identifier lights on the largest runway, rotating beacon, and a lighted wind indicator.

There are four apron aircraft tie down locations and hanger parking spaces for 7 aircraft at the airport.

The airport has a terminal with restrooms and courtesy car but no pilot area.

100LL fuel is available but not 24 hours. There is no aircraft maintenance and repair offered.

The airport supports personal and recreational flying; aerial applicators use the airport to support their operations on a seasonal basis and the airport is occasionally used to support patient and doctor transportation.

The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Eagle Grove Municipal Airport:

- Maintain airfield to at least A-I design standards



- Maintain at least 50 foot runway width
- Maintain at least a visual approach
- Maintain lighted wind indicator
- Continue to post and update after hours contact information
- Develop a security plan and update annually

### Fort Dodge Regional Airport

The Fort Dodge Regional Airport is owned by the City of Fort Dodge and managed and operated by a airport commission. The airport is located 3 miles north of the city off County Road D14 in Webster County.

This airport is the only commercial airport in the region. There are 25 single engine planes and 3 multi engine planes based at this airport. There are two paved runways the longest runway is 6,548 feet in length and 150 feet in width and has full parallel taxiway system. Hanger parking spaces for 33 aircraft and commercial airline apron is available. The airport has ASOS weather reporting equipment.

The airport has a terminal with food and beverages, restrooms pilot area, courtesy car, car rental and wireless internet.



Jet A and 100LL fuel is available 24 hours. Rental aircraft and flight instruction is available and there is aircraft maintenance and repair available.

The airport provides scheduled airline service served by one airline. In 2011 the Fort Dodge Regional airport reported 11,150 enplanements thus classifying it as a primary airport.

The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Fort Dodge Regional Airport:

- Maintain airfield to C-II design standards
- Maintain runway length to at least 5,000 feet
- Maintain at least 100 foot runway width
- Maintain full parallel taxiway
- Maintain an approach that provides at least vertical guidance
- Maintain at least MIRL runway lighting
- Maintain at least MITL taxiway lighting
- Maintain a VGSI on both runway ends
- Maintain ILS for Runway 06 and REILS for Runway 24 approach
- Maintain rotating beacon
- Maintain lighted wind indicator
- Maintain RCO
- Maintain crosswind runway

- Continue to provide storage for all based aircraft
- Maintain apron size to park 100% of average daily transients
- Maintain terminal building
- Maintain paved entry road & parking lot
- Continue to provide 100LL & Jet A fuel with 24 hour availability
- Continue to maintain staffing during standard business hours and after hours on-call (weekdays and weekends)
- Continue to provide courtesy car and/or rental availability
- Continue to provide at least vending services
- Continue to provide a method to access the internet
- Continue to provide restrooms
- Continue to maintain a pilot area
- Continue to maintain and update security plan annually
- Continue to provide timely snow removal
- Provide based rental aircraft
- Continue to provide flight training
- Continue to offer based aircraft maintenance and repair
- Provide a method to charter aircraft
- Continue to provide weather reporting and flight planning capabilities

#### Humboldt Municipal Airport

The Humboldt Municipal Airport is owned and operated by the City of Humboldt. The airport is located one mile west of the city's central business district off Iowa Highway 3 in Humboldt County.

The airport is classified as a Local Service airport and has 16 single engine aircrafts, one twin engine aircraft, two sport category gyro aircraft and one ultra light aircraft based there. This airport has one paved runway that is 3,417 feet in length and 60 foot in width with a connector taxiway system. Navigational aids include Simplified Abbreviated Visual Approach Slope Indicators, runway end identifier lights on one end, rotating beacon, and a lighted wind indicator.

There are four apron aircraft tie down locations and hanger parking spaces for 13 aircraft at the airport.

The terminal has food and beverages available, restrooms, a pilot area, car rental and wireless internet.

100LL fuel is available 24 hours. There is no aircraft maintenance and repair offered.

The airport supports flights by visiting chartered aircrafts, aerial applicators, and is used by aircraft performing environmental patrols and transporting doctors and patients. Many businesses in the area depend on the airport.



The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Humboldt Municipal Airport:

- Maintain airfield to at least A-I design standards
- Maintain at least 50 foot runway width
- Maintain at least a visual approach
- Maintain lighted wind indicator
- Continue to post and update after hours contact information
- Develop a security plan and update annually

#### Pocahontas Municipal Airport

The Pocahontas Municipal Airport is owned and operated by the City of Pocahontas. The airport is located one mile northeast of the city off Iowa County Road C37 in Pocahontas County.

The airport is classified as a Basic Service airport which has 20 single engine aircrafts and one multi engine aircraft based there. This airport has one paved runway and one turf runway with a connector taxiway system. The longest runway is 4,100 feet in length and 60 feet in width. Navigational aids include Visual Guidance Slope Indicator lighting system, runway end identifier lights on the paved runway, rotating beacon, and a lighted wind indicator.

There are four apron aircraft tie down locations and hanger parking spaces for 26 aircraft at the airport.

The terminal is connected to a hanger with food and beverages restrooms, a pilot area, courtesy car and wireless internet available.

100LL fuel is available 24 hours. There is no aircraft maintenance and repair offered.

The airport supports aerial applicators, aerial inspections of pipelines and power lines, environmental patrols and law enforcement activities including prisoner transport. The airport facilitates aerial real estate tours, aerial advertising and recreational and personal flying. Doctors use the airport on a weekly basis to visit patients in the area and the airport is used to transfer and transport patients. The airport helps to recruit business to the area and is important to nearby businesses.

The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Pocahontas Municipal Airport:

- Maintain airfield to at least B-I or below design standards
- Maintain a runway length to at least 3,000 feet.
- Maintain 60 foot runway width
- Maintain exit taxiways as needed
- Maintain at least a visual approach
- Maintain rotating beacon



- Maintain lighted wind indicator
- Continue to provide storage for all based aircraft
- Maintain apron size to park at least 50% of average daily transients
- Maintain at least a waiting area
- Continue to provide at least 100LL fuel
- Provide at least on-call staffing on weekdays and weekends
- Continue to post and update after hours contact information
- Continue to provide restrooms
- Continue to maintain and update security plan annually
- Continue to provide snow removal
- Continue to provide flight training
- Provide a method to charter aircraft

#### Rockwell City Municipal Airport

The Rockwell Municipal Airport is owned and operated by the City of Rockwell City. The airport is located one mile southeast of the Rockwell City business district in Calhoun County.

The airport is classified as a Local Service airport which has 14 single engine aircrafts based there. This airport has one paved runway that is 3,500 feet in length and 60 foot in width. Navigational aids include rotating beacon, and remote communications outlet.

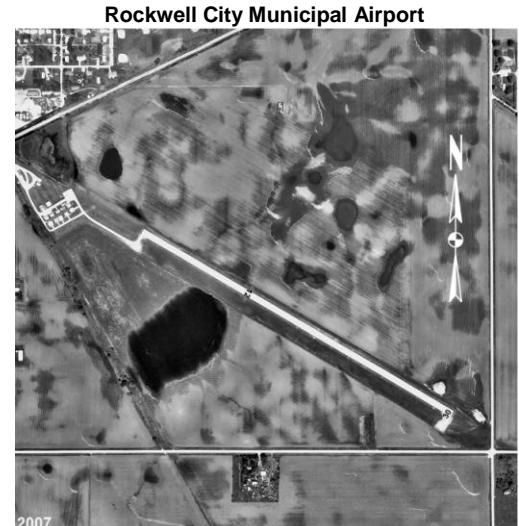
There are two apron aircraft tie down locations and hanger parking spaces for 12 aircraft at the airport.

The terminal has restrooms but no pilot area is available.

100LL fuel is available but not 24 hours. There is no aircraft maintenance and repair offered.

The airport supports recreational and personal flying, sightseeing and aerial photography, aerial applicators, business flying, aerial inspections of power or pipelines, and aerial real estate tours.

The airport also supports medical service and law enforcement flights. .



The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Rockwell City Municipal Airport:

- Maintain airfield to at least A-I design standards
- Maintain 50 foot runway width
- Maintain a visual approach
- Maintain lighted wind indicator
- Continue to post and update after hours contact information
- Continue to maintain and update security plan annually

#### Webster City Municipal Airport

The Webster City Municipal Airport is owned and operated by the City of Webster City. The airport is located approximately three miles southwest of the central business off of Iowa Highway 17.

The airport is classified as a General Service airport which has 15 single engine aircrafts and 5 multi engine aircraft based there. This airport has one paved runway and one turf runway and a partial parallel taxiway system. The largest runway is 4,000 feet in length and 75 feet in width.

Navigational aids include Simplified Abbreviated Visual Approach Slope Indicators one the paved runway, rotating beacon, lighted wind indicator and Automated Surface Observing System for weather reporting.

There are ten apron aircraft tie down locations and hanger parking spaces for 30 aircraft at the airport.

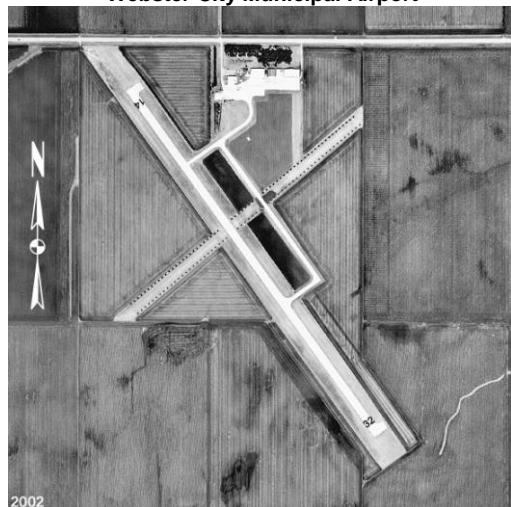
The terminal is attached to a hangar and has food and beverages available, restrooms, a pilot area, courtesy car, car rental and wireless internet.

Jet A and 100LL fuel is available 24 hours and aircraft maintenance and repair is available.

The airport has two base planes dedicated to agricultural aviation. Aerial applicators use the airport. There is a business based at the airport which provides mosquito control. The airport is used by the Mayo Clinic and Life Flight. The airport supports military training flights by the Air National Guard based in Boone and a flight training operations of the Iowa Central Community College based in Fort Dodge. The airport also supports medical services and doctor transport, is used by law enforcement, prisoner transport, aerial inspections and environmental patrols.

The following needs have been identified in the 2010-2030 Iowa Aviation System Plan for the Webster City Municipal Airport:

- Maintain airfield to B-II design standards
- Maintain runway length to at least 4,000 feet
- Maintain 75 foot runway width
- Improve turnaround taxiways at each runway end to meet standards
- Maintain at least a non-precision approach
- Maintain MIRL runway lighting
- Maintain MITL taxiway lighting
- Maintain a VGSI on both runway ends
- Maintain REILs on both runway ends
- Maintain rotating beacon
- Maintain lighted wind indicator
- Maintain crosswind runway
- Continue to provide storage for all based aircraft
- Construct additional overnight storage for itinerant business aircraft
- Maintain apron site to park 100% of average daily transients



2002

- Maintain terminal/administration building attached to hanger
- Maintain paved entry road & parking lotContinue to provide at least 100LL fuel
- Continue to maintain staffing during standard business hours and after hours on-call for weekdays and weekends
- Continue to provide a courtesy car and/or car rental availability
- Continue to provide at least vending services
- Continue to post and update after hours contact information
- Continue to provide a method to access the internet
- Continue to provide restrooms
- Continue to maintain a pilot area
- Develop a security plan and update annually
- Continue to provide timely snow removal
- Provide based rental aircraft
- Continue to provide flight training
- Continue to offer based aircraft maintenance and repair
- Continue to offer a method to charter aircraft
- Continue to provide weather reporting & flight planning capabilities

## FUNDING

### **Federal Funding**

Various funding is available for airports and airlines. Some of the available funding is listed below.

Federal funding provides the most significant funding source for airports included in the National Plan of Integrated Airport Systems (NPIAS). Federal funding for airport development projects is appropriated from the Airport and Airway Trust Fund, which is derived from airline passenger fees and taxes, aviation fuel taxes, and air cargo taxes. Federal AIP funding includes:

- Entitlements for primary commercial service airports – Primary commercial service airports with more than 10,000 enplanements are eligible to receive entitlement based on the number of enplanements, with a minimum of \$1 million annually. Iowa's six primary airports receive approximately \$12 million a year, including cargo entitlements for Des Moines and Cedar Rapids.
- Entitlements for non-primary airports – Non-primary airports are eligible to receive up to \$150,000 annually based on their five-year development costs that are included in the NPIAS. Iowa's 72 non-primary airports collectively can receive a maximum totaling \$10.8 million. Individual airports can accumulate their funds for up to four years for larger projects.
- State apportionment funds – State apportionment is based on the state's population and geographic area. Grants using state apportionment funding are distributed to non-primary airports according to project prioritization. The amount of apportionment available each year is dependent on the total funding appropriated for the AIP program and has averaged \$3.4 million annually over the last six years.

- Discretionary funding – Discretionary funding is based on project prioritization. The total amount available is dependent upon formulas and total AIP funding available. Airports receive federal AIP funding through grants for airport projects that meet justification and eligibility requirements determined by the AIP program authorization and FAA guidance. The percent of project costs that the federal AIP program will fund is currently 95%, but is set by Congress and may vary under future AIP authorization. Airport sponsors are required to provide a local match to receive funding.

### **State Funding**

All publicly owned airports in Iowa are eligible for state funding for development, preservation, safety, planning and emergency repairs. Funding for aviation programs is available from the State Aviation Fund, established in 2008, which includes revenues from aircraft registration and aviation fuel taxes. Approximately \$2.2 million is available each year. In addition to funding airport projects, the State Aviation Fund is also used for statewide safety and program initiatives through the Iowa DOT Office of Aviation, including AWOS installation and maintenance, runway marking, air service development, wildlife mitigation, and planning. Since 1999, annual vertical infrastructure appropriations have been used to rehabilitate and construct hangars, terminals, maintenance buildings, and fuel farms. The percent of funding for projects varies by project type, but can be up to 85 percent (85%) for most projects.

### **Local Funding**

Airport sponsors are responsible for maintaining airports in safe operating conditions, providing daily operating funding and capital funding to match federal and state grants. Local share of funding is typically derived from general fund revenues, bonds, and airport generated revenues. In some cases, airports may work with local businesses or individuals to provide private funding to meet the federal or state match or to construct new hangars or maintenance facilities.

## Public Transit

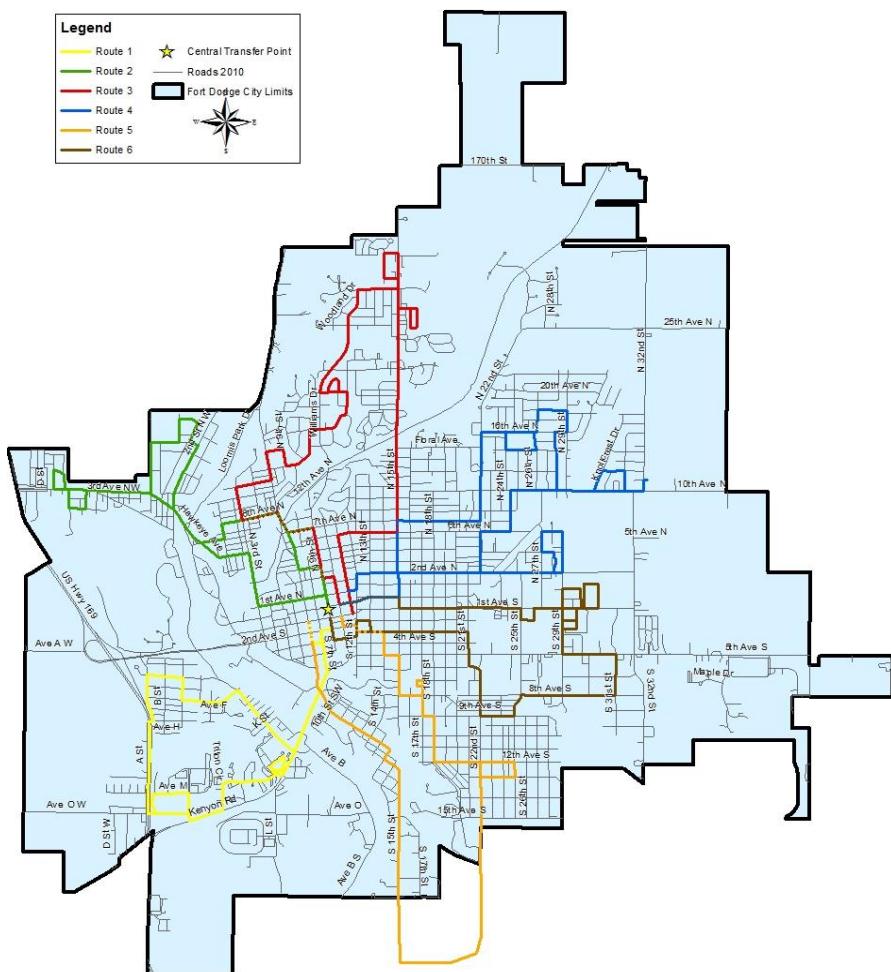
Region V has two public transit providers, Dodger Area Rapid Transit (DART) and MIDAS Regional Transit Authority.

### DART

Dodger Area Rapid Transit (DART) is a small urban system provided by the City of Fort Dodge. The City of Fort Dodge contracts with MIDAS Council of Governments to administer the DART service. As DART is operated by MIDAS, DART has no employees, all employees are provided by MIDAS. DART operates within the city limits of Fort Dodge.

There are six fixed routes that operate within the corporate limits of Fort Dodge. This service is available to everyone who wishes to use the service. Fixed routes times of operation are generally from 7:00 AM to 6:00 PM however different routes operation hours may vary. All routes meet on the hour and/or half hour at the central transfer point of 8<sup>th</sup> Street and Central Avenue.

**DART ROUTE MAP**



Para transit service also operates within the corporate limits of Fort Dodge and is available to those who qualify. To qualify the individual must have a doctor complete a form provided by DART which states the individual is unable to ride the route bus. Paratransit services are available 6:45 AM to 6:00 PM, Monday through Friday and 8:00 AM to 12:00 PM on Saturdays. Passengers must schedule service 24 hours in advance. Approximately 17% of DART's total ridership is from paratransit.

The intercity bus service is available 5 days/week, 52 weeks per year. A bus leaves once a day from the DART terminal and goes to the Jefferson Line Hub at the Boondocks Truck Stop located at the intersection of I35 and Hwy 20 where the DART bus meets a Jefferson Line bus that will take the passenger on to their destination. Service to the Boondocks is provided on a handicapped accessible bus. The Jefferson Lines also provides handicapped accessible services. The bus will then bring any passengers that were on the Jefferson Line bus that want to go to Fort Dodge. Anyone who purchases a ticket may ride the DART intercity bus. Upon request the bus will transport passengers to Webster City.

DART provides services to YOUR Inc. to take children that live in Fort Dodge to and from Head Start Preschool. YOUR Inc. provides the buses and the list of clients. DART sets up the routes, provides the drivers and maintains the buses. This service is provided during the school year.

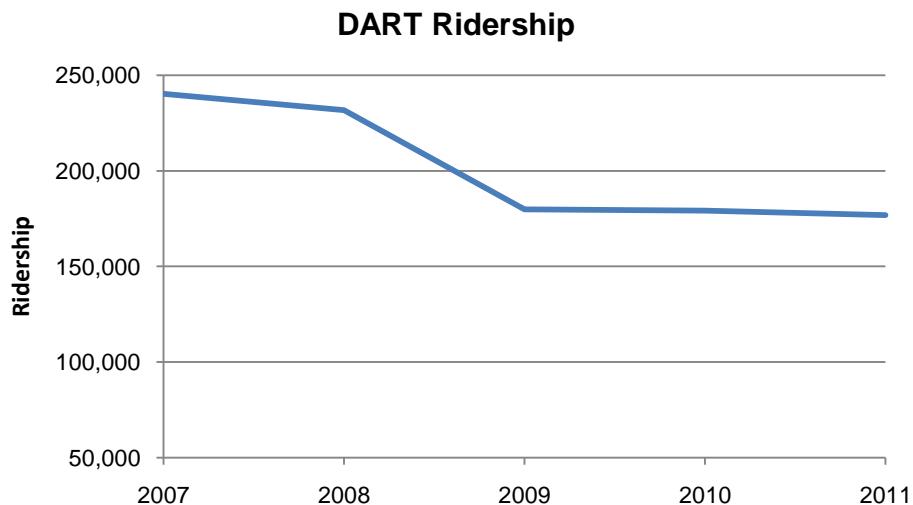
DART also provides other contract services to Foster Grandparents, various nursing homes, and United Way.

DART fares are listed below:

	<b>Adult</b>	<b>Student</b>	<b>Senior</b>
Fixed Route	\$1.25	\$.75	\$.75
Paratransit	\$2.50	\$2.50	\$2.50
Monthly Passes	\$37.00	\$21.25	\$21.25
Mileage Service	\$1.67/mile		
Hourly Service	\$27.00/hour		
\$12 downtime			

DART has approximately 20 buses. All buses are property of the City of Fort Dodge. In FY 11 DART reported 298,324 vehicle miles. Ages of the buses range from 1985 to 2010. All DART buses are handicapped accessible.

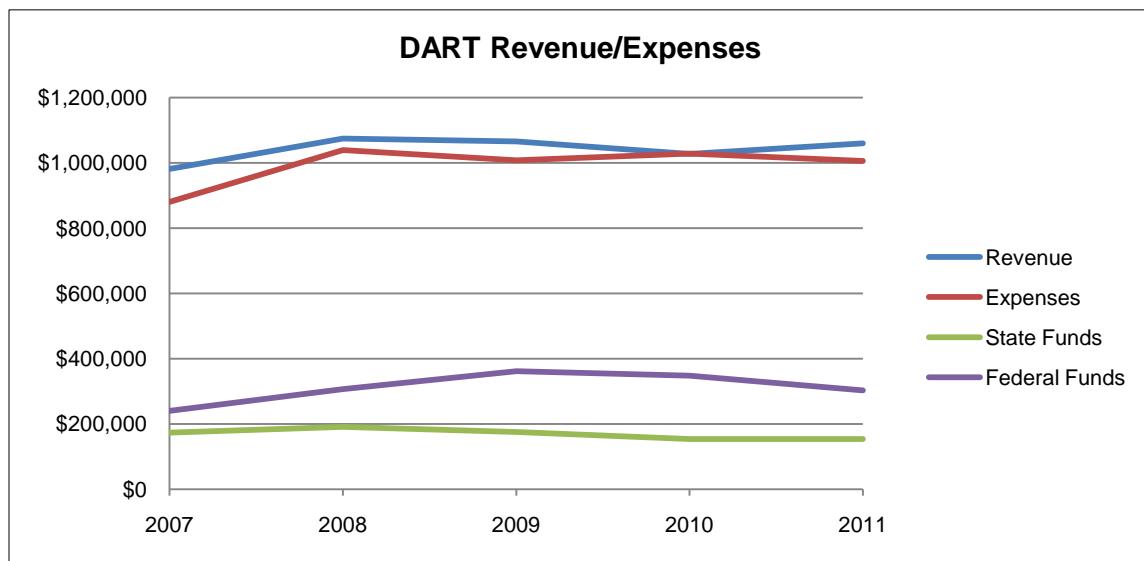
Since FY 2007 DART's ridership has declined 26%. The reduction in ridership has been the direct result of the elimination of "charter" trips permitted under federal charter rules. This has resulted in local daycares and nursing homes buying their own buses and vans.



Operating revenues decreased from FY 08 to FY 10 but saw a slight increase in FY 2011. Most of the decrease can be attributed to a decrease in federal and state funds. Operating expenses have fluctuated some which can be attributed to the sporadic fuel costs and loss of "charter" trips.

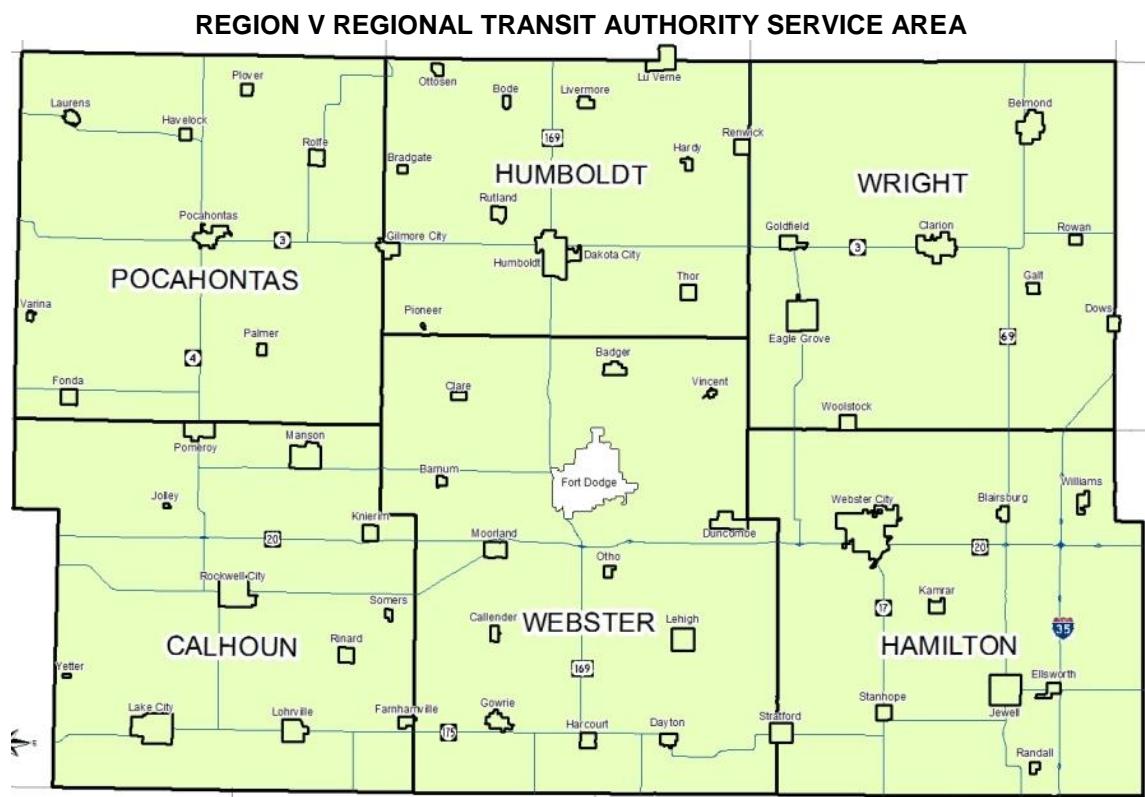
### DART REVENUE/EXPENSES

	<b>Revenue</b>	<b>Expenses</b>
2007	\$981,638	\$880,020
2008	\$1,074,646	\$1,039,004
2009	\$1,065,525	\$1,007,565
2010	\$1,027,606	\$1,027,902
2011	\$1,059,506	\$1,006,215



## MIDAS RTA

The MIDAS Regional Transit Authority (RTA) is a regional system. The system is run by MIDAS Council of Governments. The system area covers Calhoun, Hamilton, Humboldt, Pocahontas, Webster and Wright counties.



The RTA provides demand response service to any individual in Calhoun, Hamilton, Humboldt, and Pocahontas counties. The rider is asked to schedule their trip 24 hours in advance, although limited same day service is available. The individual will be picked up where requested and taken to the destination requested within the City/County of origin. MIDAS has 7 full time administrative staff, 2 full time mechanics, 15 full time drivers and 36 part time drivers.

Operation hours vary by county. Hours of operation are listed below:

Calhoun County: 6:45 AM – 6:00 PM, Monday through Friday

Hamilton County: 5:30 AM – 5:00 PM, Monday through Friday

Humboldt County: 6:00 AM – 6:00 PM, Monday through Friday

Pocahontas County: 7:00 AM – 4:00 PM, Monday through Friday

MIDAS RTA also makes transportation services available on a contract basis at nights and weekends. Dispatchers, drivers, mechanics and administrator are available during the regular transit hours.

Fare charges in the region are the same for all counties.

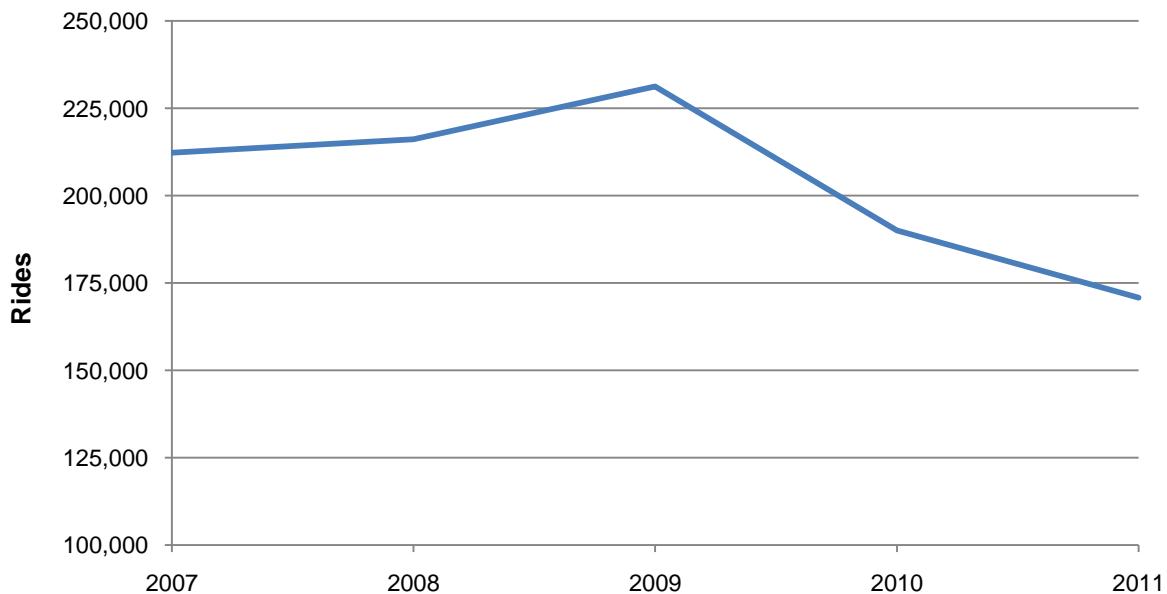
#### MIDAS RTA Fare Structure

	<b>Adult</b>	<b>Student</b>	<b>Senior</b>
Demand Response	\$2.50	\$2.00	\$2.00
Monthly Passes	N/A	\$21.25	\$21.25
Mileage Service	\$1.45/mile		
Hourly Service	\$29.55/hour		

MIDAS owns approximately 42 buses and minivans of these 36 are used by the RTA and 6 are used by Wright County. Ages of the buses vary from 1984 to 2010. In FY 11 the RTA ran approximately 329,734 inventory miles. All MIDAS RTA buses are handicapped accessible.

From FY2007 - FY2009 ridership increased 9% however since FY 2009 ridership has decreased 26% with ridership lower than that in FY 2007. Decrease in ridership is attributed to closing of Electrolux thus loosing employee rides and the new interpretation of federal charter rules. The average length of a ride in the region is 1.9 miles.

#### MIDAS RTA Ridership

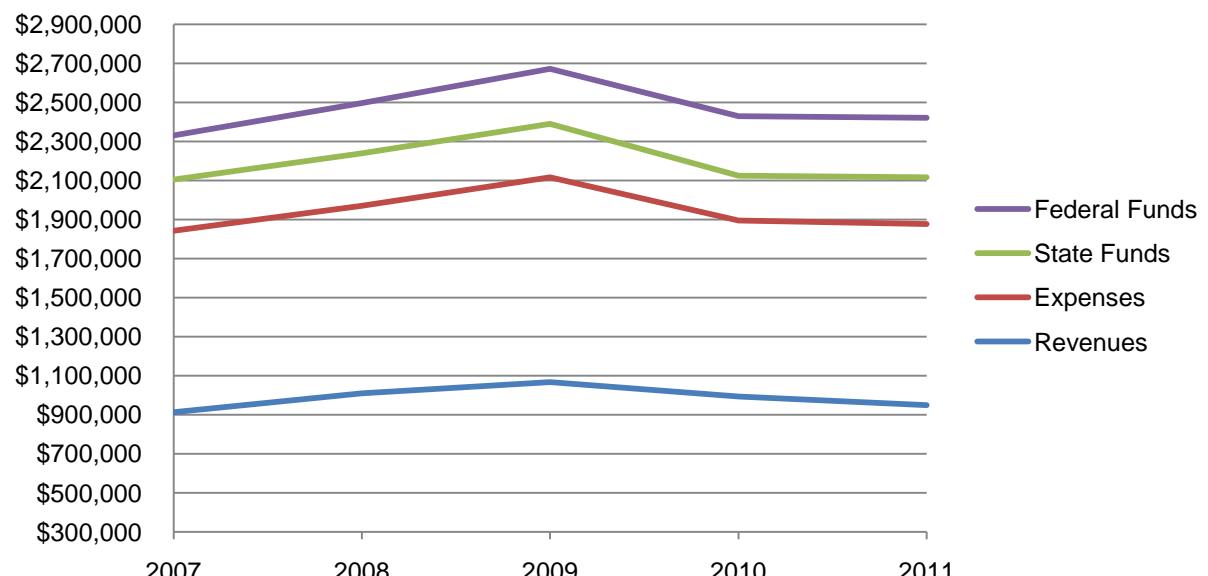


Operating revenues have decreased since FY 09 by 11% which can be attributed to a reduction in passenger and contract revenue caused by a reduction in ridership. Operating expenses showed an increase from FY07 to FY 09 however expenses are down 11.5% since FY09. Decrease in expenses is due to reduction in payroll because of service reduction due to the elimination of "charter" services and reduction in the cost of fuel.

#### MIDAS RTA REVENUE/EXPENSES

Year	Revenue	Expenses
2007	\$911,911	\$930,126
2008	\$1,009,647	\$961,322
2009	\$1,067,424	\$1,048,643
2010	\$992,559	\$903,090
2011	\$949,500	\$927,743

#### MIDAS RTA REVENUE/EXPENSES



#### **Wright County Transit**

Wright County Transit is a MIDAS RTA sub-provider. MIDAS provides the transit authority, buses, bus insurance, bus maintenance and Drug and Alcohol program. MIDAS also provides Wright County with federal and state funds. Wright County provides their own drivers and dispatch, and sets their own transit rates.

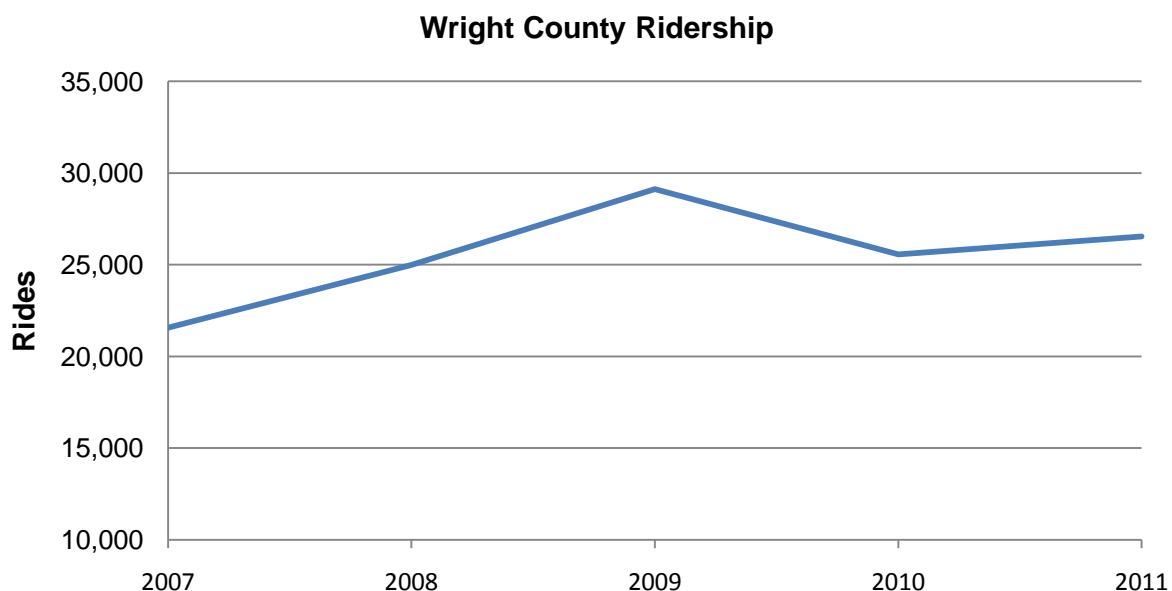
Wright County runs a Demand Response service. Services are provided Monday through Friday from 8:00 AM to 4:00 PM. Wright County sub-contracts out to the cities of Clarion and Eagle Grove to provide public transit within their city.

In FY 2011 Wright County provided 26,536 rides and 88,750 revenue miles, an average of 3.3 miles per ride.

**City of Clarion** – Provides transit service to the residents of the City of Clarion through a contract with Wright County. Service area is the city limits. Hours of operation are from 8:00 AM to 4:00 PM Monday through Friday. There are 2 full and part-time administrative personnel and 3 part-time drivers. The City has one minivan provided by MIDAS. The cost is \$2.00 per person. Service is provided under contract with Wright County Transit.

**City of Eagle Grove** – Provides transit service to the residents of the City of Eagle Grove through a contract with Wright County. Service area is the City of Eagle Grove and Goldfield. Hours of operations are from 9:00 AM to 4:00 PM Monday through Friday. Eagle Grove has one part-time administrative person and 2 part-time drivers. The City has one minivan provided by MIDAS. The cost is \$1.50 per person picked up in Eagle Grove.

Ridership has increased 23% since FY 2007.



#### NEEDS

The Region V Passenger Transportation Plan (PTP) identifies the transportation needs within the region. Information for the PTP is gathered from human service providers which attend the Mobility Action Planning Transportation Advisory Group (MAPTAG) meetings, from the Region V Transit Subcommittee, DART, MIDAS Regional Transit, and Wright County Transit systems and from meetings with county human service groups and surveys.

Listed below are the transit needs identified in the Region V Passenger Transportation Plan:

- Additional/increased funding/resources.
- Maintain current transportation service.
- Expand hours of service to include early morning, night, weekend and holiday service.
- Expand service area.
- Expand service.
- Provide non-emergent transportation to medical facilities outside of individual counties and the region.

- Maintain/update computers to keep up with changing technology.
- Maintain/replace current facilities and vehicles.
- Install surveillance cameras in vehicles/facilities.
- Purchase additional buses to serve as back to current buses.
- Construct bus storage facilities in Calhoun, Humboldt, Pocahontas and Wright counties to house equipment.
- Training for transit staff and riders.
- Make transportation affordable for everyone regardless of purpose.
- Continue coordination throughout the region.

## FUNDING

Public Transit Systems in Iowa may receive federal, state and local funding. Below are some of the financial resources received by DART and MIDAS:

### **Federal**

- Capital Investment Program – This is a federal program for support of transit capital needs that exceed what can be funded under the federal formula programs. This federal program provides discretionary funding of transit capital improvements on an 80% federal, 20% non-federal matching basis (83% federal, 17% non-federal for vehicles equipped to meet ADA and Clean Air standards).
- Non-urbanized Area Formula Program – This federal program supports transit activities in rural areas and communities with less than 50,000 population.
- Intercity Bus Assistance Program - Iowa's Intercity Bus Assistance Program is intended to support intercity bus service in rural and small urban areas.
- Job Access and Reverse Commute Program (JARC) – This is a federal program established to provide transportation services to access employment opportunities and support services (such as training and child care) for welfare recipients and low-income individuals.
- New Freedom Program – This is a federal program established under SAFETEA-LU to support new services or accommodations for persons with disabilities that go beyond the minimums established by the rules implementing the Americans with Disabilities Act.
- Surface Transportation Program (STP) – This is another of FHWA's core programs. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis.

### **State**

- State Transit Assistance (STA) – Funds are provided to support public transit services and may be used for either operating or capital projects.
- Public Transit Infrastructure Grants – Fund some of the vertical infrastructure needs of Iowa's transit systems. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to 80% and cannot, in combination with federal funding, exceed that number.
- Capital Match Revolving Loan Fund (AMOCO Loan) – All public transit systems are eligible for loans under this program. The intent of the program is to increase the inherent energy

conservation benefits of public transit by expediting the implementation of transit capital projects.

### **Local**

- Passenger Revenues – Fees paid by the passengers is one of the most common sources of local support.
- Contract Revenue – Human service agencies, local communities, as well as private businesses are often willing to pay a part or all of the cost for certain types of rides provided as part of the open to the public transit operation.
- Municipal Transit Levy – Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 assessed valuation to support the cost of a public transit system.
- General Fund Levy – The cost of supporting transit services is an eligible use of general fund revenues for all Iowa governments and is the primary source of funding to support transit for counties who don't have the option of a transit levy, as well as for cities which chose not to use the transit levy.

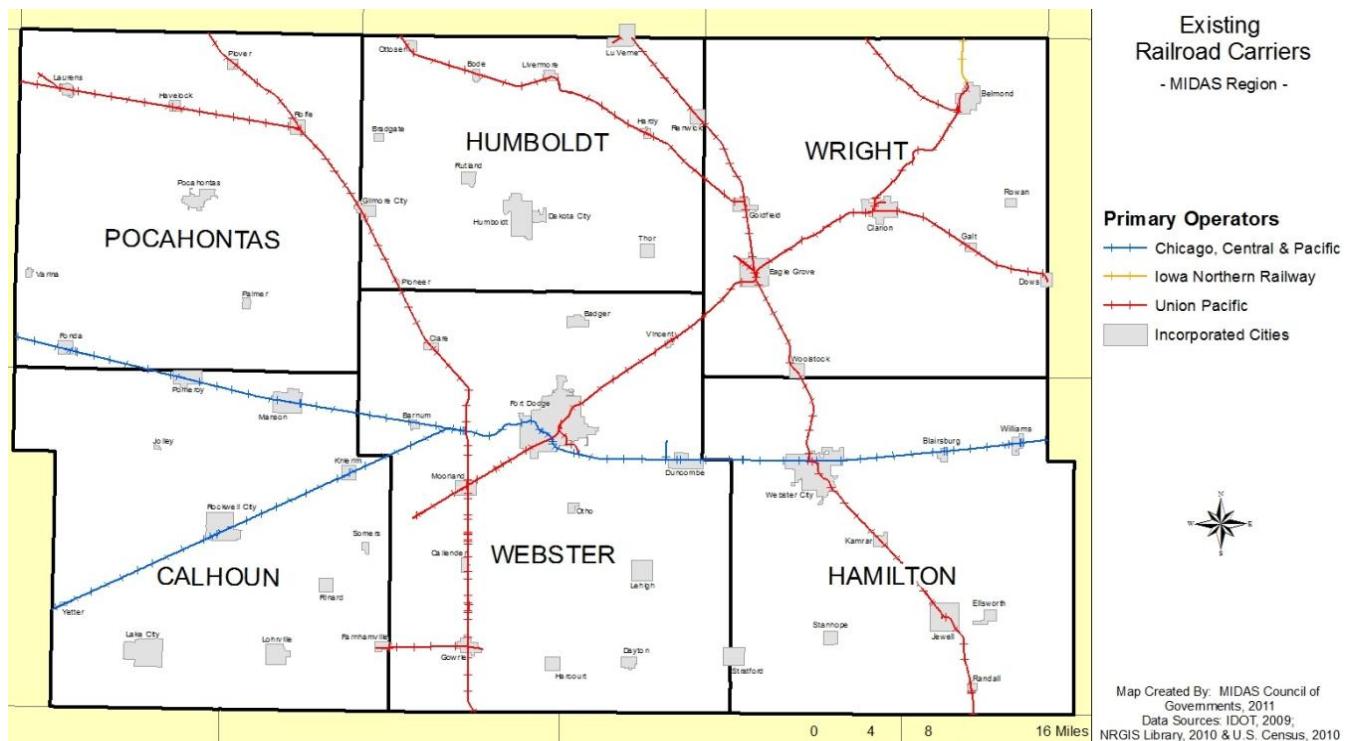
## RAIL

Railroads in Region V handle freight only. Three railroads operate within the region, the Union Pacific Railroad Company (UP) a Class I railroad, the Canadian National Railroad Company a Class II railroad and the Iowa Northern Railway a Class III railroad.

The Surface Transportation Board categorizes railroads based on operating revenues over a three year period. Class I railroads have operating revenues that exceed \$250 million dollars, Class II railroads operating revenues are greater than \$20 million but less than \$250 million and Class III railroads have operating revenues less than \$20 million dollars.



*Larger regional railroad carrier maps can be found in appendixes.*



### Union Pacific

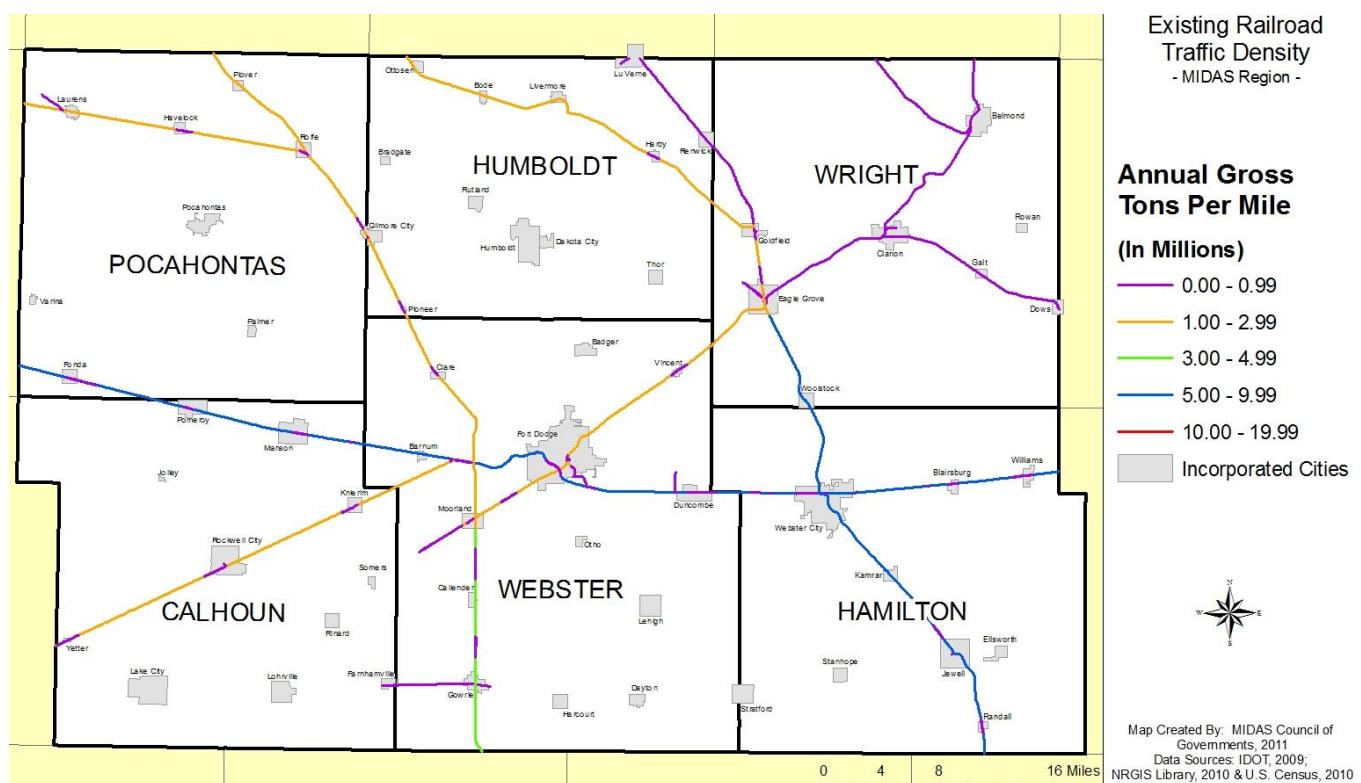
The Union Pacific (UP) is the largest railroad in the United States operating 32,012 miles of track. UP was chartered in 1862 and is based in Omaha, NE. In Iowa the UP operates 1,435 miles of track in Iowa approximately 303.5 miles of track in Region V. The UP hauls commodities such as chemicals, coal, food and food products, forest products, grain and grain products, metals and minerals, and automobiles and parts. The UP is one of the largest intermodal carriers in the nation. The UP hauls 0.1 to 5.5 million tons per mile in Region V annually.

### Chicago, Central and Pacific Railroad

The Chicago, Central and Pacific Railroad (CC) was purchased by the Canadian National Railroad in 1999 and exist as a subsidiary of the Grand Trunk Corporation. The Grand Trunk Corporation is a subsidiary holding company for Canadian National Railway's properties in the US. The CC operates 558 miles of track in Iowa with 132.79 miles in Region V. The CC hauls commodities such as coal, farm products, food products and chemicals. The CC hauls between 5.15 – 9.17 million tons per mile in Region V annually.

### Iowa Northern Railway

The Iowa Northern Railway (IANR) was incorporated in 1984 and is one of the first short-line railroads in the state. The railroad was originally owned by a group of grain elevators located along the line. The line was sold in 1994 to the current owners and maintains corporate headquarters in Cedar Rapids, Iowa. The IANR operates 169 miles of track in Iowa with 3.2 miles in Region V. The main products handled by the IANR include grain, chemicals/fertilizers, food products, stone, ethanol and machinery.



### NEEDS/ISSUES

The 2009 Iowa Railroad System Plan identified current and emerging issues which affect Iowa rails system. The issues identified are the same issues faced by the MIDAS region. It is felt that the issues identified will need to be addressed over the next decade in order for Iowa's railroad system to continue to meet Iowa's transportation needs. The issues identified for freight include:

- Improving the security of the Iowa rail network
- Increasing funding availability from state, federal and private sources
- Increasing safety at railroad/highway crossings
- Increasing rail capacity to meet current and future demand

- Increasing rail access to accommodate business and industries considering locating or expanding in Iowa
- Upgrading branch lines to handle increasingly heavier rail cars

## FUNDING

Railroads are privately owned. Below are some of the state and federal governmental financial assistance programs available for railroads:

- Railroad Revolving Loan and Grant Program. This program provides assistance to improve rail facilities that will spur economic development and job growth and otherwise aid railroads in the preservation and improvement of the rail transportation system. The program can provide assistance as loans, grants or combinations thereof, but grant funding is limited to 50 percent of the total funds available.
- Federal Highway-Rail Crossing Safety Fund. This fund provides financial assistance to improve rail crossings over highways. Approved projects are 90 percent federally funded, and 10 percent is funded by the railroad and/or highway authority.
- State Grade Crossing Surface Repair Fund. This program is similar to the federal safety fund. This fund will support 60 percent of the project costs, with the remainder coming from the Railroad (20 percent) and the public road jurisdiction (20 percent), both of whom enter into a project agreement with the Iowa DOT.
- State Grade Crossing Safety Program. This program helps railroads pay for up to 75 percent of the maintenance costs of active warning systems installed after 1973.
- Railroad Rehabilitation and Improvement Financing Program. This program provides direct loans and loan guarantees to acquire, improve, or rehabilitate intermodal or rail facilities, develop new intermodal or rail facilities, or refinance outstanding debt.

## Roads and Bridges



Highways and streets serve as the largest transportation system in the region. Highways and streets allow for the movement of people and goods by vehicle over short and long distances. Air, rail, trail and transit systems all require the use of roads and highways. Interstates and highways in Iowa make up the primary road network while major/minor arterials and collectors form the secondary road system that connects primary roads to local streets and roads.

There are 6,977 miles of roadway in the region.

### Functional Classification

Every roadway has a functional classification. The degree to which a roadway provides access and/or mobility determines its functional classification. Definitions of road classifications include:

**Interstate** are roads and streets with full-controlled access divided facility of at least 4 lanes designated by the Federal Highway Administration as part of the Interstate System.

**Rural Principal Arterial** are rural routes which serve substantial statewide or interstate travel, serve almost all of the urban areas with populations over 50,000 and a large number of the areas with a population over 25,000.

**Rural Minor Arterials** are a network of roads which link cities and larger town and provide interstate and inter-county service spaced so that all developed areas are within a reasonable

distance of an arterial highway. These roads are designed to provide for relatively high travel speeds with minimum interference.

**Rural Major Collector** routes should provide service to any county seat not on an arterial route, to larger towns not serviced directly by a higher system, and to other roads of equal importance and link these places to nearby larger cities or higher classification routes.

**Rural Minor Collector** roads take traffic from local roads to all developed areas within a reasonable distance and provide service to smaller communities.

**Rural Local** roads provide access to adjacent land and travel over a relatively short distance.

**Urban Principal Arterial** streets carry a major portion of traffic in the urban area. These routes are usually fully and partially controlled access facilities and include interstates, freeways and expressways and other principal arterials with no control access.

**Urban Minor Arterial** streets interconnect and enhance the principal arterial system. They provide moderate length trips and have a lower level of travel mobility.

**Urban Collector** streets provide access within residential neighborhoods and commercial and industrial areas. A collector street channels traffic from local streets to the arterial system.

Urban Local streets are all streets that do not fall in one of the other categories.

Only 3.4% of the roads in the region are classified as interstate or primary arterial. There are 29 miles of Interstate within the region. Interstate 35 runs through the eastern portion of Hamilton and Wright Counties. The rural area of the region has 2 principal arterial roads, US Highway 20, which runs east and west through Hamilton, Webster, and Calhoun Counties, and US Highway 169, which runs north and south through Webster and Humboldt counties. The chart and map below lists the mileage in the region in terms of functional classification. (County Federal Functional Classification maps can be found in the appendixes.)

#### RURAL FUNCTIONAL CLASSIFICATION

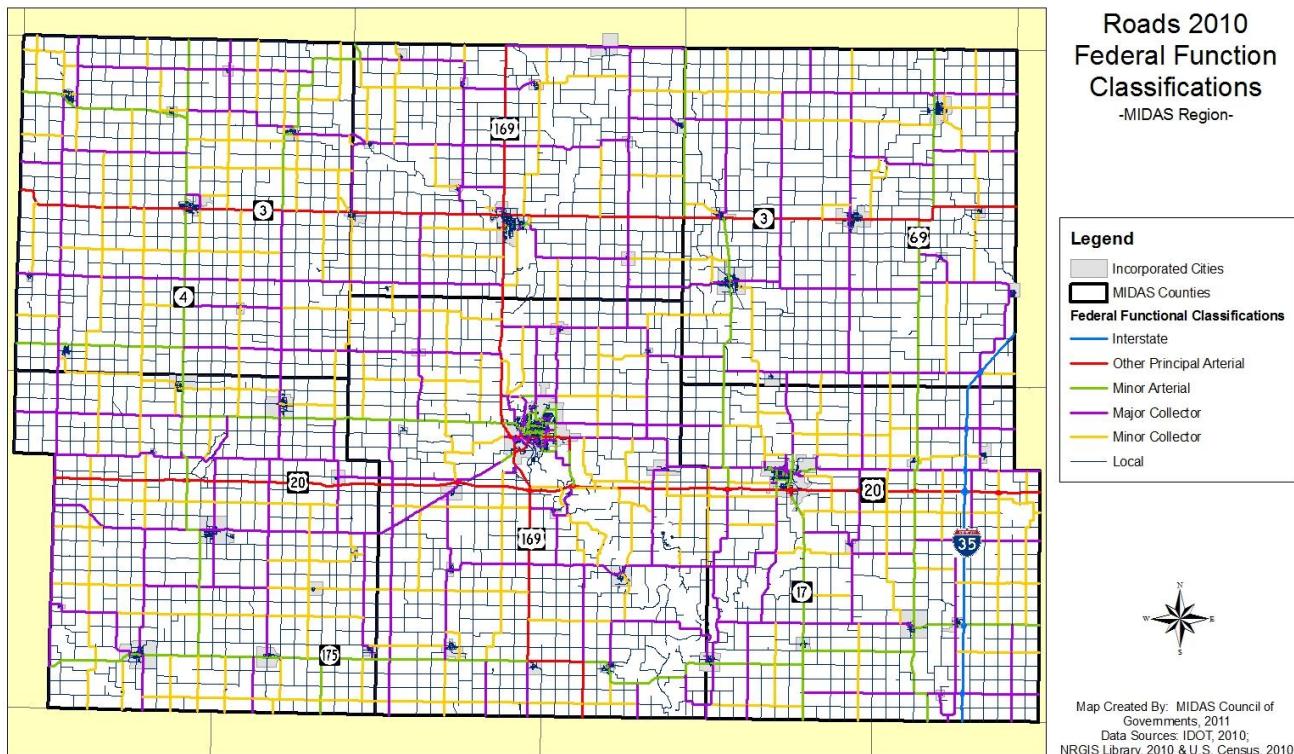
Classification	Miles
Interstate	29.2
Principal Arterials	187.43
Minor Arterials	284.05
Major Collectors	932.24
Minor Collectors	927.14
Local	4,330.74
TOTAL	6,690.80

#### CITY FUNCTIONAL CLASSIFICATION

**(Humboldt Area, Fort Dodge and Webster City)**

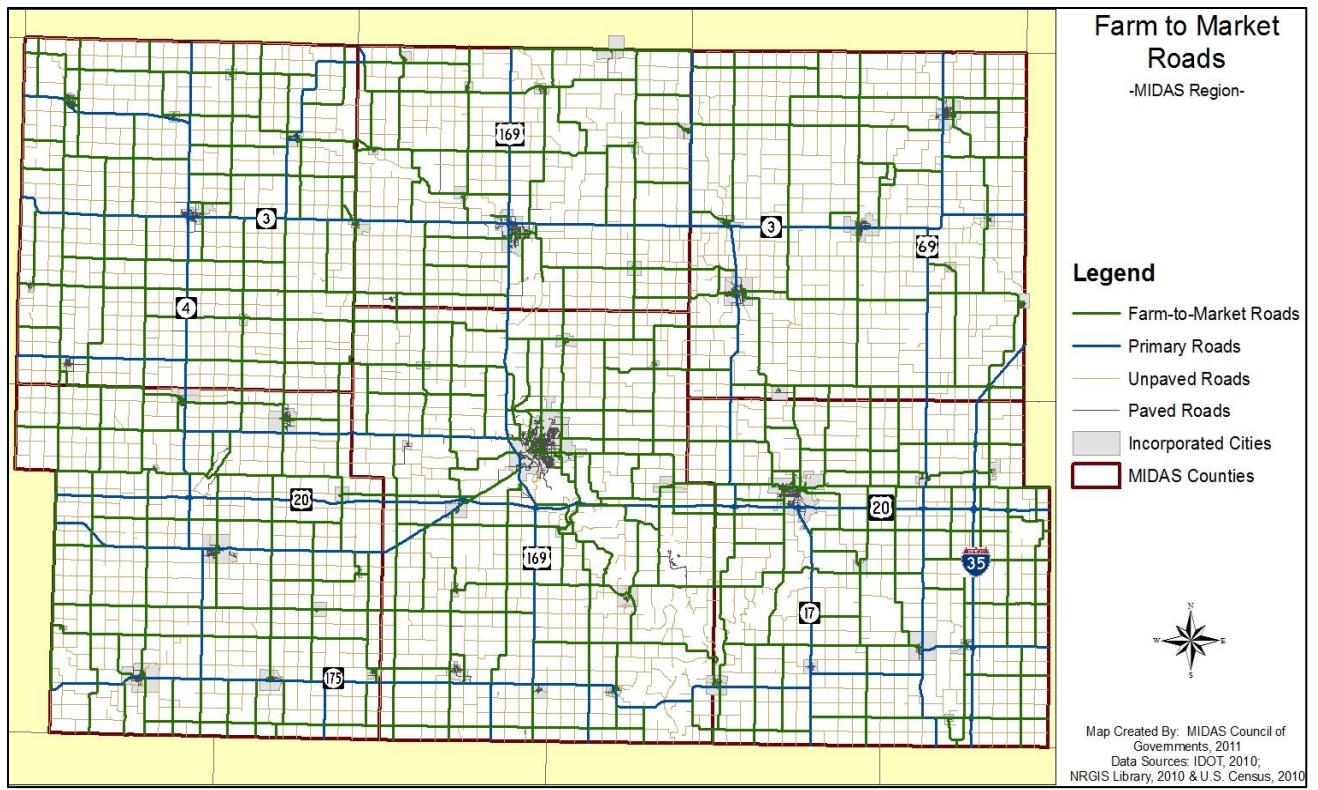
Classification	Miles
Interstate	0
Principal Arterials	18.67
Minor Arterials	41.10
Collectors	29.05
Local	197.65
<b>TOTAL</b>	<b>286.92</b>

**Region V Federal Functional Classification of Roads**

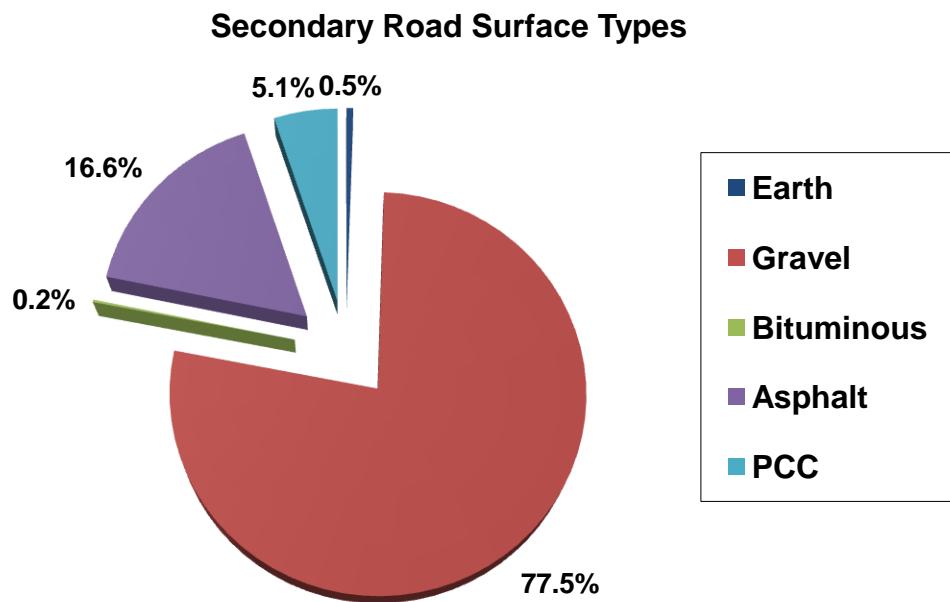


**Secondary Road System**

The secondary road system consists of over 88 percent (6,190.12 miles) of the road mileage in the region. Secondary roads are those roads under the county's jurisdiction. Secondary roads provide a means for transporting people and products to nearby cities. Twenty-nine percent of the secondary road system is considered Farm-to-Market roads or roads which provide service for short-distance traffic.



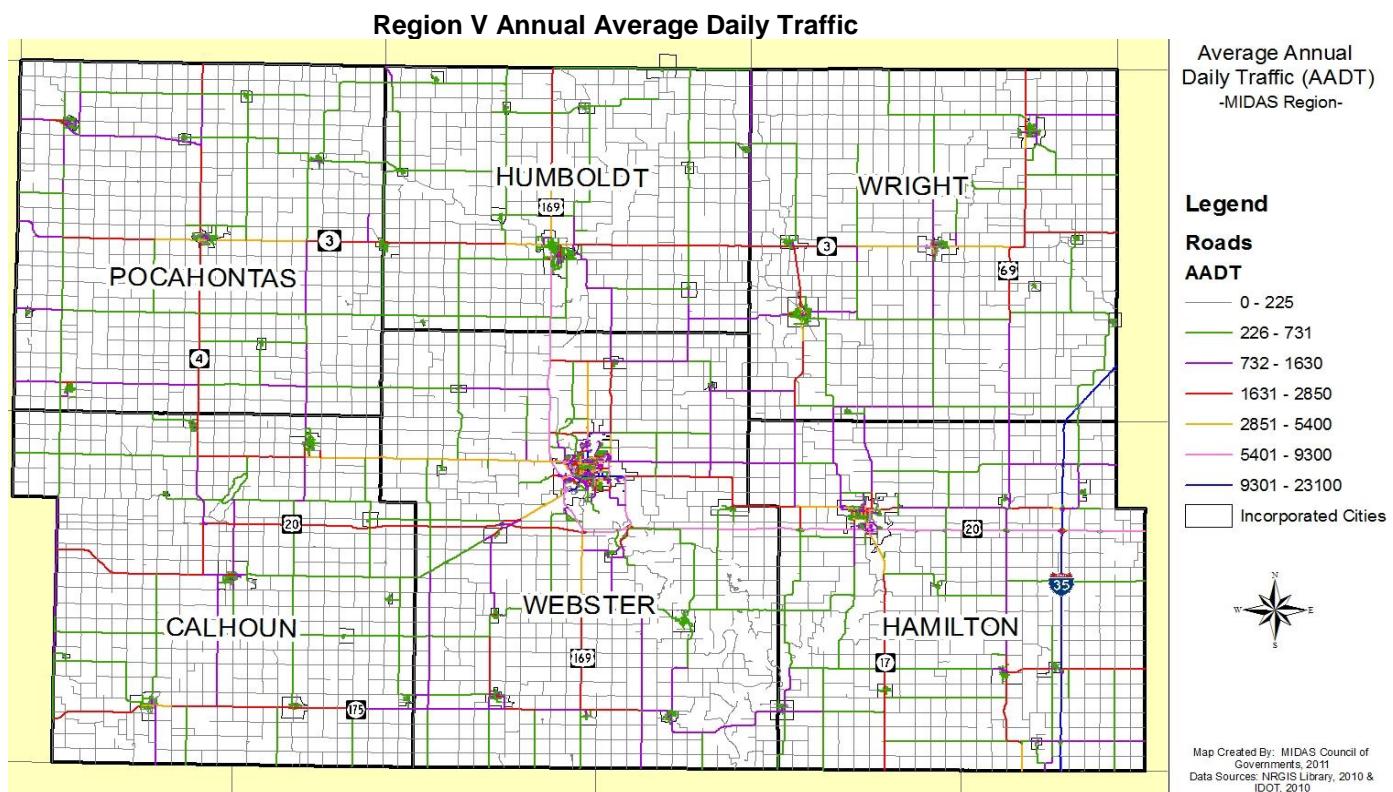
Less than one percent of the secondary roads in the region are earth roads, the rest are considered surfaced roads. Most of the secondary roads in the region have a gravel surface (77%) the remaining roads are asphalt and concrete. The chart below identifies the percentage of roads by surface types.



## Annual Daily Traffic

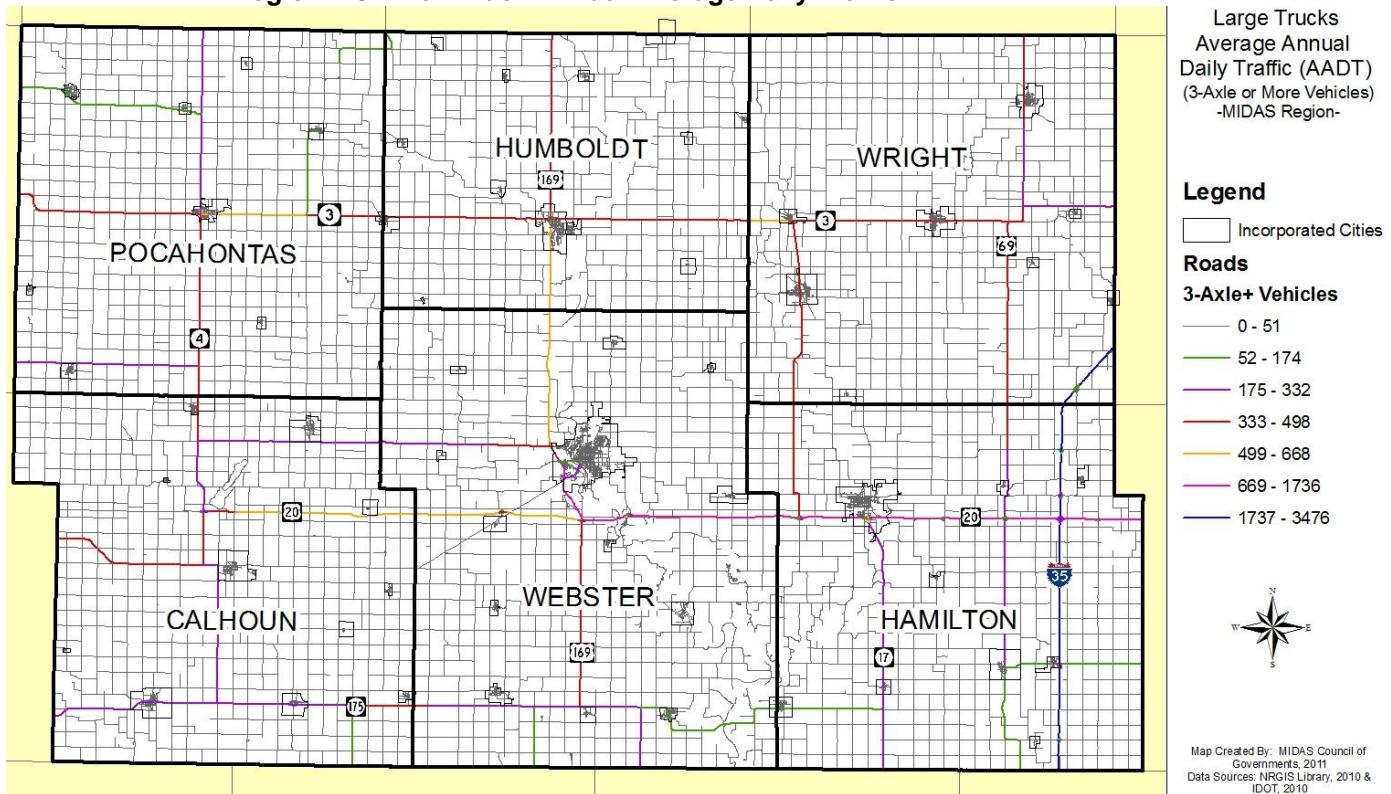
Road use is often measured by the approximate number of vehicles per day on a road section over a period of one year which is called Average Annual Daily Traffic (AADT). AADT information is updated every four years with the Iowa Department of Transportation completing a quarter of the state in that four year period of time. Some cities and counties update their AADT more often.

The maps below show the AADT for the roads in the region and for Large Trucks in the region.  
(County Annual Average Daily Traffic maps can be found in the appendixes.)



Larger vehicles have greater impacts on roads. The map below identifies the AADT of vehicles which have at least 3 axles which includes trucks, recreational vehicles, motor homes, farm machinery and tractor trailers. (County Truck Annual Average Daily Traffic maps can be found in the appendixes.)

### Region V 3 Axle+ Truck Annual Average Daily Traffic



#### Pavement Conditions

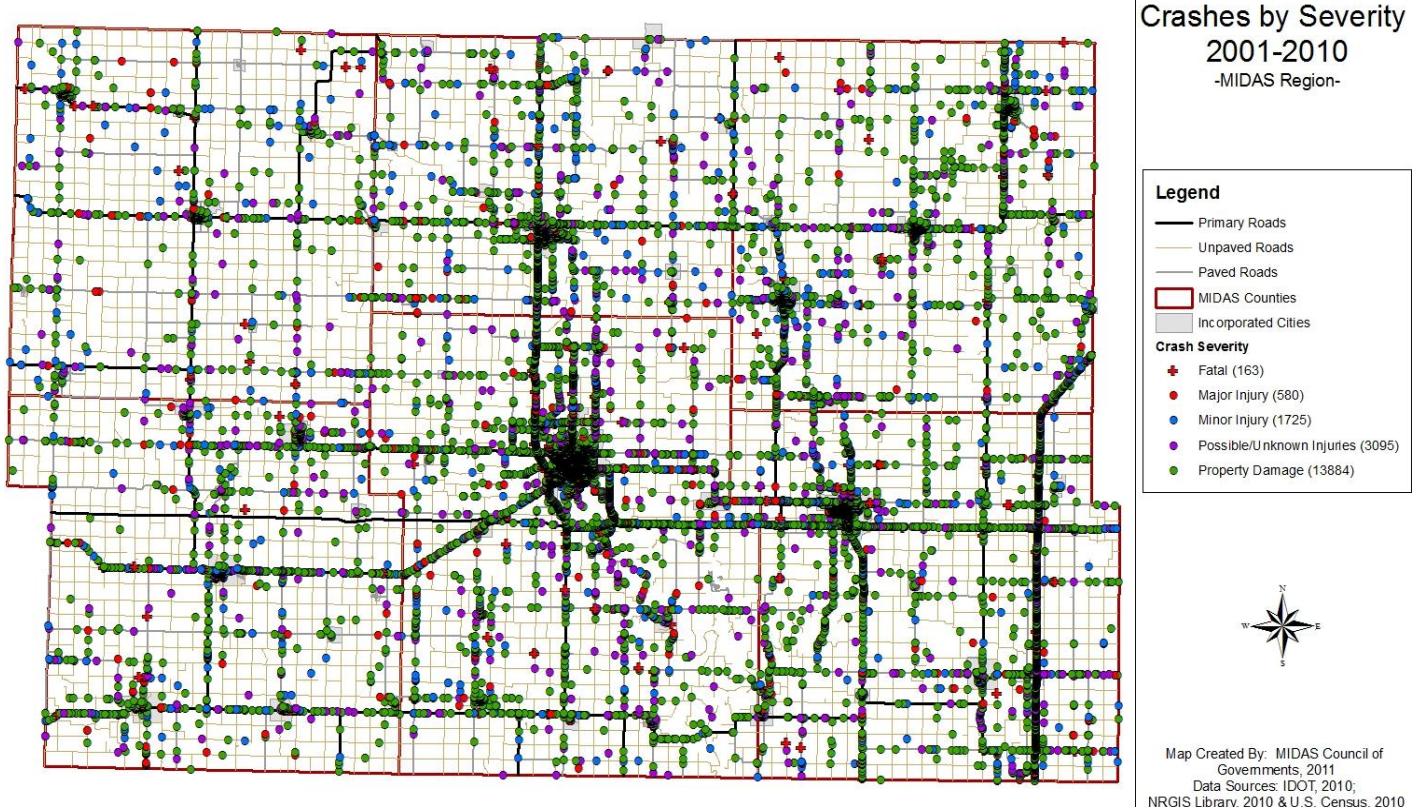
A roadway's pavement condition is an important factor. Deteriorating pavement can be unsafe and be a contributing factor to crashes.

Paved roads are reviewed regularly for structural degradation. These regular reviews help the county engineers in the region determine which road segments to include in their five year transportation program.

Primary roads, (I35, US Highways 20 and 136, IA Highways 3, 4, 7, 10, 15, 17, 69 and 175) are the responsibility of the Iowa Department of Transportation (IDOT). The IDOT uses many tools in determining where to put their road maintenance and construction funds.

#### Crash Data

Contributing factors to roadway crashes can include road design, pavement condition, vehicle condition, driver behavior, driver condition (physical) and animals in roadway. The map below identifies all crashes in the region between 2001 and 2010 by severity. There have been 163 fatal crashes in the region with 58% of those located on the secondary road system. (Crash information was obtained from the Iowa Department of Transportation)



## Bridges

Bridges located on primary roads are maintained by IDOT. Cities and Counties are responsible for bridges within their jurisdiction that are not located on a primary road.

Region V has 936 bridges that are the responsibility of the local jurisdictions. More than 20% of these bridges are structurally deficient and 16% are functionally obsolete. Bridge data provided by the IDOT is listed below.

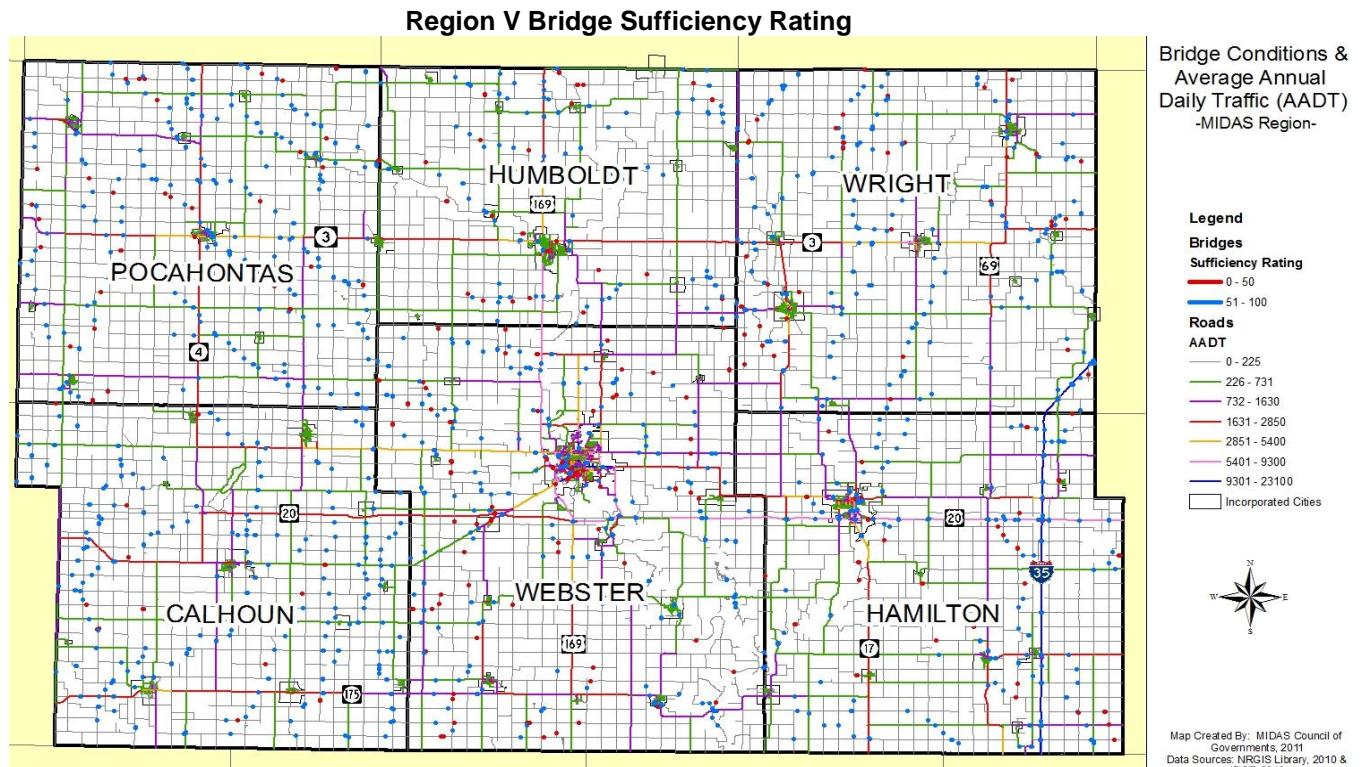


## REGION V BRIDGES

Jurisdiction	# of Bridges	# Bridges Functionally Deficient	# Bridges Functionally Obsolete	Bridge Lengths (Range)	Bridge ADT (Range)
Calhoun	201	16	4	22 – 510	5 - 870
Hamilton	176	27	8	20 – 390	0 – 2,980
Humboldt	104	22	7	21 – 408	5 – 4,080
Pocahontas	213	45	0	12 – 309	5 - 890
Webster	260	69	6	20 – 1208	5 – 6,700
Wright	194	44	9	20 – 449	5 – 1,310
<b>TOTAL</b>	<b>1,148</b>	<b>223</b>	<b>34</b>		

Bridges are inspected on a 12 month to 24 month cycle. The inspections determine the bridge's sufficiency rating. The SI&A rating is a measure of major components of the structure relative to current structure standards. Bridges are rated on a scale of 0 – 100 (0 worst and 100 best). In the region there are 420 bridges with a Sufficiency rating of 80 or less and 193 bridges with a Sufficiency rating less of 50 or less.

In order to qualify for bridge rehabilitation funding a bridge must have a Sufficiency Rating of 80 or less and carry at least 25 vehicles per day. Bridge replacement candidates must have a Sufficiency Rating of 50 or less and carry at least 25 vehicles per day. In the region there are 309 (33%) bridges that qualify for rehabilitation and 139 (14.9%) that qualify for replacement. The map located below shows the locations and sufficiency ratings of the bridges in the region. (County Bridge Sufficiency Rating maps can be found in the appendixes.)



## NEEDS/ISSUES

The following road/bridge needs have been identified by the region

- Maintenance of roads/bridges to a level acceptable and safe to the traveling public
- Additional funding is needed to maintain acceptable and safe condition ratings for roadways and bridge structures.
- Lowering the percentage of local matching funds to state and federal funds
- Road and Bridge funding must be distributed equitably throughout the state.
- Many high-cost bridge structures have major deficiencies.
- Safety needs exist on the system.
- State rolling back city taxes reducing city revenues which may be used for roads.
- Completion of Highway 20
- Increased size of farm equipment on roads/bridges.
- Increased volume of oversized loads traveling on roads/bridges.
- Increasing cost has reduced what communities spend on road resurfacing
- Increased truck traffic due to construction and operations of ethanol plants and agricultural activities
- Maintain funding for on and off system bridges

## FUNDING

In Iowa there are various sources of funding available for roads and bridges. See below for a listing of some of the available funding.

### **Revitalize Iowa's Sound Economy (RISE)**

This state program was established to promote economic development in Iowa through construction or improvement of roads and streets. Funding may be in the form of a grant, loan or combination thereof. Projects must involve construction or improvement of a public roadway.

Approximately \$11 million for cities and \$5.5 million for counties

### **Highway Bridge Program**

This federal program was established to fund the replacement or rehabilitation of structurally deficient or functionally obsolete public roadway bridges. Cities are limited to \$1 million per bridge candidate (only one bridge per city per year). Funding Level is subject to annual obligation limits. Funds are then apportioned as follows: cities - 11 percent; counties - 47 percent and state - 42 percent.

### **Highway Trust Fund**

The largest of the transportation trust funds was established in 1956 to ensure a steady flow of money to support the construction of the nation's interstate system. The Highway Trust Fund (HTF) and user fees have been continued and now support a wide range of transportation programs. User fees include fuel taxes, heavy vehicle use taxes, and retail taxes on purchases of trucks and truck tires. More than 88 percent of the revenue to the HTF comes from fuel taxes. HTF receipts are credited to two accounts, the highway account and the mass transit account. In 2008 (latest available), Iowa contributed \$403.2 million to the highway account and \$62.1 million

to the mass transit account. This represents 1.28 percent and 1.23 percent, respectively, of the total receipts.

#### **Iowa Clean Air Attainment Program (ICAAP)**

This program funds highway/street, transit, bicycle/pedestrian, or freight projects or programs which help maintain Iowa's clean air quality by reducing transportation-related emissions. Eligible highway/street projects must be on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors. Program's annual funding level is approximately \$4.5 million.

#### **Surface Transportation Program**

This federal program was established to: aid public road jurisdictions with funding for road or bridge projects; provide funding for transit capital improvements; provide funding for bicycle and pedestrian facilities; and provide funding for transportation planning activities. Road projects must be on federal-aid roads, which includes all federal functional class routes except local and rural minor collectors (see exception under "qualifications for funding"). Bridge projects may be on any public road. The annual amount available to RPAs/MPOs is approximately \$43 million. (Note: does not include Transportation Enhancement Program amounts which are targeted separately to RPAs/MPOs.)

#### **County and City Bridge Construction Fund**

Construction or replacement of public roadway bridges. Replacement and rehabilitation candidates must be classified as structurally deficient or functionally obsolete according to federal guidelines. Replacement and rehabilitation candidates must have a sufficiency rating of 80 or less and average daily traffic of at least 25 vehicles. Program's annual funding level is \$2 million for counties and \$500,000 for cities.

#### **Public Lands Highways Discretionary Program**

Improve access to, and within, the federal lands of the nation.

The state department of transportation must submit the application but typically coordinates the process for local interest groups or other state, regional or federal agencies, rather than initiating the application.

#### **Transportation and Community and System Preservation Program**

This program provides funding for planning and implementing strategies that improve the efficiency of the transportation system; reduce the environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services and centers of trade; and examine private sector development patterns and investments that support these goals. In addition, very limited funding is available for research. Program's annual funding level currently is \$61,250,000 authorized

#### **Innovative Bridge Research and Deployment Program**

This program was established to provide funding for the demonstration and application of innovative material technology in the construction of bridges and other structures. One component includes funds for repair, rehabilitation, replacement or new construction of bridges and other structures using innovative materials, designs and/or construction methods. A smaller

component supports research and technology transfer activities related to the program's goal. Program's annual funding level is \$13.1 million.

#### **Local Taxes**

Funding which comes to a city/county from property taxes.

#### **Road Use Taxes**

Taxes the state receives from the sale of gasoline and diesel fuel, also includes some vehicles registration fee funding. Twenty percent of this funding is distributed to cities, and 24.5 percent to counties 47.5 % to the Iowa Department of Transportation. Eight percent of the funds are set aside to be divided up among the counties in Iowa by an established formula for Farm to Market roads.

#### **Local Option Sales Tax**

Funding received by cities and counties from the additional taxes a city or county has above the state required minimum on the sale of goods.

## Trails



Recreational hiking, biking, and walking trails are very popular within the region. The Region V Bicycle and Pedestrian Committee developed a Region V Bicycle, Trails and Pedestrian Facility Network Plan, which outlined the existing trails within the region and identified proposed future trails for the region. A majority of the proposed trails are supported by the Iowa Trails 2000 Plan.

When developing the region's bicycle and pedestrian plan the committee came to the conclusion that most of the users of the network would be recreational in nature whether that is

"hard core" recreational users or "traditional" recreational users. Little interest existed to use such a network as a way to get to work or between economic generators that were not recreational in nature. When considering the network as an alternative form of transportation, recreational users in the region would generally use the network to get from one recreational site to another. Also, if the path/trail/lane enters a city, the committee felt that once in the city, the users will typically find a way to get to their desired destinations.

The Region V Bicycle and Trails Committee identified 10 different types of users of trails and bicycle facilities within the region:

1. Mountain Bicyclists
2. Road Bicyclists
3. Hybrid Bicyclists (Those who are both mountain and road bicyclists)
4. Recreational Bicyclists - less serious
5. Hikers
6. Runners
7. Roller Bladers
8. Walkers
9. Cross Country Skiers
10. Snowmobiles
11. Equestrian

The regional trail inventory includes, approximately 65 miles of Rural Bicycle Paths/Trails, 3.98 miles of Rural Bicycle Lanes, 12 miles of shared roadways, and 1/2 mile of Urban Bicycle Lanes. Trails located in parks were not included in the totals. The classifications included in the facilities survey form, was taken from the "Bicycle Facilities Network Identification Executive Summary" which was developed by the Iowa Department of Transportation. The following facility classifications were given:

Shared Roadways - Roadways that can accommodate shared bicycle/motor vehicle use.

**Urban Bicycle Lane** - Portion of a roadway which has been designated by striping, signing and pavement markings for the exclusive use of bicyclists.

**Rural Bicycle Lane** - Paved shoulders placed on the portion of the roadway outside the edges of the motor vehicle travel way and extending to the top of fore slopes.

**Urban Bicycle Paths** - Areas for bicyclists adjacent to, and normally within, the roadway right of way but separate from motor vehicle traffic.

**Rural Bicycle Paths/Trails** - Areas designed for the shared use of bicycles and pedestrians and are completely separate from motor vehicle traffic. (Region V uses this definition for multi-use trails that allows all forms of use including skating, rollerblading, etc.)

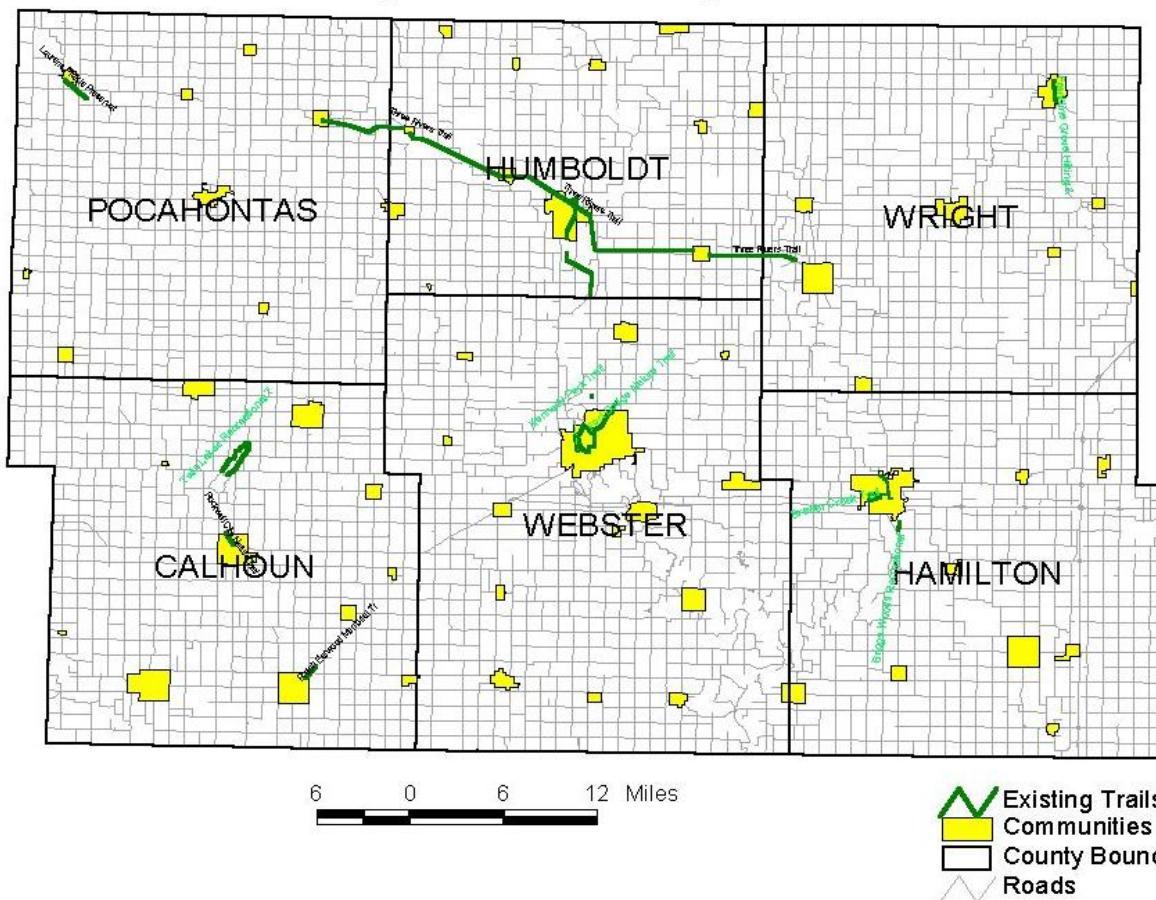
Listed below is the bike/trail inventory for the region and maps identifying the location of the trails within the region.

#### **Region V Existing Bike and Trail Facilities**

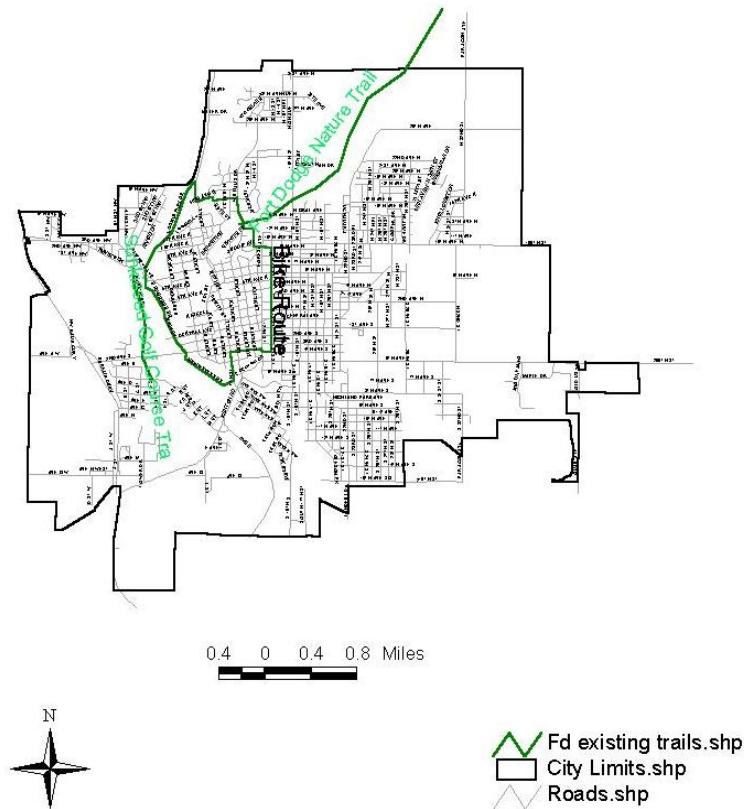
<b>Facility Name</b>	<b>Classification</b>	<b>Location</b>	<b>Mileage</b>	<b>Width</b>	<b>Type</b>
		Runs on old Chicago NW RR, 'right-of-way and on the M & St. L RR right of way in Humboldt, Pocahontas and Wright counties.			
Three Rivers Trail	Rural Path/Trail	South/Southeastern edge of the City of Laurens	40	8 Ft	crushed limestone
Laurens Prairie Preservation Trail	Rural Path/Trail	Laurens	1	Ft	crushed limestone
		North to South through the center of the City of Belmond			
Franklin Grove Heritage Trail	Rural Path/Trail	1 mile east of Lake City	1.8	8 Ft	asphalt
Opportunity Living Lane	Rural Bike Lane		0.4	6 Ft	asphalt
Brewer Creek Park Trail	Rural Path/Trail	Follows Brewer Creek in Webster City.	2.1	8 Ft	limestone
City of Fort Dodge Bike Route	Shared Roadways	Throughout City of Fort Dodge Williams Drive NE (adjacent to Snell Park) to D14 Avenue "C" to Phinney Park Drive in Ft Dodge	5.5	variable	Street width, pavement
Fort Dodge Nature Trail	Rural Path/Trail		2.9	10 Ft	crushed limestone
Phinney Park Trail	Rural Path/Trail	Adjacent to Sunkissed Municipal Golf Course on Meriweather Dr. in Fort Dodge	0.68	10 Ft	asphalt
Sunkissed Golf Course	Urban Bicycle Lane		0.5	8 Ft	concrete
Ralph Earwood Memorial Trail	Rural Path/Trail	On the northeast edge of the City of Lohrville	0.7	5 Ft	concrete
North Central Iowa Natural Heritage Trail	Rural Path/Trail	Central portion of the west side of the City of Manson	1.7	6 Ft	concrete
Rockwell City Recreational / Nature Trail	Rural Path/Trail	23 Acres northwest part of Rockwell City Encircles North Twin Lakes. South Twin Lake shared roadway.	1	5 Ft	crushed limestone gravel
Twin Lakes Recreational Trail	Rural Path/Trail		6		
			7	10 Ft	concrete

Lake Cornelia Park Trail	Pedestrian	Lake Cornelia Park through Briggs Woods Golf Course through Briggs Woods to north end of Briggs Woods.	0.75	7 Ft	grass and gravel
Briggs Woods Recreational Trail	Rural Path/Trail		1.2	10 Ft	Concrete wood chips and gravel
Bingham Park Trail	Pedestrian	Bingham Park in the City of Rowan.	0.75	6 Ft	gravel
Boone River Recreational Trail	Rural Path/Trail	Nokomis Park to Waste water treatment plant	2		concrete
Brushy Creek Trail	Multipurpose	Brushy Creek State Park			
Kennedy Park Trail	Pedestrian Nature Trail	Kennedy Park around lake	2.5		grass
Jewell Jubilee Trail	Multipurpose	Corner of East Lane and Park Street to southeast side of cemetery	0.47	12 Ft	crushed limestone
Cottonwood Trail	Multipurpose		0.75	8 Ft	crushed limestone

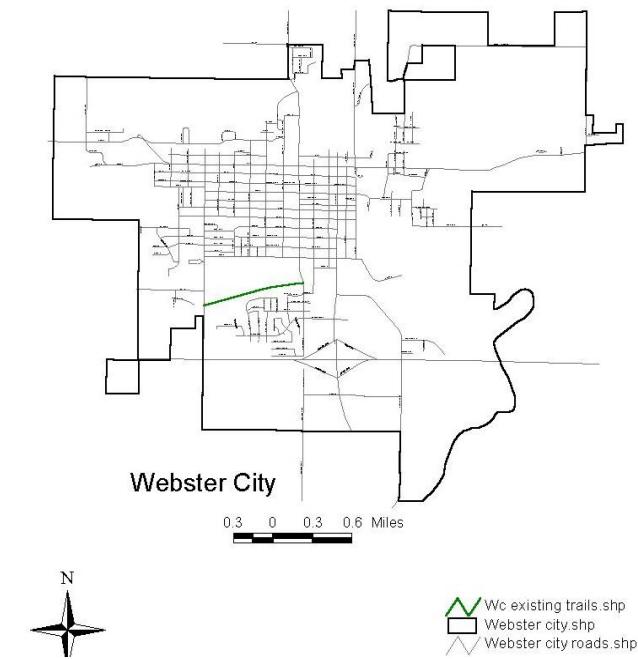
## Region V Existing Trails



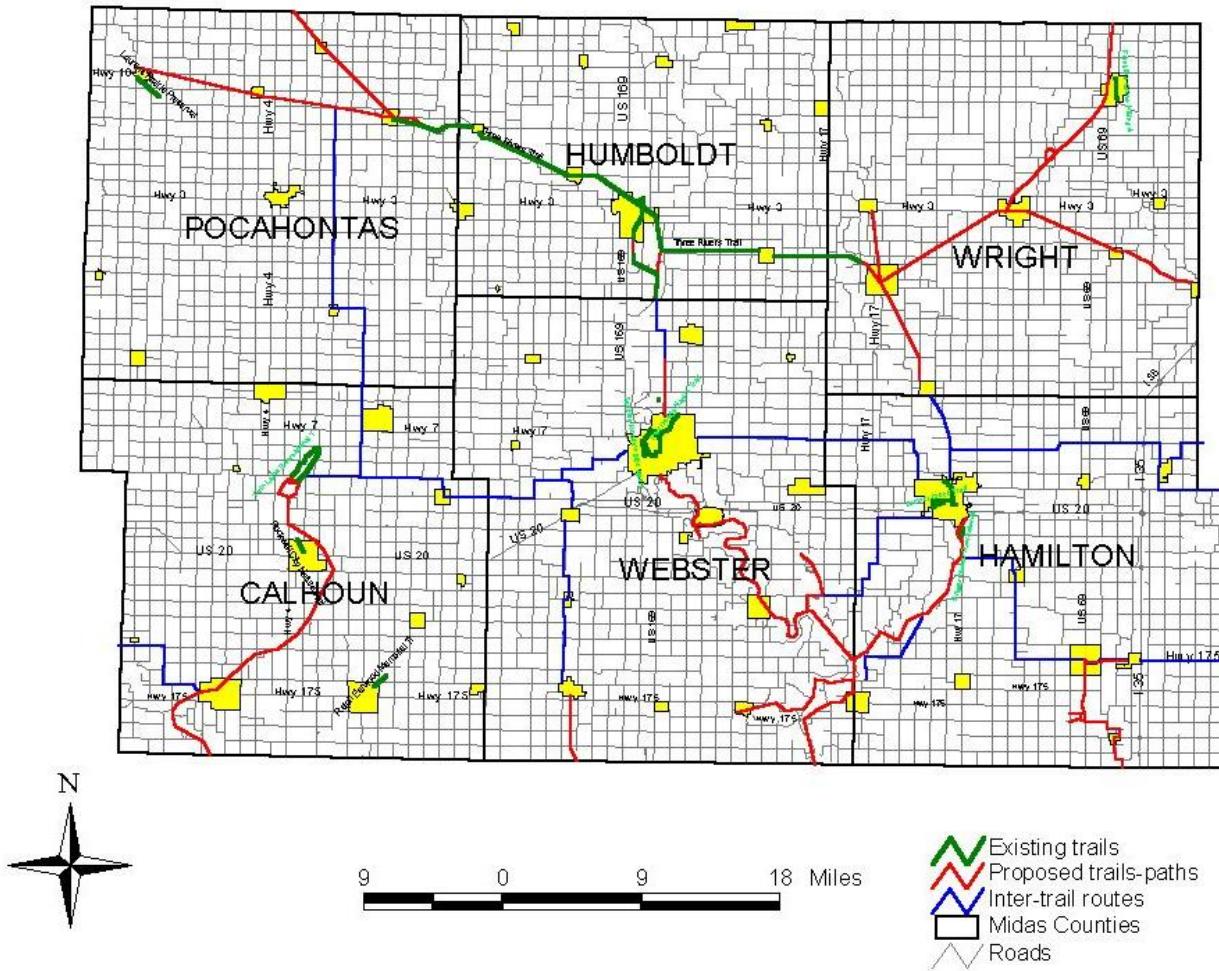
## City of Fort Dodge Existing Trails



Existing Facilities in Webster City



# Region V Proposed Network Map



## ISSUES

The regional trails committee identified the following trail issues.

- Safety is a concern for shared roadways (safety is a big issue to bicyclists in this region.)
- Most people enjoy circular routes or routes with an origin and destination.
- Recreational bicyclists typically will not be able to ride 20-30 miles in a day.

## NEEDS

The 1989 Iowa Trails Usage Study residents expressed the following needs:

- Additional high-quality, multi-use trails.
- Additional trails "close to home." Trails should connect communities, parks, nature areas, and other natural and cultural resources.
- Use of trails as a means of increasing public awareness of the values of natural corridors and the need for protecting, enhancing, and preserving natural areas.
- Flexibility in trail design to allow for a variety of use modes.

## **FUNDING**

The region will seek the financial assistance of existing grant sources such as: Resource Enhancement And Protection (REAP), Regional ISTEA Enhancement funds, State ISTEA Enhancement funds, Iowa DOT Trails funding, and Land And Water Conservation Fund (LAWCON).

The region realizes that as the network is developed increasing amount of funds will be needed.

Alternative ways to raise funds to complement any grants the projects may receive have been discussed, such as special fund raising events and involving special interest groups.

### **Federal Recreational Trails Program**

Provides and maintains motorized and non-motorized recreational trails and trail-related projects (trailheads, kiosks, lighting, etc.). There is approximately \$1,250,000 available annually to public agencies, non-profit and private (with public agency co-sponsor) organizations.

### **State Recreational Trails Program**

This program funds public recreational trails. There is approximately \$2,000,000 available annually to state agencies, counties, cities and non-profit organizations.

### **Federal Transportation Enhancement Program**

Funds enhancement or preservation activities of transportation related projects. Activities fall into the following categories:

- trails and bikeways;
- historic and archaeological; or
- scenic and environmental.

There is approximately \$4.5 million available annually for statewide projects and approximately \$4.5 million for regional projects to public agencies and non-profit organizations. .

NOTE: Information in this section was taken for the Region V Bicycle and Pedestrian plan which was developed in 2000 and information gathered in subsequent years. Region V plans to update the Bicycle and Pedestrian plan over the next two years after which this section of the region's Long Range Transportation Plan will be updated.

# PROJECTS

## Funding

Funding for transportation projects comes from federal, state and local sources. The various federal, state and local funding available for transportation projects has been listed under each of the transportation systems identified. For the purposes of the LRTP it has been assumed that existing funding opportunities will continue to be available. It is further assumed that the projects of STP and Enhancements funds provided to the RPA will also remain fairly constant.

## Projects

Regional transportation projects have been split up into two categories those projects that will occur between 2012 and 2016 and those projects which may occur between 2017 and 2032.

A list of the projects identified to take place between 2012 and 2016 are listed below. Only the projects listed in the Regional Transportation Improvement Program are controlled by the Region V RPA.

### 2012-2016 Projects

#### Aviation

	Project Description	Funding Needed
<i>Clarion Municipal Airport</i>		
Construct Fixed Base Operator (FBO) facility	\$412,000	
Replace Automated Weather Observing System (AWOS) III equipment	\$131,580	
Design 100 ft by 100 ft hangar	\$58,000	
Construct 100 ft by 100 ft hangar	\$354,000	
Acquire land for Runway 32 extension and crosswind	\$846,050	
Extend & widen Runway 32 to 4,200 ft x 75 ft	\$1,895,736	
Construct parallel taxiway and turnaround	\$2,131,995	
Construct crosswind runway	\$532,400	
		\$6,361,761
<i>Eagle Grove Municipal Airport</i>		
Apron major rehabilitation	\$113,211	
Runway 13/31 major rehabilitation	\$266,412	
		\$379,623
<i>Fort Dodge Regional Airport</i>		
Remove-Reconstruct Runway 6/24	\$8,408,945	
Airport Layout Plan (ALP) update (2011, 2019, 2027)	\$1,350,000	
Apron major rehabilitation	\$778,697	
Electrical system update	\$270,000	
Remove-Reconstruct Runway 12/30	\$4,742,427	
Design - Rehabilitate Runway 6/24	\$504,164	
Expand Aircraft Rescue and Fire Fighting (ARFF) and snow removal equipment (SRE) building - phase 1	\$430,000	
Acquire snow removal equipment	\$300,000	
Overlay east Taxiway B & Taxiway D	\$403,187	
Overlay west Taxiway B	\$468,000	
Reconstruct Taxiway F	\$393,300	
Reconstruct general aviation apron	\$1,120,000	

Construct Hangar	\$500,000
Construct 4 Unit Twin Box Hangar	\$450,000
Demolish A & B T-Hangars	\$100,000
Terminal Renovation	\$1,200,000
Replace ASOS	\$1,000,000
Remove Runway 6/24 overrun	\$125,600
	\$22,544,320
Humboldt Municipal Airport	
Construct hangar	\$492,000
Construct hangar	\$468,000
Construct 10 unit T-hangar	\$500,000
Runway 12/30 major rehabilitation	\$925,882
Acquire land for runway protection zone	\$42,000
Acquire snow removal equipment	\$170,000
Runway 12/30 line of sight correction	\$960,000
Construct taxiway	\$212,190
	\$3,770,072
Pocahontas Municipal Airport	
Pocahontas Municipal Airport	
Replace airport lighting	\$245,000
Improve drainage on turf runway	\$120,000
Widen Runway 11/29	\$850,000
Acquire land and close a portion of 240th Ave for runway extension	\$962,000
Install Automated Weather Observing System (AWOS) III-P (Present Weather Identification Sensor)	\$250,000
Construct parallel taxiway - phase 1	\$720,800
Runway rehabilitation	\$100,000
Construct parallel taxiway - phase 2	\$2,625,000
Construct hangar	\$500,000
	\$6,372,800
Rockwell City Municipal Airport	
Construct hangar and taxiway	\$767,736
Rehabilitate terminal area and taxiway pavement	\$231,310
Airport drainage improvement study	\$30,000
Drainage improvements for Runway 12/30	\$381,240
Access road improvements	\$410,585
Acquire land	\$1,366,800
Install fuel facility	\$216,000
Construct Runway 3/21 - grading	\$567,900
Construct taxiway and rotating beacon	\$517,140
Pave and light Runway 3/21	\$2,100,000
Partial parallel to Runway 3/21	\$250,000
	\$6,838,711
Webster City Municipal Airport	
Construct parallel taxiway	\$1,200,000
Conventional hangar	\$1,090,000
Expand aircraft apron	\$216,000
Airport Layout Plan update (2014, 2024)	\$600,000
Relocate threshold	\$145,879
Pavement maintenance	\$13,000
Replace Automated Weather Observing System (AWOS) equipment	\$131,580
Environmental assessment	\$100,000
Rehabilitate runway	\$200,000
	3,696,459

## **Public Transit**

### **Project Description**

Wright County Transit Facility	\$408,300
Additional DART & RTA Facility Security	
Maintenance Facility Improvements	

## **Railroad**

### **Project**

Development of Hamilton County Wind Rail Port
Acquisition/lease of CN rail spur on east side of Des Moines Street Webster City
Development of rail spur at Agro Culture Liquid Fertilizer in Williams

## Roads Bridges

Calhoun County: 2012 V0.0 CFYP							Print	
TPMS Project Number	Local ID System Status	AADT Length FHWA#	County Work Code Dev. Status Letting Status	Programmed amounts (\$1000's)				
				LCL	FM	SP	FA	TTL
<b>FY12 [Accomplishment Year]</b>			<b>Totals</b>	<b>91</b>	<b>1360</b>	<b>0</b>	<b>280</b>	<b>1731</b>
2663 L-FY ROW--73-13 Right of Way	FY ROW Area Service PREV	-- 0 MI --	311 - Right of way In Development Has been let	21	0	0	0	21
10579 FM-C013(77)--55-13 D15: From NW Corner E 0.8 MI Bridge Deck Overlay	BU-19E Farm-to-Market PREV	660 0 MI 092650	320 - Bridges In Development Has been let	0	60	0	0	60
12449 BROS-C013(78)--8J-13 Multi. Year Funding 380th Street NE: Over Purgatory Creek Bridge Replacement	Area Service PREV	0.3 MI 090510	35 320 - Bridges In Development DOT: Apr/17/2012	20	0	0	80	100
14559 FM-C013(80)--55-13 D26/220th & 230th St.: D26 From N57 East 12 Miles to Webster Co. Line. Patching	(D26 Patch) Farm-to-Market PREV	440 12 MI --	367 - PCC Paving In Development Has been let	0	1300	0	0	1300
20578 BROS-C013(81)--8J-13 N37/HARRIS AVE: From NW Corner S 0.7 MI over Camp Creek Bridge Replacement	GA-25S Bridge Area Service NEW	60 MI 092340	320 - Bridges In Development DOT: Jun/19/2012	50	0	0	200	250
<b>FY 12 Totals - &gt;</b>				<b>91</b>	<b>1360</b>	<b>0</b>	<b>280</b>	<b>1731</b>
<b>FY13 [Priority Year 1]</b>			<b>Totals</b>	<b>133</b>	<b>1097</b>	<b>0</b>	<b>200</b>	<b>1430</b>
2418 LFM-(GR-6E)--7X-13 D-26: From NW Corner E 0.5 MI Culvert Repair	GR-6E Farm-to-Market PREV	440 0 MI 091680	331 - Pipe Culverts In Development --	80	0	0	0	80
10577 FM-C013(N57,D26,D53 Microsurfacing)--55-13 N-57, D-26 & D-53: N57- HWY 20 to T.L. State Park, Farm-to-Market D26- HWY 4 to N57, D53- N28 to Yetter Pavement Rehab	N57,D26,D53 Microsurfacing Farm-to-Market PREV	720 11 MI --	366 - HMA Paving --	0	200	0	0	200
12449 BROS-C013(78)--8J-13 Multi. Year Funding 380th Street NE: Over Purgatory Creek Bridge Replacement	Area Service PREV	0.3 MI 090510	35 320 - Bridges In Development DOT: Apr/17/2012	50	0	0	200	250
19449 FM-C013()--55-13 N47/Langly Ave.: From Carroll Co. Line to IA HWY 175 Patching	N47 PATCH Farm-to-Market PREV	360 4 MI --	367 - PCC Paving --	1	299	0	0	300
19453 FM-C013()--55-13 N65/Red OAK: From Greene Co. line North to IA HWY 175 Patching	N65 PATCH SOUTH Farm-to-Market PREV	360 4 MI --	367 - PCC Paving --	1	299	0	0	300
20574 FM-C013(82)--55-13 N57,N65,N47/Ogden,Red Oak,Langley: On Ogdon (N57) from D46 to Tonawanda in Rockwell City, On Red Oak (N65) from Greene Co. line to Ia Hwy 175, On Langley (N47) from Carroll Co. line to Ia Hwy 175 Patching	N57 Patch Farm-to-Market NEW	480 11.5 MI --	--- In Development DOT: May/15/2012	1	299	0	0	300
<b>FY 13 Totals - &gt;</b>				<b>133</b>	<b>1097</b>	<b>0</b>	<b>200</b>	<b>1430</b>
<b>FY14 [Priority Year 2]</b>			<b>Totals</b>	<b>300</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>500</b>
8985 FM-C013(N65PATCH)--55-13 N-65/Route: From IA175 to US20 Patching	N65PATCH Farm-to-Market PREV	490 8 MI --	367 - PCC Paving --	0	200	0	0	200
19451 LFM---7X-13 320TH ST: From NW Cor. to 0.6 mile West Bridge Replacement	LO-27E Farm-to-Market PREV	35 0.1 MI 091290	320 - Bridges --	300	0	0	0	300
<b>FY 14 Totals - &gt;</b>				<b>300</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>500</b>
<b>FY15 [Priority Year 3]</b>			<b>Totals</b>	<b>521</b>	<b>1741</b>	<b>0</b>	<b>1500</b>	<b>3762</b>
12452 L-SH-32T--73-13 N Twin Lakes: Miscellaneous	Area Service PREV	300 2.6 MI --	366 - HMA Paving --	520	0	0	0	520
14556 STP-S-C013()--5E-13 D26/220th & 230th St.: D26- From N57 East 12 Miles to Webster Co. Line. Pavement Rehab	STP(D26 Res.) Farm-to-Market PREV	440 12 MI --	366 - HMA Paving --	0	1242	0	1500	2742
14565 FM-C013()--55-13 N57/North Twin Lakes Road & Pella Ave: N57- From North Twin Lakes State Park North 2.5 Miles to IA HWY 7 Pavement Rehab	FM(N57 Res.) Farm-to-Market PREV	820 2.5 MI --	366 - HMA Paving --	1	499	0	0	500
<b>FY 15 Totals - &gt;</b>				<b>521</b>	<b>1741</b>	<b>0</b>	<b>1500</b>	<b>3762</b>
<b>FY16 [Priority Year 4]</b>			<b>Totals</b>	<b>64</b>	<b>2436</b>	<b>0</b>	<b>240</b>	<b>2740</b>
6457 BROS-C013(CA-33E)--5F-13 D-68: From NE Corner to 1/2 mile West Bridge Replacement	CA-33E Farm-to-Market PREV	70 0.5 MI 090610	320 - Bridges --	60	0	0	240	300
12453 FM-C013(N47 Res)--55-13 N-47: From Carroll Co. Line N to IA 175 Miscellaneous	Farm-to-Market PREV	360 4 MI --	366 - HMA Paving --	1	799	0	0	800
		470	366 - HMA Paving					

<b>12454 FM-C013(N57 Res)--55-13</b>	N-57: From D46 N to Court Street Miscellaneous	Farm-to-Market PREV	3.7 MI --	--	1	799	0	0	800	
<b>14555 FM-C013()--55-13</b>	N65/Red Oak Ave.: N65- From Greene County Line North to IA. HWY 175 Pavement Rehab.	FM(N65 Res.) Farm-to-Market PREV	366 4 MI --	366 - HMA Paving --	1	799	0	0	800	
<b>14564 FM-C013()--55-13</b>	N65/Sigourney Ave.: N65- From IA. HWY 175 North 0.3 Miles. Pavement Rehab.	FM(N65 Res.) Farm-to-Market PREV	560 0.3 MI --	366 - HMA Paving --	1	39	0	0	40	
					<b>FY 16 Totals - &gt;</b>	64	2436	0	240	2740

Hamilton County: 2012 V0.0 CFYP <span style="float: right;">Print</span>									
TPMS Project Number	Local ID System Status	AADT Length FHWA#	County Work Code Dev. Status Letting Status	Programmed amounts (\$1000's)					
				LCL	FM	SP	FA	TTL	
<b>FY12 [Accomplishment Year]</b>									
<b>15476 L-2012--73-40</b>	Various Culverts Various locations: Various locations within the county Culvert Replacement	Various Area Service PREV	332 - Box Culverts MI --	80	0	0	0	80	
<b>16652 STP-S-C040(80)--5E-40</b>	D20 D20/190th St.: From Hwy 69 to I-35 Pavement Rehab/Widen	D20 Farm-to-Market PREV	2004 3.4 MI --	366 - HMA Paving In Development DOT: Feb/21/2012	0	320	0	880	1200
<b>17245 L-C212--73-40</b>	NA/240th Street: Culvert near the NW Cor. Sec. 15-Liberty Twp Bridge Replacement	N Lib 3 Area Service PREV	50 0 MI 171760	-- In Development Has been let	60	0	0	0	60
<b>17381 L-C211--73-40</b>	370TH ST: Over Bear Creek Bridge Replacement	Mid Scott 3 Area Service PREV	35 0 MI 170710	-- In Development Has been let	65	0	0	0	65
<b>17382 L-C111--73-40</b>	360th Street: Over Bear Creek Culvert Replacement	N Scott 3 Area Service PREV	15 0 MI 171750	-- In Development Has been let	60	0	0	0	60
<b>17383 L-C312--73-40</b>	Saratoga Ave.: Over unnamed creek Bridge Replacement	Mid Lib 3 Area Service PREV	15 0 MI 171750	-- In Development Has been let	80	0	0	0	80
<b>17384 L-A8.1--73-40 Multi. Year Funding</b>	NA/170th Street: Bridge replacement East of Tollman Ave. on 170th Street Bridge Replacement	A8.1 Oskvig Area Service PREV	20 0.06 MI 172090	-- In Development Local: Feb/23/2012	0	0	75	0	75
<b>18945 L-G24.2--73-40 Multi. Year Funding</b>	TOLLMAN AVE: Over unnamed creek Bridge Replacement	S Lib 3 Area Service PREV	60 MI 171790	-- In Development Local: Feb/23/2012	80	0	0	0	80
<b>20117 LFM-B5.8--7X-40</b>	R-38/North Stonega Ave: Over Buck Creek Trib Culvert Replacement	B05.8 Farm-to-Market NEW	-- MI --	332 - Box Culverts In Development Local: Feb/23/2012	5	0	0	0	5
<b>FY 12 Totals - &gt;</b>									
<b>FY13 [Priority Year 1]</b>									
<b>9116 FM-C040(81)--55-40</b>	D-18/190th Street: From Abbott Avenue to Stagecoach Road Shoulder Grading	FD Cutoff Farm-to-Market PREV	1150 3 MI --	383 - Shoulders In Development DOT: Dec/18/2012	0	600	0	0	600
<b>16638 L-H25.1--73-40</b>	Hoversten H25.1 260th Ave.: Over DD #33 Bridge Replacement	Hoversten H25.1 Area Service PREV	2004 MI 171660	320 - Bridges --	150	0	0	0	150
<b>17242 BROS-C040(78)--8J-40</b>	Q14.1 Heglands NA/360th Street: Q14.1 Over Skunk River Bridge Replacement	Q14.1 Heglands Area Service PREV	60 0.25 MI 170850	-- In Development DOT: Dec/18/2012	130	0	0	520	650
<b>17248 L-Cul2013--73-40</b>	Various Culverts NA/NA: Various locations Culvert Replacement	Various Culverts Area Service PREV	-- 0 MI --	331 - Pipe Culverts --	85	0	0	0	85
<b>17380 BRS-3875(77)--60-40</b>	M2.1 Kamrar 280th Street/D-41: East of Kamrar 4-Way Bridge Replacement	M2.1 Kamrar Farm-to-Market PREV	330 0.06 MI 171400	332 - Box Culverts In Development DOT: Feb/19/2013	0	45	0	180	225
<b>17384 L-A8.1--73-40 Multi. Year Funding</b>	NA/170th Street: Bridge replacement East of Tollman Ave. on 170th Street Bridge Replacement	A8.1 Oskvig Area Service PREV	20 0.06 MI 172090	-- In Development Local: Feb/23/2012	0	0	75	0	75
<b>18945 L-G24.2--73-40 Multi. Year Funding</b>	TOLLMAN AVE: Over unnamed creek Bridge Replacement	S Lib 3 Area Service PREV	60 MI 171790	-- In Development Local: Feb/23/2012	100	0	0	0	100
<b>20116 L-R24.9--73-40</b>	Tjernagel Bridge ZIEGLER AVE: Over Bear Creek Bridge Replacement	Tjernagel Bridge Area Service NEW	60 MI 170720	320 - Bridges --	175	0	0	0	175
<b>FY 13 Totals - &gt;</b>									
<b>FY14 [Priority Year 2]</b>									
<b>16635 L-B19.2--73-40</b>	Larson Bridge B19.2 McMurray Ave.: Over Lyons Creek Culvert Replacement	McMurray Ave.: Over Lyons Creek Area Service PREV	2004 MI --	331 - Pipe Culverts --	80	0	0	0	80
<b>16640 BHS-C040(83)--63-40</b>	Tunnel Mill Deck R27/Tunnel Mill Rd: Over Boone River Bridge Deck Overlay	Tunnel Mill Deck Farm-to-Market PREV	430 0.07 MI 171531	320 - Bridges In Development DOT: Dec/17/2013	0	35	0	140	175
<b>17250 L-Cul2014--73-40</b>	Various Culverts From to Culvert Replacement	Various Culverts Area Service PREV	-- 0 -- --	-- 85	0	0	0	0	85
<b>19499 BROS-C040(82)--8J-40</b>	Tollman Ave. Bridge TOLLMAN AVE: Over Skunk River Bridge Replacement	Tollman Ave. Bridge Area Service PREV	100 MI 171380	320 - Bridges In Development DOT: Dec/17/2013	55	0	0	220	275

<b>19500 L-B6.6--73-40</b> McMurray Avenue: Over Buck Creek Culvert Replacement	B6.6 Area Service PREV	60 0.1 MI --	332 - Box Culverts		125 0 0 0	0 0 0 125
				<b>FY 14 Totals - &gt;</b>	345 <b>Totals</b> <b>165</b> 35 <b>0</b> 360 <b>740</b>	
<b>FY15 [Priority Year 3]</b>					<b>165</b> <b>700</b> <b>0</b> <b>1720</b> <b>2585</b>	
<b>7496 BROS-C040(66)--8J-40</b> 280TH ST: Over SKUNK RIVER Bridge Replacement	Rose Grove Hill Bridge Area Service PREV	30 0.1 MI 171240	320 - Bridges In Development DOT: Oct/21/2014		80 0 0	0 320 400
<b>17249 L-Cul2015--73-40</b> From to Culvert Replacement	Various Culverts Area Service PREV	-- 0 --	--	85 0 0	0 0 0	85
<b>20115 STP-S-C040()--5E-40</b> R33/WHITE FOX RD: From D-25 to Wright County Line Pavement Rehab	R-33 From Webster City to Wright County Line Farm-to-Market NEW	980 6.02 MI --	366 - HMA Paving	0 700 --	0 0 1400	2100
				<b>FY 15 Totals - &gt;</b>	165 <b>Totals</b> <b>450</b> 700 <b>0</b> <b>0</b> <b>1720</b> <b>2585</b>	
<b>FY16 [Priority Year 4]</b>					<b>450</b> <b>4750</b> <b>0</b> <b>0</b> <b>5200</b>	
<b>7509 FM-C040()--55-40</b> R-27/Tunnel Mill Road: From 280th Street to Webster City Pavement Rehab	Beach Street Resurface Farm-to-Market PREV	910 5.1 MI --	366 - HMA Paving	0 800 --	0 0 0	800
<b>7510 FM-C040()--55-40</b> D-46/280th Street: From Webster County Line to Tunnel Mill Road Pavement Rehab	Homer East Farm-to-Market PREV	310 6 MI --	366 - HMA Paving	0 950 --	0 0 0	950
<b>7512 FM-C040()--55-40</b> R-21/Stagecoach Road: From 360th Street to Homer Pavement Rehab	Homer - Stratford Farm-to-Market PREV	510 7 MI --	366 - HMA Paving	0 1000 --	0 0 0	1000
<b>7514 FM-C040()--55-40</b> R-21/Stagecoach Road: From 280th Street to US#-20 Pavement Rehab	Homer North Farm-to-Market PREV	350 6.5 MI --	366 - HMA Paving	0 950 --	0 0 0	950
<b>14453 FM-C040()--55-40</b> R-21/Stagecoach Road: From D65 to 360th St Pavement Rehab	Stratford South Farm-to-Market PREV	320 3 MI --	366 - HMA Paving	0 450 --	0 0 0	450
<b>14455 FM-C040()--55-40</b> R-27/Fenton Ave: From Boone County Line to Farm-to-Market #175 Pavement Rehab	South Linn St Farm-to-Market PREV	660 4 MI --	366 - HMA Paving	0 600 --	0 0 0	600
<b>20429 L-R22.7--73-40</b> XIRCUS AVE: Over Long Dick Creek Bridge Replacement	Henderson Pony Truss Area Service NEW	30 MI 170700	320 - Bridges --	250 0 --	0 0 0	250
<b>20431 L-O24.1--73-40</b> 370TH ST: Over Goose Lake Br. Bridge Replacement	Reinsch Bridge Area Service NEW	35 MI 171100	320 - Bridges --	200 0 --	0 0 0	200
				<b>FY 16 Totals - &gt;</b>	450 4750 0 0 0 0 5200	

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TPMS Project Number	Local ID System Status	AADT Length FHWA#	County Work Code Dev. Status Letting Status	Programmed amounts (\$1000's)					
				LCL	FM	SP	FA	TTL	
<b>FY12 [Accomplishment Year]</b>									
<b>7751 L-C182509--73-46</b> Roosevelt Avenue: From NW cor S 0.95 MI Culvert Replacement	LC-182509 Area Service PREV	25 0 MI --	331 - Pipe Culverts In Development Local: Oct/12/2012	115	0	0	0	115	
<b>10783 FM-C046(49)--55-46</b> C-29: From Former RR in Rutland E 3.7 mi to Farm-to-Market US#169 Pave	C29 Rutland Blacktop Farm-to-Market PREV	660 3.7 MI --	366 - HMA Paving Has been finished	0	703	0	0	703	
<b>10799 L-C173619--73-46</b> 280th Street: From SW cor E 0.1 MI Bridge Replacement	LC-173619(Webster Co., #070110) Area Service PREV	10 0 MI 343561 --	332 - Box Culverts --	38	0	0	0	38	
<b>10825 L-C282909--73-46</b> Nevada Avenue: From NW S 0.9 MI Culvert Replacement	LC-282909 (Nielsen Box) Area Service PREV	15 0 MI --	331 - Pipe Culverts In Development Local: Oct/12/2012	110	0	0	0	110	
<b>12910 STP-S-C046(48)--55-46</b> C-48: From P56 E 6.6 MI to P66 in Thor Pave	C48 Thor Blacktop Farm-to-Market PREV	840 6.6 MI --	366 - HMA Paving In Development Has been let	0	454	0	800	1254	
<b>12911 FM-C046(47)--55-46</b> P-56: From C48 S 1 MI Pave	Lone Tree Road Farm-to-Market PREV	200 1 MI --	366 - HMA Paving Has been finished	0	190	0	0	190	
<b>14707 BROS-C046(50)--83-46</b> 260th Street: From NW cor E 0.01 MI Bridge Replacement	Norway #9 (172500) Area Service PREV	25 0 MI 184190 --	320 - Bridges In Development Has been let	40	0	0	160	200	
<b>14709 L-B192703--73-46</b> Juniper Avenue: From NW cor S 0.3 MI Bridge Replacement	LBR-192703 (Corinth #27) Area Service PREV	15 0 MI 184520 --	320 - Bridges In Development Local: Feb/09/2012	200	0	0	0	200	
<b>15692 BROS-C046(51)--83-46</b> P63/STATES AVE: From NW cor S 0.3 MI Bridge Replacement	Norway #7 (171803) Area Service PREV	40 0 MI 184160 --	332 - Box Culverts In Development DOT: Mar/20/2012	21	0	0	72	93	
<b>15694 L-C303425--73-46</b> 155th Street: From NW cor S 0.5 & E 0.2 MI Culvert Replacement	LC-303425 (Hacker Box) Area Service PREV	-- 0 MI --	332 - Box Culverts In Development Local: Apr/18/2012	83	0	0	0	83	
<b>15695 L-C191805--73-46</b> Georgia Avenue: From NW cor S 0.5 MI Culvert Replacement	LC-191805 (Nostrum Box) Area Service PREV	-- 0 MI --	332 - Box Culverts In Development Local: Apr/18/2012	53	0	0	0	53	
<b>FY 12 Totals - &gt;</b>				660	1347	0	1032	3039	
<b>FY13 [Priority Year 1]</b>				<b>Totals</b>	<b>71</b>	<b>1500</b>	<b>0</b>	<b>268</b>	<b>1839</b>
<b>10767 FM-C046()--55-46</b> C-30: From P66 (Hardy Blktp) to Iowa Highway #17 Pave	C30 Church Road Farm-to-Market PREV	110 4 MI --	366 - HMA Paving	0	600	0	0	600	
<b>10770 FM-C046()--55-46</b> C-46: From P29 east 6 mi to US#169 Pave	C46 Chantland Blacktop Farm-to-Market PREV	100 6 MI --	366 - HMA Paving	0	900	0	0	900	
<b>16814 BROS-C046(52)--83-46</b> Virginia Avenue: From NW cor S 0.1 MI Bridge Replacement	Vernon 371501 (#56) Area Service PREV	-- 0 MI 185060	332 - Box Culverts In Development DOT: Mar/19/2013	29	0	0	100	129	
<b>16816 BROS-C046(53)--83-46</b> Florida Avenue: From NW cor S 0.7 MI Bridge Replacement	Wacousa 300107 (#79) Area Service PREV	-- 0.02 MI 185420	320 - Bridges In Development DOT: Mar/19/2013	42	0	0	168	210	
<b>FY 13 Totals - &gt;</b>				<b>71</b>	<b>1500</b>	<b>0</b>	<b>268</b>	<b>1839</b>	
<b>FY14 [Priority Year 2]</b>				<b>Totals</b>	<b>245</b>	<b>450</b>	<b>0</b>	<b>0</b>	<b>695</b>
<b>12912 FM-C046()--55-46</b> P-23: From C49 S 1 MI Pave	Pioneer Blacktop Farm-to-Market PREV	80 1 MI --	366 - HMA Paving	0	150	0	0	150	
<b>12913 FM-C046()--55-46</b> P-20: From C20 North 1 MI to Kossuth Co. line Pave	Ottosen Blacktop Farm-to-Market PREV	170 1 MI --	366 - HMA Paving	0	150	0	0	150	
<b>12914 FM-C046()--55-46</b> P-30: From C20 North 1 MI to Kossuth Co. line Pave	Bode-Hobarton Blacktop Farm-to-Market PREV	450 1 MI --	366 - HMA Paving	0	150	0	0	150	
<b>18256 LFM-C200309--7X-46</b> P20: From NW cor S 1 MI Culvert Replacement	LC-200309 Farm-to-Market PREV	140 MI --	332 - Box Culverts	65	0	0	0	65	
<b>18262 L-C371990--73-46</b> 130th Street: From NW cor E 0.9 MI Culvert Replacement	LC-371990 Area Service PREV	10 MI --	332 - Box Culverts	85	0	0	0	85	
<b>18271 L-C390264--73-46</b> 102nd Street: NW cor E 0.6 mi & S 0.4 mi Culvert Replacement	LC-390264 Area Service PREV	35 MI --	332 - Box Culverts	95	0	0	0	95	
<b>FY 14 Totals - &gt;</b>				<b>245</b>	<b>450</b>	<b>0</b>	<b>0</b>	<b>695</b>	

FY15 [Priority Year 3]				Totals		265	0	0	180	445
19590 BROS-C046()--8J-46	KANSAS AVE: NW cor E 0.5 mi & S 0.9mi Bridge Replacement	Corinth 192359 (#25)	60	320 - Bridges		45	0	0	180	225
19593 LFM-C291010--7X-46	C26/170th Street: From NW Cor E 0.1 MI Culvert Replacement	LC-291010	510	332 - Box Culverts		120	0	0	0	120
19595 LFM-C192380--7X-46	C46/250th Street: From NW cor E 0.8 MI Culvert Replacement	LC-192380 (Rolling Hills Box) 170		332 - Box Culverts		100	0	0	0	100
		FY 15 Totals - >		265	0	0	180	445		
FY16 [Priority Year 4]		Totals		270	1250	0	1260	2780		
20673 STP-S-C046()--5E-46	C26 Resurfacing C26/170TH ST: From Iowa Highway 169 to P63 (States Avenue) Pave	C26 Resurfacing	210	366 - HMA Paving		0	330	0	1000	1330
20674 FM-C046()--55-46	C26/165th Street: From Intersection of P63 to Hardy (P56) Pave	C26 Resurfacing (Hardy Blacktop)	190	366 - HMA Paving		0	460	0	0	460
20675 FM-C046()--55-46	P56/Ohio Avenue: From C20 to C12 Pave	P56 Resurfacing	200	366 - HMA Paving		0	460	0	0	460
20678 LFM---7X-46	C29/Florida Avenue: From N 1/4 Section 23 to South line Section 24, Avery Twp. Grading	Honda Avenue Regrading	45	352 - Excavation		70	0	0	0	70
20679 L---73-46	C29/190th Street: From Arizona to Birch Avenue Grading	190th Street Regrading	35	352 - Excavation		45	0	0	0	45
20680 BROS-C046()--8J-46	MONTANA AVE: SE Corner Section 13, Delana Twp Bridge Replacement	Delana 391399 Bridge (#71)	40	320 - Bridges		70	0	0	260	330
20681 L-C282950--73-46	200th Street: From NW corner S29 Grove Twp E 0.5 MI Culvert Replacement	LC-282950	50	332 - Box Culverts		85	0	0	0	85
		FY 16 Totals - >		270	1250	0	1260	2780		

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TPMS Project Number	Local ID	AADT	County Work Code	Programmed amounts (\$1000's)										
				System Status	Length	Dev. Status	FHWA#	Letting Status	LCL	FM	SP	FA	TTL	
<b>FY12 [Accomplishment Year]</b>														
6190 BROS-C076(60)--5F-76	L-018 34/35 Lincoln	2003	332 - Box Culverts		5	26	0	102	133	<b>269</b>	<b>1494</b>	<b>0</b>	<b>441</b>	<b>2204</b>
N-57/260th Ave.: 34/35 Lincoln NE cor. 34-91-32 Bridge Replacement	Farm-to-Market	0 MI	In Development											
	PREV	278830	Has been let											
10164 L-L-044--73-76	L-044	--	364 - Bituminous Seal Coat		160	0	0	0	0	160				
N-65: From Calhoun Co. Line to C49 Pavement Rehab	Area Service	7 MI	--											
	PREV	277860	--											
10167 BROS-C076(59)--8J-76	L-047 15/22 Sherman	2003	332 - Box Culverts		51	0	0	175	226					
490th St.: 15/22 Sherman NW cor. 22-92-33 Bridge Replacement	Area Service	0 MI	In Development											
	PREV	279600	DOT: Jun/19/2012											
12403 FM-C076(61)--55-76	L-0514	2003	366 - HMA Paving		15	1277	0	0	1292					
N-28/130th Ave.: From Calhoun Co. line north 1 mi.; from IA7 north 17.7 mi. to IA10 Pave	Farm-to-Market	18.7 MI	In Development											
	PREV	--	Has been let											
14185 BRS-C076(56)--60-76	11/14 Marshall	2003	332 - Box Culverts		13	41	0	164	218					
C29/480th Street: 11/14 Marshall NW cor. 14-92-34 Bridge Replacement	Farm-to-Market	0 MI	In Development											
	PREV	279760	Has been let											
18280 LFM---7X-76	5/8 Bellville Deck Overlay	320	320 - Bridges		25	150	0	0	175					
C-56/590TH ST: Over DD 22 Bridge Rehabilitation	Farm-to-Market	MI	--											
	PREV	040340	--											
				<b>FY 12 Totals - &gt;</b>	<b>269</b>	<b>1494</b>	<b>0</b>	<b>441</b>	<b>2204</b>					
<b>FY13 [Priority Year 1]</b>														
7634 FM-C076(022)--55-76	L-022	2003	366 - HMA Paving		25	1374	0	0	1399					
C-66/620th St.: From IA4 to N65 Pavement Rehab	Farm-to-Market	7 MI	--											
	PREV	--	--											
12364 L-L-0511--73-76	L-0511	2003	364 - Bituminous Seal Coat		200	0	0	0	200					
N-57 & C-26/250th Ave. & 450th St.: From N Area Service Co. Line South (N57) 5 mi. and West (C26) 3 mi. to IA 4 Pavement Rehab	Area Service	8 MI	--											
	PREV	--	--											
14189 BROS-C076(63)--8J-76	15/16 Cummins	2003	320 - Bridges		43	0	0	160	203					
190th Ave.: 15/16 Cummins NW cor. 15-93-33 Bridge Replacement	Area Service	0 MI	In Development											
	PREV	280300	DOT: Aug/21/2012											
18281 BROS-C076(62)--8J-76	28/33 Des Moines	30	331 - Pipe Culverts		27	0	0	96	123					
450TH ST: 28/33 Des Moines Over Beaver Creek Bridge Replacement	Area Service	MI	In Development											
	PREV	279980	DOT: Aug/21/2012											
				<b>FY 13 Totals - &gt;</b>	<b>295</b>	<b>1374</b>	<b>0</b>	<b>256</b>	<b>1925</b>					
<b>FY14 [Priority Year 2]</b>														
12436 STP-S-C076(N-65 WT)--5E-76	L-0515	2003	367 - PCC Paving		15	625	0	1300	1940					
N-65/290th Ave.: From C49 to IA3 Pavement Rehab	Farm-to-Market	5 MI	--											
	PREV	--	--											
20648 BRS-C076(31DM)--60-76	South 31 Des Moines	240	320 - Bridges		10	70	0	280	360					
C26/460TH ST: Over Pilot Creek Bridge Replacement	Farm-to-Market	5 MI	--											
	NEW	279230	--											
				<b>FY 14 Totals - &gt;</b>	<b>25</b>	<b>695</b>	<b>0</b>	<b>1580</b>	<b>2300</b>					
<b>FY15 [Priority Year 3]</b>														
18282 BROS-C076()--8J-76	5/8 Cummins	20	320 - Bridges		49	0	0	180	229					
N/A/410TH ST: Over North Branch Lizard Creek Bridge Replacement	Area Service	MI	--											
	PREV	280230	--											
19654 BROS-C076()--8J-76	North Main Pocahontas	280	332 - Box Culverts		45	0	0	160	205					
N MAIN ST: Over Lizard Creek (DD 53) Bridge Replacement	Area Service	0.1 MI	--											
	PREV	09605	--											
				<b>FY 15 Totals - &gt;</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>340</b>	<b>434</b>					
<b>FY16 [Priority Year 4]</b>														
20649 FM-C076(TJ's)--55-76	Plover and Palmer Old State Roads	300	366 - HMA Paving		5	1100	0	0	1105					
C-15 & C-56/420TH ST: From Hwy 4 east 2.9 miles to RR crossing in Plover and From Hwy 4 east to N-57 Pavement Rehab	Farm-to-Market	6.94 MI	--											
	NEW	--	--											
20656 BROS-C076(1/2 Ced)--8J-76	1/2 Cedar Bridge Replacement	20	320 - Bridges		355	0	0	0	355					
N33/150TH AVE: Over Big Cedar Creek (Jnt. DD 181) Bridge Replacement	Area Service	5 MI	--											
	NEW	278230	--											

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TPMS Project Number	Local ID System Status	AADT Length	County Work Code Dev. Status FHWA# Letting Status	Programmed amounts (\$1000's)				
				LCL	FM	SP	FA	TTL
<b>FY12 [Accomplishment Year]</b>								
2805 L-680720--73-94	Multi. Year Funding 350th St: Over East Buttrick Creek Bridge Replacement	680720; R-7-7	30 Area Service PREV	332 - Box Culverts 0 MI 341551	1829 In Development <i>Local: Jun/28/2012</i>	5 0 0	0 0 0	1829 5 9983
3751 BROS-C094(81)--83-94	Dakota Ave: Over West Buttrick Creek Bridge Replacement	601503; T-16-3	70 Area Service PREV	320 - Bridges 0 MI 341780	10 <i>Has been finished</i>	0 --	0 0	0 10
5451 BROS-C094(84)--5F-94	160th St: Over West Lizard Creek Bridge Replacement	900360; E-3-3	25 Farm-to-Market PREV	320 - Bridges 0 MI 343460	0 <i>In Development</i> <i>Has been let</i>	20 --	0 80	20 100
7614 FM-C094(983370)--55-94	210th St./15th Ave S: Over Gypsum Creek Bridge Replacement	983370; G-33-4	2060 Farm-to-Market PREV	320 - Bridges 0 MI 343280	0 <i>In Development</i> <i>Local: Jan/16/2013</i>	360 --	0 0	0 360
9056 FM-C094(90)--55-94	P-29/Fairbanks Avenue: From HWY 7 to Clare Pavement Rehab	P-29 Clare South	510 Farm-to-Market PREV	366 - HMA Paving 5 MI --	0 <i>Has been finished</i>	1710 --	0 0	0 1710
10392 BROS-C094(69)--5F-94	Baxter Avenue: Over South Lizard Creek Bridge Replacement	900802; E-7-1	60 Farm-to-Market PREV	320 - Bridges 0 MI 343470	0 <i>In Development</i> <i>Has been let</i>	70 --	0 280	0 350
12922 STP-S-C094(93)--5E-94	P-29/Baxter & Dakota Avenues: From HWY 20 to HWY 7 Pave	P29 from Hwy 7 to 20	300 Farm-to-Market PREV	366 - HMA Paving 7.8 MI --	0 <i>In Development</i> <i>DOT: Mar/20/2012</i>	1800 --	0 1100	0 2900
15667 L-ROW 12--73-94	From to Work Not Assigned	ROW 12	-- Area Service PREV	311 - Right of way MI --	124 --	0 0	0 0	0 124
16658 BROS-C094(86)--83-94	150th Street: Over Soldier Crek Bridge Replacement	083480; B-34-2	70 Area Service PREV	320 - Bridges MI 343840	55 <i>Has been finished</i>	0 --	0 220	0 275
18082 STP-S-C094(89)--5E-94	D26/230TH ST: From Calhoun County to New Highway 20 Connector Pavement Rehab	D26 Krierim Blacktop	460 Farm-to-Market PREV	366 - HMA Paving 5.66 MI --	0 <i>Has been finished</i>	580 --	0 820	0 1400
19098 L-892303--73-94	Multi. Year Funding KANSAS AVE: Over Prairie Creek (DD 96) Bridge Replacement	892303; K-22-2	40 Area Service PREV	332 - Box Culverts MI 342760	5 --	0 0	0 0	0 5
19100 L-772941--73-94	Multi. Year Funding McGuire Bend Road: Over unnamed stream Bridge Replacement	772941; P-20-3	40 Area Service PREV	332 - Box Culverts MI 341940	5 --	0 0	0 0	0 5
19111 L-892309--73-94	Multi. Year Funding KANSAS AVE: Over Branch "A" DD 96 Bridge Replacement	892309; K-22-1	40 Area Service PREV	332 - Box Culverts MI 342750	5 --	0 0	0 0	0 5
20148 LFM-D20--7X-94	D20/D20: From Hwy 169 to Just W of Hayes Ave Pave	D20 West 169 HMA	3830 Farm-to-Market PREV	366 - HMA Paving 3.64 MI --	946 <i>Has been let</i>	0 --	0 0	0 946
20240 LFM-P59/C56--7X-94	P59/1ST ST SW: From C56 south 400 feet to Pavement Rehab/Widen	P59/C56 intersection	1810 Farm-to-Market NEW	366 - HMA Paving 0.08 MI --	220 <i>Has been let</i>	0 --	0 0	0 220
20241 L-782401--73-94	Racine Avenue: Over small waterway Culvert Replacement	782401/Racine Ave/FEMA	30 Area Service NEW	331 - Pipe Culverts MI --	43 --	0 --	0 0	0 43
20242 L-670580--73-94	340th Street: Over small waterway Culvert Replacement	670580/340th Street/FEMA	35 Area Service NEW	331 - Pipe Culverts MI --	83 --	0 --	0 0	0 83
20243 L-773010--73-94	320th Street: Over small waterway Culvert Replacement	773010/320th Street/FEMA	40 Area Service NEW	331 - Pipe Culverts MI --	49 --	0 --	0 0	0 49
21135 RC-C094(95)--9A-94	Harvest Avenue: From Iowa Highway 7 S 0.5 MI to 1950 Harvest Avenue at Cargill Plant Pavement Widening	CJ RISE Project	1380 Area Service NEW	366 - HMA Paving 0.5 MI --	279 --	0 --	1114 0	0 1393
<b>FY 12 Totals - &gt;</b>				1829 <b>Totals</b> <b>1090</b>	4540 <b>1200</b>	1114 <b>0</b>	2500 <b>240</b>	9983 <b>2530</b>
<b>FY13 [Priority Year 1]</b>								
2805 L-680720--73-94	Multi. Year Funding 350th St: Over East Buttrick Creek Bridge Replacement	680720; R-7-7	30 Area Service PREV	332 - Box Culverts 0 MI 341551	125 <i>In Development</i> <i>Local: Jun/28/2012</i>	0 --	0 0	0 125
5440 L-680640--73-94	340th St: Over Unnamed Creek Bridge Replacement	680640; R-6-1	20 Area Service PREV	331 - Pipe Culverts 0 MI 341540	90 --	0 --	0 0	0 90
7616 L-703340--73-94	330th St.: Over DD #53 Bridge Replacement	703340	50 Area Service PREV	331 - Pipe Culverts 0 MI --	50 --	0 --	0 0	0 50

<b>7626</b>	<b>L-003230--73-94</b>	003230	20	331 - Pipe Culverts	50	0	0	0	50	
	150th St.: Over Unnamed Creek	Area Service	0 MI	--						
	Bridge Replacement	PREV	--	--						
<b>9025</b>	<b>L-671674--73-94</b>	671674; Q-16-4	30	332 - Box Culverts	70	0	0	0	70	
	River Road: Over Unnamed Creek	Area Service	0 MI	--						
	Bridge Replacement	PREV	341450	--						
<b>9050</b>	<b>L-703210--73-94</b>	703210; M-32-2	60	332 - Box Culverts	110	0	0	0	110	
	330th St: Over DD #12	Area Service	0 MI	--						
	Bridge Replacement	PREV	342290	--						
<b>10364</b>	<b>L-971690--73-94</b>	971690; H-16-1	10	320 - Bridges	100	0	0	0	100	
	180th Street: Over Brushy Creek	Area Service	0 MI	--						
	Bridge Replacement	PREV	343040	--						
<b>10398</b>	<b>L-070110--73-94</b>	070110; A-1-3	10	332 - Box Culverts	80	0	0	0	80	
	100th Street: Over Unnamed Creek	Area Service	0 MI	--						
	Bridge Replacement	PREV	343561	--						
<b>14407</b>	<b>FM-C094(P59n)--55-94</b>	P59 Business 20	5900	366 - HMA Paving	0	1200	0	0	1200	
	P59/Quail Avenue: From Hwy 20 to D20	Farm-to-Market	3.5 MI	--						
	Pavement Rehab	PREV	--	--						
<b>16659</b>	<b>L-801008--73-94</b>	801008; L-9-1	30	332 - Box Culverts	100	0	0	0	100	
	Dakota Avenue: Over DD #69	Area Service	MI	--						
	Bridge Replacement	PREV	342860	--						
<b>19098</b>	<b>L-892303--73-94 Multi. Year Funding</b>	892303; K-22-2	40	332 - Box Culverts	95	0	0	0	95	
	KANSAS AVE: Over Prairie Creek (DD 96)	Area Service	MI	--						
	Bridge Replacement	PREV	342760	--						
<b>19100</b>	<b>L-772941--73-94 Multi. Year Funding</b>	772941; P-20-3	40	332 - Box Culverts	70	0	0	0	70	
	McGuire Bend Road: Over unnamed stream	Area Service	MI	--						
	Bridge Replacement	PREV	341940	--						
<b>19111</b>	<b>L-892309--73-94 Multi. Year Funding</b>	892309; K-22-1	40	332 - Box Culverts	90	0	0	0	90	
	KANSAS AVE: Over Branch "A" DD 96	Area Service	MI	--						
	Bridge Replacement	PREV	342750	--						
<b>19119</b>	<b>BROS-C094(96)--83-94</b>	801490; L-14-5	80	320 - Bridges	60	0	0	240	300	
	240th Street: Over DD	Area Service	MI	In Development						
	Bridge Replacement	PREV	342890	DOT: Jul/17/2012						
					<b>FY 13 Totals - &gt;</b>	<b>1090</b>	<b>1200</b>	<b>0</b>	<b>240</b>	<b>2530</b>
					<b>Totals</b>	<b>1160</b>	<b>740</b>	<b>0</b>	<b>940</b>	<b>2840</b>
<b>FY14 [Priority Year 2]</b>										
<b>2795</b>	<b>LFM-872301--7X-94</b>	872301; I-22-2	50	332 - Box Culverts	80	0	0	0	0	80
	Brushy Creek Rd: Over Thistle Creek	Farm-to-Market	0 MI	--						
	Bridge Replacement	PREV	342450	--						
<b>2806</b>	<b>L-881873--73-94</b>	881873; J-18-5	80	332 - Box Culverts	100	0	0	0	100	
	Mining Blvd: Over Unnamed Creek	Area Service	0 MI	--						
	Bridge Replacement	PREV	342610	--						
<b>5435</b>	<b>L-692607--73-94</b>	692607; S-27-2	70	332 - Box Culverts	75	0	0	0	75	
	Kansas Avenue: Over Unnamed Creek	Area Service	0 MI	--						
	Bridge Replacement	PREV	341670	--						
<b>5442</b>	<b>L-680705--73-94</b>	680705; S-12-1	40	332 - Box Culverts	90	0	0	0	90	
	Madison Ave: Over East Buttrick Creek	Area Service	0 MI	--						
	Bridge Replacement	PREV	341561	--						
<b>5445</b>	<b>L-692550--73-94</b>	692550; S-25-4	50	332 - Box Culverts	75	0	0	0	75	
	380th St: Over Lost Grove Creek	Area Service	0 MI	--						
	Bridge Replacement	PREV	341660	--						
<b>5448</b>	<b>LFM-603340--7X-94</b>	603340; T-33-4	30	332 - Box Culverts	90	0	0	0	90	
	390th St: Over Tank Pond Creek	Farm-to-Market	0 MI	--						
	Bridge Replacement	PREV	341850	--						
<b>5455</b>	<b>L-790806--73-94</b>	790806; N-7-1	50	332 - Box Culverts	75	0	0	0	75	
	Hayes Ave: Over DD #5	Area Service	0 MI	--						
	Bridge Replacement	PREV	342030	--						
<b>7612</b>	<b>BROS-C094(603320)--5F-94</b>	603320; T-33-5	30	320 - Bridges	0	60	0	240	300	
	390th St.: Over West Buttrick Creek	Farm-to-Market	0 MI	--						
	Bridge Replacement	PREV	341840	--						
<b>7617</b>	<b>L-803307--73-94</b>	803307	45	331 - Pipe Culverts	50	0	0	0	50	
	Carter Ave: Over Hardin Creek	Area Service	0 MI	--						
	Bridge Replacement	PREV	--	--						
<b>9051</b>	<b>L-700906--73-94</b>	700906; M-8-1	5	331 - Pipe Culverts	40	0	0	0	40	
	Carter Ave.: Over DD #70	Area Service	0 MI	--						
	Bridge Replacement	PREV	342150	--						
<b>15648</b>	<b>STP-S-C094(D43)--5E-94</b>	D43 HMA	390	366 - HMA Paving	0	680	0	700	1380	
	Route D43/290th Street: From RRXing	Farm-to-Market	6 MI	--						
	Callender to Hwy 169	PREV	--	--						
	Pavement Rehab									
<b>18166</b>	<b>L-692810--73-94</b>	692810; S-28-4	80	332 - Box Culverts	120	0	0	0	120	
	380TH ST: Over Drainage Ditch 48	Area Service	MI	--						
	Bridge Replacement	PREV	341690	--						
<b>18167</b>	<b>L-692820--73-94</b>	692820; S-28-5	80	332 - Box Culverts	120	0	0	0	120	
	380TH ST: Over East Buttrick Creek	Area Service	MI	--						
	Bridge Replacement	PREV	341680	--						
<b>19109</b>	<b>L-991095--73-94</b>	991095; Allard	50	332 - Box Culverts	80	0	0	0	80	
	175th Street: Over unnamed stream	Area Service	MI	--						
	Culvert Replacement	PREV	--	--						
		970802; Dencklau	15	332 - Box Culverts						

<b>19110 L-970802--73-94</b> Taylor Avenue: Over DD 57 Bridge Replacement	Area Service PREV	MI -- --		85	0	0	0	85
<b>20246 L-791620--73-94</b> 300th Street: Over Later 2, DD #5 Bridge Replacement	791620/300th Street Area Service NEW	80 MI --	332 - Box Culverts In Development DOT: Jun/17/2014	80	0	0	0	80
			<b>FY 14 Totals - &gt;</b>	1160	740	0	940	2840
			<b>Totals</b>	<b>1000</b>	<b>2585</b>	<b>0</b>	<b>240</b>	<b>3825</b>
<b>FY15 [Priority Year 3]</b>								
<b>2784 BROS-C094(50)--5F-94</b> George Avenue: Over South Lizard Creek Bridge Replacement	800158; L-1-2 Farm-to-Market PREV	45 0 MI 342810	320 - Bridges In Development DOT: Jun/17/2014	0	60	0	240	300
<b>3750 FM-C094(D33)--55-94</b> Route D33/250th & S55th Streets: From HWY Farm-to-Market 169 to P-59 Pave	D33 Otho Route D33/250th & S55th Streets: From HWY Farm-to-Market 169 to P-59 Pave PREV	840 3.3 MI --	366 - HMA Paving	0	825	0	0	825
<b>5456 L-701820--73-94</b> 300th St: Over Hardin Creek Bridge Replacement	701820; M-18-5 Area Service PREV	40 0 MI 342200	320 - Bridges	150	0	0	0	150
<b>7498 L-673107--73-94</b> Samson Ave: Over DD #222/149 Bridge Replacement	673107 Area Service PREV	25 0 MI --	332 - Box Culverts	70	0	0	0	70
<b>9042 FM-C094(P59s)--55-94</b> Route P59/Nelson Avenue: From HWY 50 to D-33 Pavement Rehab.	P-59 Otho South Route P59/Nelson Avenue: From HWY 50 to D-33 Pavement Rehab. PREV	750 3.5 MI --	366 - HMA Paving	0	875	0	0	875
<b>9049 L-602720--73-94</b> Dakota Ave.: Over Tank Pond Creek Bridge Replacement	602720; T-27-7 Area Service PREV	30 0 MI 341810	332 - Box Culverts	100	0	0	0	100
<b>9055 L-000203--73-94</b> Easter Ave.: Over Deer Creek Bridge Replacement	000203; D-3-2 Area Service PREV	25 0 MI 343980	332 - Box Culverts	80	0	0	0	80
<b>10399 L-082608--73-94</b> Quail Avenue: Over Unnamed Creek Bridge Replacement	082608; B-27-1 Area Service PREV	25 0 MI 343780	320 - Bridges	300	0	0	0	300
<b>14403 FM-C094(P63)--55-94</b> P63/Samson Avenue: From Route D20 to Route D14 Pavement Rehab.	P63 Resurfacing P63/Samson Avenue: From Route D20 to Route D14 Pavement Rehab. PREV	250 3 MI --	366 - HMA Paving	0	825	0	0	825
<b>19120 LFM-882807--7X-94</b> OSCEOLA AVE: Over Prairie Creek Bridge Replacement	882807; J-28-5 Farm-to-Market PREV	150 MI 342630	320 - Bridges	300	0	0	0	300
			<b>FY 15 Totals - &gt;</b>	1000	2585	0	240	3825
			<b>Totals</b>	<b>1020</b>	<b>1750</b>	<b>0</b>	<b>240</b>	<b>3010</b>
<b>FY16 [Priority Year 4]</b>								
<b>2794 BROS-C094(980460)--8J-94</b> 160th St: Over Soldier Creek Bridge Replacement	980460; G-4-1 Area Service PREV	45 0 MI 343190	320 - Bridges	60	0	0	240	300
<b>3752 L-002725--73-94</b> 145th Street: Over Lizard Creek Tributary Bridge Replacement	002725; D-27-3 Area Service PREV	10 0 MI 344070	320 - Bridges	100	0	0	0	100
<b>5457 L-870551--73-94</b> Taylor Ave: Over Brushy Creek Bridge Replacement	870551; I-5-2 Area Service PREV	20 0 MI 342340	320 - Bridges	300	0	0	0	300
<b>9052 L-090453--73-94</b> Itaska Ave.: Over Bass Creek Bridge Replacement	090453; C-4-1 Area Service PREV	25 0 MI 343851	331 - Pipe Culverts	60	0	0	0	60
<b>10397 L-902408--73-94</b> Fairbanks Avenue: Over Unnamed Creek Bridge Replacement	902408; E-23-1 Area Service PREV	80 0 MI 343510	320 - Bridges	300	0	0	0	300
<b>14414 LFM-692503--7X-94</b> P46/Lainson Avenue: Over Lost Grove Creek Culvert Replacement	692503 P46/Lainson Avenue: Over Lost Grove Creek Culvert Replacement PREV	780 0 MI --	332 - Box Culverts	100	0	0	0	100
<b>15649 FM-C094(P33)--55-94</b> Route P33/Fairbank Avenue: From Hwy 175 to 340th Street Pavement Rehab.	P33 HMA Route P33/Fairbank Avenue: From Hwy 175 to 340th Street Pavement Rehab. PREV	500 2 MI --	366 - HMA Paving	0	500	0	0	500
<b>15665 FM-C094(D60)--55-94</b> Route D60/350th Street: From Calhoun Co., Line to Route P33 Pavement Rehab.	D60 HMA Route D60/350th Street: From Calhoun Co., Line to Route P33 Pavement Rehab. PREV	650 5 MI --	366 - HMA Paving	0	1250	0	0	1250
<b>19253 LFM-802508--7X-94</b> P33/Fairbanks Avenue: Over Drainage Ditch Culvert Replacement	802508 P33/Fairbanks Avenue: Over Drainage Ditch Culvert Replacement PREV	930 MI --	332 - Box Culverts	100	0	0	0	100
			<b>FY 16 Totals - &gt;</b>	1020	1750	0	240	3010

## Wright County: 2012 V0.0 CFYP

Print

TPMS Project Number	Local ID System Status	AADT	County Work Code	Programmed amounts (\$1000's)									
				Length	Dev. Status	FHWA#	Letting Status	LCL	FM	SP	FA	TTL	
<b>FY12 [Accomplishment Year]</b>													
<b>4040 LFM-R382011--7X-99</b> R-38: From C70 to C54 Pavement Rehab	Farm-to-Market PREV	690	366 - HMA Paving <i>In Development</i> <i>Has been let</i>	6 MI				0	0	1917	0	1917	
<b>4109 L-CUL12--73-99</b> Various: Culvert Repair	Culverts Area Service PREV	--	331 - Pipe Culverts	--	331 - Pipe Culverts			85	0	0	0	85	
<b>6364 L-ROW--73-99</b> 0: 0 Right of Way	ROW Area Service PREV	--	311 - Right of way	--	311 - Right of way			35	0	0	0	35	
<b>9081 L-031115--73-99</b> 295th Street: Over DD 7 Bridge Replacement	2 Area Service PREV	10	320 - Bridges	0 MI	<i>In Development</i>	356590	<i>Local: Feb/21/2012</i>	0	0	150	0	150	
<b>10720 BROS-C099()--5F-99</b> C-26: Over Eagle Creek Bridge Replacement	189 Area Service PREV	70	320 - Bridges	0 MI	--	359080	--	0	45	0	180	225	
<b>10769 L-051301--73-99</b> 300th Street: Over White Fox Creek Bridge Replacement	20 Area Service PREV	10	320 - Bridges	0 MI	<i>In Development</i>	356850	<i>Local: May/15/2012</i>	0	0	300	0	300	
<b>10864 L-B061856--73-99</b> Baxter Avenue: Over DD Bridge Replacement	36 Area Service PREV	20	320 - Bridges	0 MI	--	357100	<i>Has been finished</i>	0	0	175	0	175	
<b>12970 BROS-C099()--8J-99</b> Baxter Avenue: Over Drainage Ditch 11-13 Bridge Replacement	29 Area Service PREV	90	332 - Box Culverts	0 MI	--	356980	--	25	0	0	100	125	
<b>12971 L-061659--73-99</b> Davis Avenue: Over stream Bridge Replacement	35 Area Service PREV	20	332 - Box Culverts	0 MI	--	357090	--	0	0	125	0	125	
<b>15234 BROS-C099()--8J-99</b> 210th Street: Over DD #36 Bridge Replacement	143 Area Service PREV	120	300 - Balance In Reserve	0.1 MI	--	358510	--	35	0	0	140	175	
<b>17236 BRS-C099()--60-99 Multi. Year Funding</b> C-70/330th Street: Over White Fox Creek Bridge Replacement	26 Farm-to-Market PREV	970	320 - Bridges	0 MI	--	356940	--	0	0	0	0	0	
<b>17244 BRS-C099(70)--60-99 Multi. Year Funding</b> R-33/Hancock Avenue: Over Otter Creek Bridge Replacement	183 Farm-to-Market PREV	370	320 - Bridges	0 MI	<i>In Development</i>	359020	<i>DOT: Feb/19/2013</i>	0	0	0	0	0	
<b>17530 STP-S-C099(64)--5E-99</b> C25/170TH ST: From US 69 to Franklin Co. Line Pavement Rehab	C25 Farm-to-Market PREV	300	366 - HMA Paving	5.94 MI	--			0	225	0	1200	1425	
<b>18216 BRS-C099(65)--60-99</b> C26/150TH ST: Over Boone River Bridge Replacement	Renwick Bridge Farm-to-Market PREV	280	320 - Bridges	MI	<i>In Development</i>	359250	<i>Has been let</i>	0	120	0	480	600	
<b>19522 LFM-241655--7X-99</b> Page Ave: From C-25 S 0.5 MI Pavement Rehab/Widen	Lake Cornelia Paving Farm-to-Market PREV	80	366 - HMA Paving	0.5 MI	<i>In Development</i>		<i>Has been let</i>	125	0	0	0	125	
								<b>FY 12 Totals - &gt;</b>	305	390	2667	2100	5462
<b>FY13 [Priority Year 1]</b>													
<b>6462 BROS-C099(39)--8J-99</b> WASHINGTON AVEN/Washington Avenue: Over Drainage Ditch Bridge Replacement	112 Area Service PREV	45	332 - Box Culverts	0 MI	--	358120	<i>Project was Canceled</i>	25	0	0	100	125	
<b>15233 L-232888--73-99</b> Uptagraph Avenue: Over Culvert Replacement	113 Area Service PREV	15	300 - Balance In Reserve	0.1 MI	--	358130	--	125	0	0	0	125	
<b>15238 BROS-C099()--5F-99</b> Calhoun Avenue: Over Bridge Replacement	87 Area Service PREV	80	300 - Balance In Reserve	0.1 MI	--	357790	--	0	35	0	140	175	
<b>20109 L-CUL2013--73-99</b> VARIOUS: various Culvert Replacement	L-CUL13--73-99 Area Service NEW	--	331 - Pipe Culverts	MI	--	358130	--	85	0	0	0	85	
<b>20110 L-ROW13--73-99</b> various: Various Right of Way	ROW2013 Area Service NEW	--	311 - Right of way	--	311 - Right of way			15	0	0	0	15	
<b>20111 LFM---7X-99</b> S-13/Wright Ave: County line paving Pavement Rehab	Dows Paving Farm-to-Market NEW	2007	366 - HMA Paving	0.5 MI	--			0	0	75	0	75	
<b>20112 LFM---7X-99</b> ELLSWORTH ST: From R-75 to County Line Pavement Rehab	Dows Main St Farm-to-Market NEW	1440	366 - HMA Paving	0.5 MI	--			0	0	150	0	150	
<b>20113 LFM---7X-99</b> R-33/White Fox Rd: From C-70 to Hamilton	R-33 resurfacing Farm-to-Market MI	--	366 - HMA Paving	--	366 - HMA Paving			0	0	225	0	225	

County Line Pavement Rehab	NEW	--	--								
<b>20114 L---73-99</b> 335TH ST: From C-70 to R-33 Pavement Rehab	Woolstock Main St Area Service NEW	360 1.51 MI --	366 - HMA Paving --		0	0	262	0	262		
				<b>FY 13 Totals - &gt;</b>	250	35	712	240	1237		
<b>FY14 [Priority Year 2]</b>			<b>Totals</b>		<b>525</b>	<b>270</b>	<b>0</b>	<b>1080</b>	<b>1875</b>		
<b>15236 L-351019--73-99</b> Keokuk Avenue: Over Bridge Replacement	170 Area Service PREV	30 0.1 MI 35880	320 - Bridges --		200	0	0	0	200		
<b>15237 L-351017--73-99</b> Keokuk Avenue: Over Bridge Replacement	171 Area Service PREV	30 0.1 MI 35880	300 - Balance In Reserve --		200	0	0	0	200		
<b>17027 STP-S-C099(69)--5E-99</b> C-20/130th St: From Hwy #69 to Franklin County Line Pavement Rehab	Cattleman's Farm-to-Market PREV	2003 6 MI --	366 - HMA Paving Project was Canceled		0	270	0	1080	1350		
<b>20403 L-351050--73-99</b> C12/110TH ST: Over Otter Creek Bridge Replacement	#169 Area Service NEW	40 MI 358870	320 - Bridges --		125	0	0	0	125		
			<b>FY 14 Totals - &gt;</b>		<b>525</b>	<b>270</b>	<b>0</b>	<b>1080</b>	<b>1875</b>		
<b>FY15 [Priority Year 3]</b>			<b>Totals</b>		<b>250</b>	<b>43</b>	<b>0</b>	<b>172</b>	<b>465</b>		
<b>4049 L-363078--73-99</b> Adams Avenue: Over Boone River Bridge Replacement	203 Area Service PREV	35 0 MI 359240	320 - Bridges --		250	0	0	0	250		
<b>17237 BROS-C099()--5F-99</b> R-65/Belmond Road: Over Luicks Creek Bridge Replacement	158 Area Service PREV	560 0 MI 358740	320 - Bridges --		0	43	0	172	215		
			<b>FY 15 Totals - &gt;</b>		<b>250</b>	<b>43</b>	<b>0</b>	<b>172</b>	<b>465</b>		
<b>FY16 [Priority Year 4]</b>			<b>Totals</b>		<b>350</b>	<b>150</b>	<b>0</b>	<b>600</b>	<b>1100</b>		
<b>10715 L-242390--73-99</b> 190th Street: Over Iowa River Bridge Replacement	127 Area Service PREV	50 0 MI 358290	320 - Bridges --		350	0	0	0	350		
<b>17236 BRS-C099()--60-99 Multi. Year Funding</b> C-70/330th Street: Over White Fox Creek Bridge Replacement	26 Farm-to-Market PREV	970 0 MI 356940	320 - Bridges --		0	80	0	320	400		
<b>17244 BRS-C099(70)--60-99 Multi. Year Funding</b> R-33/Hancock Avenue: Over Otter Creek Bridge Replacement	183 Farm-to-Market PREV	370 0 MI 359020	320 - Bridges In Development DOT: Feb/19/2013		0	70	0	280	350		
			<b>FY 16 Totals - &gt;</b>		<b>350</b>	<b>150</b>	<b>0</b>	<b>600</b>	<b>1100</b>		

## CITY PROJECTS

Project	Total Cost
City of Otho	
Extension of Rake Street in Otho	
Pavement Rehab on Highway Street, Otho	
Pavement Rehab on Nelson Avenue near Otho	
Pavement Rehab on Main Street from South Street to Sun Street, Otho	
City of Ottosen	
Resurfacing C-20, Ottosen	
Resurfacing P-20, Ottosen	
City of Webster City	
Extension of Closz Drive in Webster City	\$3,470,000
City of Kamrar	
Hamilton County/City of Kamrar joint bridge project	\$225,000
City of Rockwell City	
Pavement Rehab on D36 for 2 miles in/near Rockwell City	
City of Humboldt	
Sumner Avenue Bridge Replacement	\$2,000,000
Sumner Avenue Replacement	\$1,500,000
City of Fort Dodge	
Reconstruction of 1 <sup>st</sup> Avenue South (11 <sup>th</sup> St to 4 <sup>th</sup> St)	\$6,700,000

Rehabilitation of 3 <sup>rd</sup> Street Bridge (over Soldier Creek)	\$235,000
Cold in Place Recycling of 10 <sup>th</sup> Avenue North (32 <sup>nd</sup> St. to East City Limits)	\$300,000
Reconstruction of Avenue C (D St to G St)	\$375,000
Rehabilitation of 7 <sup>th</sup> Street (8 <sup>th</sup> Ave N to 15 <sup>th</sup> Ave N)	\$200,000
Asphalt Overlay and structure repair on Central Avenue (12 <sup>th</sup> St to 15 <sup>th</sup> St)	\$150,000
Menards Entrance Traffic Signals and Safety Improvements	\$500,000
Resurface Quail Avenue (5 <sup>th</sup> Ave S to South City Limits)	\$200,000
Reconstruction of 1 <sup>st</sup> Avenue North (3 <sup>rd</sup> St to 7 <sup>th</sup> St)	\$1,800,000
Rehabilitation of 1 <sup>st</sup> Avenue South Bridge	\$165,000
Reconstruction of South 7 <sup>th</sup> St (4 <sup>th</sup> Ave S to Meriwether Dr)	\$800,000
Reconstruction of 1 <sup>st</sup> Ave S (21 <sup>st</sup> St to 29 <sup>th</sup> St)(25 <sup>th</sup> & 29 <sup>th</sup> St)(1 <sup>st</sup> Ave S to 5 <sup>th</sup> Ave S)	\$9,200,000
Reconstruction of 2 <sup>nd</sup> Avenue South (15 <sup>th</sup> St to 22 <sup>nd</sup> St)	\$1,200,000

## **Trail Projects**

<b>Project</b>	<b>Total Cost</b>
Webster County/Fort Dodge Off Road Vehicle Park (Gypsum City)	
Belmond Trail Extension	
Connect Belmond trail to Lake Cornelia and Clarion	
Connect Three Rivers Trail to Cottonwood Trail in Humboldt	
Jewell Trail linking Jewell and Ellsworth	
Jubilee Trail Extension/reconstruction	
FD Riverfront Trail Project	
Kennedy Park Trail (Harlan Rogers to Kennedy Park)	\$670,000
25 <sup>th</sup> Ave N Trail (25 <sup>th</sup> St to 32 <sup>nd</sup> St)	\$350,000
Kenyon Road Trail (8 <sup>th</sup> St to Tower Dr)	\$350,000
2 <sup>nd</sup> Avenue South Trail (3 <sup>rd</sup> St to A St)	\$450,000
10th Ave N Trail (22 <sup>nd</sup> St to 32 <sup>nd</sup> St)	\$375,000
Orchard Glen Trail	
College Trail	
Golf Course Trail	
Humane Society Trail	
S 32 <sup>nd</sup> St Trail	
Trails to Oleson Park	
1 <sup>st</sup> Ave S Trail	
N 22 <sup>nd</sup> St Trail	
Trail from Downtown FD to Brushy Creek	
Trail from Kennedy Park in Webster County to Three Rivers Trail in Humboldt County	
Trail around Badger Lake in Kennedy Park in Webster County	
Trail from Lake City to Opportunity Living	\$155,000

## **Region V Transportation Improvement Program**

Annually the region accepts applications for STP and Enhancement project funding. Applications are first reviewed to make sure the project qualifies for funding and that the project is consistent with the region's long range plan. Applications are then forwarded to the appropriate subcommittee to prioritize. When reviewing the applications the following factors are to be taken into consideration:

### **Highway and Transit Projects**

- Ability to enhance roadside safety
- Accessibility to the public
- Appropriateness of project concept, design or phasing.
- Compatibility with adjacent land use
- Connectivity to existing facilities
- Cost in relation to public benefit
- Environmental and social impacts
- Geographic distribution
- Inclusion in a state, regional, or local plan
- Level of local support
- Predicted usage relative to area population
- Relationship to transportation facilities
- Visibility from a public right-of-way

### **Enhancement Projects**

- Accessibility to the public
- Appropriateness of project concept, design or phasing
- Compatibility with adjacent land use
- Connectivity to existing facilities
- Cost in relation to public benefit
- Environmental and social impacts
- Inclusion in a state, regional, or local plan for trails projects must be in the Region V Bicycle, Trails and Pedestrian Network Plan (for trails projects only)
- Level of local support
- Predicted usage
- Relationship to transportation facilities

The Region V Transportation Advisory Committee then developed the regional Transportation Improvement Program based on available funding and prioritization.

# **FINAL FY 2012 - FY 2015 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

Prepared by MIDAS Council of Governments for  
the Region V SAFETEA-LU TAC and  
the Iowa Department of Transportation.  
June 2011

Inclusion of a project in the RTIP does not guarantee Federal Aid Eligibility

Eligibility will be determined on a case by case basis when Project Authorization is requested from FHWA and FTA.

The preparation of this report was financed, in part, through federal funds provided by the U.S. DOT. (See page 3 of contract.)

## INTRODUCTION

Each year MIDAS/Region V Region Planning Affiliation (RPA) produces the Regional Transportation Improvement Program (RTIP). The RTIP is a document produced annually that identifies all planned transportation projects in the region which use federal funds over the next four years.

Region V includes the following counties and cities within these counties: Calhoun, Hamilton, Humboldt, Pocahontas, Webster and Wright.

## PROCESS

Annually the region accepts applications for STP and Enhancement project funding. Applications are reviewed by one of the regional subcommittees: Highway; Transit; or Enhancement. The subcommittees prioritize the applications received and forward them to the Region V Transportation Advisory Committee (TAC). The following factors are to be considered when reviewing applications:

### Highway and Transit Applications

- ◆ Ability to enhance roadside safety
- ◆ Accessibility to the public
- ◆ Appropriateness of project concept, design or phasing.
- ◆ Compatibility with adjacent land use
- ◆ Connectivity to existing facilities
- ◆ Cost in relation to public benefit
- ◆ Environmental and social impacts
- ◆ Geographic distribution
- ◆ Inclusion in a state, regional, or local plan
- ◆ Level of local support
- ◆ Predicted usage relative to area population
- ◆ Relationship to transportation facilities
- ◆ Visibility from a public right-of-way
- ◆

### Enhancement Applications

- ◆ Accessibility to the public
- ◆ Compatibility with adjacent land use
- ◆ Connectivity to existing facilities
- ◆ Cost in relation to public benefit
- ◆ Environmental and social impacts
- ◆ Inclusion in a state, regional, or local plan for trails projects must be in the Region V Bicycle, Trails and Pedestrian Network Plan (for trails projects only)
- ◆ Level of local support
- ◆ Predicted usage
- ◆ Relationship to transportation facilities
- ◆ Appropriateness of project concept, design or phasing

The TAC then develops the draft RTIP based on funding and prioritization.

Individual counties determine which bridge projects are to be included into the RTIP and forward that list to the RPA to be included.

Once the draft has been developed it is forwarded to the MIDAS/Region V Policy Board for approval. After approval by the Policy Board the RTIP is then forward to IDOT.

## AMENDMENT

**Administrative revisions do not require public review or TAC and Policy Board approval. These revisions include any changes to bridge projects already listed in the RTIP.**

**Administrative amendments do not require public review. These amendments include moving existing projects from one year to another in the RTIP or increasing local match.**

**Major amendments require public review, approval by TAC and Policy Board. This includes increases in federal funding and adding projects into the RTIP. When such an amendment is required then a public meeting on the amendment is held. Notices of the public meeting is put in county newspapers and sent to various interested individuals and groups.**

## **REGION V TAC**

Each county and the cities of Fort Dodge and Webster City select a representative and an alternate to sit on the Region V TAC. The committee consists of eight voting members. Representatives from the Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration are invited to all SAFETEA-LU TAC meetings as non-voting members of the committee.

The following are the members and officers of the Region V SAFETEA-LU TAC:

NAME	TITLE	AGENCY
Ron Haden	County Engineer	Calhoun County
Dan Waid	County Engineer	Hamilton/Wright County
Paul Jacobson	County Engineer	Humboldt County
Jack Moellering	County Engineer	Pocahontas County
Randy Will	County Engineer	Webster County
Chad Schaeffer	City Engineer	City of Fort Dodge
Kent Harfst	Asst. City Manager	City of Webster City

## **REGION V POLICY BOARD**

The Executive Board has eighteen voting members, with three members from each of the six counties, which represent county, city and Economic Development interests. Eleven of the representatives on the board are elected city and county officials; two are appointed city officials and the rest are appointed non-elected persons. The board meets the third Wednesday of each month. It was agreed that the MIDAS Executive Board would be the Policy Board for the SAFETEA-LU program as cities; counties and economic development are all represented on the board. Representatives from the Iowa Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration are non-voting members of the board.

**The following are the members and officers of the MIDAS Executive Board:**

NAME	TITLE	Agency
Scott Jacobs	County Supervisor	Calhoun County
Pam Meeder	Executive Director	Calhoun County Economic Dev.
Tom Anderson	Safety Manager	KEIM TS
Wesley Sweedler	County Supervisor	Hamilton County
Rachel Cahill	City Administrator	City of Stratford

Catherine Bergman	Executive Director	SEED/Hamilton Co Economic Dev
Harlan Hanson	County Supervisor	Humboldt County
Walter Jensen	Mayor	City of Humboldt
Alissa O'Connor	Executive Director	Humboldt Economic Dev.
Jack DeWolf	County Supervisor	Pocahontas County
Vince Triggs	County Supervisor	Pocahontas County
Robert Donahoo	City Administrator	City of Pocahontas
Robert Singer	County Supervisor	Webster County
Cindy Litwiller		Webster County Economic Dev
John Kramer	Executive Director	Webster County Economic Dev
Stan Watne	County Supervisor	Wright County
LeAnn Waltzing	City Administrator	City of Belmond
Vicky Boyington	City Administrator	City of Clarion

## PUBLIC PARTICIPATION

A regional meeting is held each year in late fall or early winter. This meeting is to inform the public about the STP and Enhancement application process and to obtain any comments the public may have about the region's transportation system. Notice of the meeting is put in 14 papers in the region and approximately 240 notices are mailed out to individuals/groups. The project applications are available for the first time at this public meeting.

A public meeting is also held for the MIDAS and DART Consolidated Transit Application. This meeting is to inform the public what transit projects MIDAS and DART are or will be soliciting funds in the next fiscal year. Notices of the meeting are put in the Fort Dodge Messenger.

Finally, a public meeting is held once the draft RTIP has been developed. This meeting is held after allowing the public a period to review the draft RTIP. Written comments and comments obtained from the public meeting are passed on to the MIDAS Executive Board before approval of the Draft. Notice of the meeting is put in 14 papers in the region and approximately 240 notices are mailed out to individuals/groups.

Once the public meetings have been accepted the MIDAS Executive Board determines if they will approve the draft RTIP. Once the draft RTIP is approved it is send to the Iowa Department of Transportation.

## HIGHWAY/BRIDGE /ENHANCEMENT (Costs are calculated in year of expenditure – project sponsors are responsible for adjusting cost into year of expenditure and determines the rate used.)

Pgm	SP Type	Spnsor	TPMS	STIP	PN	Revision Status	Location	Type Work	2012			2013			2014			2015			
									Total	Fed Aid	Regional										
STP	CRD	Calhoun CRD	14556	-	STP-S-C0130(-8E-13)		D26: D26: From N57 East 12 Miles to Webster Co. Line.	Pavement Rehab	0	0	0	0	0	0	0	0	0	2742	1000	1000	
STP	City	Fort Dodge	19884	-	STP-U-2690(-70-84)		S 29TH ST. 1st Ave S to 5th Street	Pave	0	0	0	1778	1000	1000	0	0	0	0	0	0	0
STP	City	Fort Dodge	21044	-	STP-U-2690(-70-84)		N-65: C49 to IA3	Pavement Rehab	0	0	0	0	0	0	0	0	0	2811	1000	1000	
STP	CRD	Hamilton CRD	16652	-	STP-S-C040(80)-5E-40		D20: Hwy 89 to I-35	Pavement Rehab/Video	1200	880	880	0	0	0	0	0	0	0	0	0	0
STP	CRD	Pocahontas CRD	12436	-	STP-S-C076(N-65 W7)-5E-76		P-29: HWY 20 to HWY 7	Pavement Rehab	0	0	0	0	0	0	1940	1300	1300	0	0	0	0
STP	CRD	Webster CRD	12922	-	STP-S-C094(P29s)-5E-94		Route D43: RRXing Calender to Hwy 169	Pave	2100	1100	1100	0	0	0	0	0	0	0	0	0	0
STP	CRD	Webster CRD	15548	-	STP-S-C094(043)-5E-94		C25: US 69 to Franklin Co. Line	Pavement Rehab	0	0	0	0	0	0	1380	700	700	0	0	0	0
STP	CRD	Wright CRD	17530	-	STP-S-C099(64)-5E-99		C-20: Hwy #89 to Franklin County Line	Pavement Rehab	0	0	0	0	0	0	0	0	0	0	0	0	0
STP	CRD	Wright CRD	17027	-	STP-S-C099(69)-5E-99		MIDAS - RPA 5: TRANSPORTATION PLANNING	Trans Planning	39	31	31	39	31	39	31	31	31	82	50	50	50
STP	PA	RPA-05	280	-	RGPL-PA05(RTP)-ST-00		MIDAS - RPA 5: STATEWIDE URBAN STANDARD DESIGN & SPECIFICATIONS	Miscellaneous	8	6	6	8	6	8	6	6	6	6	6	6	6
STP	PA	RPA-05	6605	-	RGPL-PA05(UDS)-ST-00		<b>STP TOTAL</b>		<b>3347</b>	<b>2017</b>	<b>2017</b>	<b>4600</b>	<b>3317</b>	<b>3317</b>	<b>3367</b>	<b>2037</b>	<b>2037</b>	<b>5623</b>	<b>2056</b>	<b>2056</b>	
ENH	CCB	Hamilton CCB	18673	-	STP-E-C040(079)-8V-40		Trail Bridge: Construct a bridge crossing DD71	Bridge New	0	0	0	178	140	140	0	0	0	0	0	0	0
ENH	CCB	Webster CCB	20663	-	STP-E-C094(92)-8V-84		Soldier Creek Nature Trail Phase II: Harlan Rogers Park to Kennedy Park	Ped/Bike Grade & Pave	249	149	149	0	0	0	0	0	0	0	0	0	0
							<b>ENHANCEMENT TOTAL</b>		<b>249</b>	<b>149</b>	<b>149</b>	<b>178</b>	<b>140</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HBP	CRD	Calhoun CRD	12449	-	BROS-C013(78)-8J-13		380th Street NE: Over Purgatory Creek	Bridge Replacement	350	280	0	0	0	0	0	0	0	0	0	0	0
HBP	CRD	Calhoun CRD	20578	-	BROS-C013(81)-8J-13		280th Street: From Corner 5.0 .7 MI over Camp Creek	Bridge Replacement	250	200	0	0	0	0	0	0	0	0	0	0	0
HBP	CRD	Hamilton CRD	17380	-	BRS-C040(77)-60-40		280th Street: East of Kamnar 4-Way	Bridge Replacement	225	180	0	0	0	0	0	0	0	0	0	0	0
HBP	CRD	Hamilton CRD	17242	-	BRS-C040(78)-8J-40		NA: C14.1 Over Skunk River	Bridge Replacement	0	0	0	850	520	520	0	0	0	0	0	0	0
HBP	CRD	Hamilton CRD	16640	-	BHS-C040(83)-63-40		R27: Over Boone River	Bridge Deck Overlay	0	0	0	0	0	0	175	140	140	0	0	0	0
HBP	CRD	Hamilton CRD	19499	-	BROS-C040(62)-8J-40		TOLLMAN AVE: Over Skunk River	Bridge Replacement	0	0	0	0	0	0	275	220	220	0	0	0	0
HBP	CRD	Hamilton CRD	7496	-	BROS-C040(66)-8J-40		280TH ST: Over SKUNK RIVER	Bridge Replacement	0	0	0	0	0	0	0	0	0	100	80	80	0
HBP	CRD	Humboldt CRD	15692	-	BROS-C046(61)-8J-46		P63: NW cor S 0 3 MI	Bridge Replacement	93	72	0	0	0	0	0	0	0	0	0	0	0
HBP	CRD	Humboldt CRD	16514	-	BROS-C046(61)-8J-46		Virginia Avenue: NW cor S 0 1 MI	Bridge Replacement	0	0	0	128	100	100	0	0	0	0	0	0	0
HBP	CRD	Humboldt CRD	16516	-	BROS-C046(61)-8J-46		Wards Avenue: NW cor S 0 1 MI	Bridge Replacement	0	0	0	0	0	0	0	0	0	0	0	0	0
HBP	CRD	Pocahontas CRD	10167	-	BROS-C076(69)-8J-76		KANSAS AVE: NW cor E 0 5 mi & S 0 8mi	Bridge Replacement, Bridge Replacement	226	175	0	0	0	0	0	0	0	0	225	180	180
HBP	CRD	Pocahontas CRD	6190	-	BROS-C076(60)-5F-76		490th St: 1/22 Sherman Hwy cor 22-22-33	Bridge Replacement	133	102	0	0	0	0	0	0	0	0	0	0	0
HBP	CRD	Pocahontas CRD	18281	-	BROS-C076(76)-8J-76		N-57: 34/35 Lincoln NE cor 34-91-32	Bridge Replacement	0	0	0	123	98	98	0	0	0	0	0	0	0
HBP	CRD	Pocahontas CRD	14189	-	BROS-C076(602)-8J-76		450TH ST: 28/33 Dex Monies Over Beaver Creek	Bridge Replacement	0	0	0	203	160	160	0	0	0	0	0	0	0
HBP	CRD	Pocahontas CRD	20648	-	BRS-C076(31DM)-60-76		C26: Over Pilt Creek	Bridge Replacement	0	0	0	0	0	0	360	280	280	0	0	0	0
HBP	CRD	Pocahontas CRD	18282	-	BROS-C076(8)-8J-76		N/A: Over North Branch Lizard Creek	Bridge Replacement	0	0	0	0	0	0	0	0	0	229	180	180	0
HBP	CRD	Pocahontas CRD	19664	-	BROS-C076(8)-8J-76		N MAIN ST: Over Lizard Creek (DD 53)	Bridge Replacement	0	0	0	0	0	0	0	0	0	205	160	160	0
HBP	CRD	Pocahontas CRD	20656	-	BROS-C076(1/2 Ced)-8J-76		N33: Over Big Cedar Creek (Int. DD 181)	Bridge Replacement	0	0	0	0	0	0	0	0	0	0	0	0	0
HBP	CRD	Webster CRD	19119	-	BROS-C094(08140)-8J-94		240th Street: Over DD	Bridge Replacement	300	240	0	0	0	0	0	0	0	0	0	0	0
HBP	CRD	Wright CRD	15238	-	BROS-C099(5F-99)		Calhoun Avenue: Over	Bridge Replacement	0	0	0	175	140	140	0	0	0	0	0	0	0
HBP	CRD	Wright CRD	10720	-	BROS-C099(5F-99)		C-28: Over Eagle Creek	Bridge Replacement	0	0	0	0	0	0	225	180	180	0	0	0	0
HBP	CRD	Wright CRD	17237	-	BROS-C099(5F-99)		R-85: Over Luckys Creek	Bridge Replacement	0	0	0	0	0	0	0	0	0	215	172	172	0
HBP	DOT-Pgm	DOT-D02-RPA05	19758	-	BHF-0-2L-99		US 69: IOWA RIVER 5.3 MILES NORTH OF IA 3	Bridge Replacement, Wetland Mitigation , Right of Way	15	0	0	2882	2306	2306	0	0	0	0	0	0	0
							<b>HBP TOTAL</b>		<b>1692</b>	<b>1249</b>	<b>0</b>	<b>4372</b>	<b>3490</b>	<b>0</b>	<b>1035</b>	<b>820</b>	<b>0</b>	<b>974</b>	<b>772</b>	<b>0</b>	
NHS	DOT-Pgm	DOT-D03-RPA05	293	-	NHS-020-3(83)-19-13		US 20: SAC CO TO IA 4	Pavement Rehab , Erosion Control	0	0	0	3718	2975	2975	0	0	0	0	0	0	0
							<b>NHS TOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>3719</b>	<b>2975</b>	<b>0</b>							
NRT	City	Fort Dodge	21011	-	NRT-2690(-8G-94)		Gypsum City OHV Park: OHV Park	Miscellaneous	510	393	0	0	0	0	0	0	0	0	0	0	0
							<b>NRT TOTAL</b>		<b>510</b>	<b>393</b>	<b>0</b>										
PRF	DOT-Pgm	DOT-D02-RPA05	11713	-	IMN-350-0E-99		I-35: WRIGHT-FRANKLIN-CERRO GORDO-WORTH COUNTIES	Patching	550	0	0	550	0	0	550	0	0	550	0	0	0
PRF	DOT-Pgm	DOT-D01-RPA05	16907	-	NHSN-169(-2R-94		US 169: FORT DODGE TO HUMBOLDT CO	Erosion Control	425	0	0	0	0	0	0	0	0	0	0	0	0
PRF	DOT-Pgm	DOT-D01-RPA05	18530	-	STPN-169(-2J-46		US 169: WEBSTER CO TO HUMBOLDT	Erosion Control	200	0	0	0	0	0	0	0	0	0	0	0	0
PRF	DOT-Pgm	DOT-D01-RPA05	20534	-	STPN-89(-2J-40		US 89: US 20	Bridge Deck Overlay	0	0	0	0	0	0	0	0	0	368	0	0	0
							<b>PRF TOTAL</b>		<b>975</b>	<b>0</b>	<b>0</b>	<b>550</b>	<b>0</b>	<b>0</b>	<b>550</b>	<b>0</b>	<b>0</b>	<b>550</b>	<b>0</b>	<b>0</b>	
SRTS	City	Belmond	19878	-	SRTS-0527(602)-8U-99		2ND AVE NE: Various sites	Ped/Bike Grade & Pave	195	44	0	0	0	0	0	0	0	0	0	0	0
							<b>SRTS TOTAL</b>		<b>195</b>	<b>44</b>	<b>0</b>										

## TRANSIT (Costs are calculated in year of expenditure – TPMS adjusted cost into year of expenditure.)

Fund(s)	Sponsor	Transit #	Expense	Prj. Type	Obj. Type	Unit #	Desc	Add Ons	2012			2013			2014			2015			
									Total	Fed Aid	State Aid	Total	Fed Aid	State Aid	Total	Fed Aid	State Aid	Total	Fed Aid	State Aid	
STA, 5311	MIDAS	1314	Operations	Misc	Other		General Operations/Maintenance/Administration		625,684	298,198	252,935	650,711	310,127	263,052	676,740	322,532	273,575	703,808	335,433	284,517	
5311	MIDAS	1350	Planning	Misc	Other		RPA Transportation Planning		64,132	51,306	0	67,338	53,871	0	70,706	56,565	0	73,535	58,828	0	
5309	MIDAS	1319	Capital	Replacement	Vehicle	Unit#: 02-2	Light Duty Bus (176" wb)	Deisel, VSS	86,000	71,380	0	0	0	0	0	0	0	0	0	0	0
5309	MIDAS	1321	Capital	Replacement	Vehicle	Unit#: 02-1	Light Duty Bus (176" wb)	Deisel, VSS	86,000	71,380	0	0	0	0	0	0	0	0	0	0	0
5307	MIDAS	1322	Capital	Replacement	Vehicle	Unit#: 01-2	Minivan	Deisel, VSS	42,000	34,860	0	0	0	0	0	0	0	0	0	0	0
5309	MIDAS	1323	Capital	Replacement	Vehicle	Unit#: 01-1	Medium Duty Bus (29-32 ft.)	Deisel, VSS	0	0	0	169,951	141,059	0	0	0	0	0	0	0	0
5307	MIDAS	1320	Capital	Replacement	Vehicle	Unit#: 00-4	Minivan	Deisel, VSS	0	0	0	43,260	35,906	0	0	0	0	0	0	0	0
5309	MIDAS	1330	Capital	Expansion	Vehicle		Pocahontas County facility (office, bus maint. Storage)	Deisel, VSS	0	0	0	0	0	0	773,718	618,974	0	0	0	0	0
5309	MIDAS	1325	Capital	Replacement	Vehicle	Unit#: 03-1	Light Duty Bus (158" wb)	Deisel, VSS	0	0	0	0	0	0	93,359	77,488	0	0	0	0	0
5309	MIDAS	1326	Capital	Replacement	Vehicle	Unit#: 05-6	Light Duty Bus (176" wb)	Deisel, VSS	0	0	0	0	0	0	88,009	73,048	0	0	0	0	0
5307	MIDAS	1324	Capital	Replacement	Vehicle	Unit#: 01-3	Minivan	Deisel, VSS	0	0	0	0	0	0	44,558	36,983	0	0	0	0	0
5309	MIDAS	1327	Capital	Replacement	Vehicle	Unit#: 05-4	Light Duty Bus (176" wb)	Deisel, VSS	0	0	0	0	0	0	0	0	0	101,624	84,348	0	
5309	MIDAS	1328	Capital	Replacement	Vehicle	Unit#: 05-3	Light Duty Bus (158" wb)	Deisel, VSS	0	0	0	0	0	0	0	0	0	96,160	79,813	0	
5316	MIDAS	1316	Operations	Expansion	Other		JARC employment routes		31,066	15,533	0	0	0	0	0	0	0	0	0	0	0
							TOTALS		934,882	542,658	252,935	931,260	540,963	263,052	1,747,090	1,185,590	273,575	975,127	558,422	284,517	
STA, 5311	FDDART	1331	Operations	Misc	Other		General Operations/Maintenance/Administration		506,577	278,390	158,589	526,841	289,526	164,933	547,914	301,107	171,530	569,830	313,151	178,391	
5309	FDDART	1333	Capital	Replacement	Vehicle	Unit#: FD58	Light Duty Bus (158" wb)	Deisel, UFRC, VSS	88,000	73,040	0	0	0	0	0	0	0	0	0	0	0
5309	FDDART	1336	Capital	Replacement	Vehicle	Unit#: FD42	Medium Duty Bus (29-32 ft.)	Deisel, UFRC, VSS	165,000	136,950	0	0	0	0	0	0	0	0	0	0	0
5309	FDDART	1339	Capital	Replacement	Vehicle	Unit#: FD44	Light Duty Bus (138" wb)	Deisel, UFRC, VSS	86,000	71,380	0	0	0	0	0	0	0	0	0	0	0
5309	FDDART	1348	Capital	Replacement	Vehicle	Unit#: FD27	Medium Duty Bus (29-32 ft.)	Deisel, UFRC, VSS	165,000	136,950	0	0	0	0	0	0	0	0	0	0	0
5309	FDDART	1345	Capital	Replacement	Vehicle	Unit#: FD45	Light Duty Bus (176" wb)	Deisel, UFRC, VSS	0	0	0	95,790	79,506	0	0	0	0	0	0	0	
5309	FDDART	1346	Capital	Replacement	Vehicle	Unit#: FD46	Light Duty Bus (176" wb)	Deisel, UFRC, VSS	0	0	0	95,790	79,506	0	0	0	0	0	0	0	
5309	FDDART	1335	Capital	Replacement	Vehicle	Unit#: FD38	Medium Duty Bus (to 28 ft.)	Deisel, UFRC, VSS	0	0	0	164,800	136,784	0	0	0	0	0	0	0	
5307	FDDART	2008	Capital	Replacement	Vehicle	Unit#: FD43	Minivan	Deisel, UFRC, VSS	0	0	0	43,260	35,906	0	0	0	0	0	0	0	
5309	FDDART	1340	Capital	Replacement	Vehicle	Unit#: FD50	Light Duty Bus (176" wb)	Deisel, UFRC, VSS	0	0	0	0	0	0	94,887	78,756	0	0	0	0	0
5309	FDDART	1343	Capital	Replacement	Vehicle	Unit#: FD40	Medium Duty Bus (29-32 ft.)	Deisel, UFRC, VSS	0	0	0	0	0	0	178,248	147,945	0	0	0	0	0
5309	FDDART	1344	Capital	Replacement	Vehicle	Unit#: FD41	Medium Duty Bus (29-32 ft.)	Deisel, UFRC, VSS	0	0	0	0	0	0	183,818	152,569	0	0	0	0	0
5309	FDDART	1349	Capital	Replacement	Vehicle	Unit#: FD51	Light Duty Bus (176" wb)	Deisel, UFRC, VSS	0	0	0	0	0	0	0	0	0	101,624	84,348	0	
5309	FDDART	1347	Capital	Replacement	Vehicle	Unit#: FD48	Light Duty Bus (158" wb)	Deisel, UFRC, VSS	0	0	0	0	0	0	0	0	0	96,160	79,813	0	
5309	FDDART	2124	Operations	Other	Vehicle	Unit#: FD54	Medium Duty Bus (29-32 ft.)	Deisel, UFRC, VSS	0	0	0	0	0	0	0	0	0	180,302	149,650	0	
							TOTALS		1,010,577	696,710	158,589	926,481	621,228	164,933	1,004,867	680,377	171,530	947,916	626,962	178,391	

**FISCAL CONSTRAINT** (Operations and Maintenance Expenditures increased by 4% each year and Forecasted Non Federal-aid Revenues increased by 2% each year.)

#### **FISCAL CONTRAINT**

<b>RPA 5 Federal-aid</b>				
	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
STP Balance (Carryover)	\$1,285,969	\$1,883,180	\$67,894	\$32,608
STP Target	\$2,614,497	\$2,002,000	\$2,002,000	\$2,002,000
<b>Total Available for Programming</b>	<b>\$3,900,466</b>	<b>\$3,885,180</b>	<b>\$2,069,894</b>	<b>\$2,034,608</b>
Total STP Programmed	\$2,017,286	\$3,817,286	\$2,037,286	\$2,056,017
<b>Balance of STP Funds</b>	<b>\$1,883,180</b>	<b>\$67,894</b>	<b>\$32,608</b>	<b>-\$21,409</b>

<b>RPA 5 Federal-aid</b>				
	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Enhancement Balance (Carryover)	\$104,351	\$134,978	\$132,978	\$270,978
Enhancement Target	\$179,910	\$138,000	\$138,000	\$138,000
<b>Total Available for Programming</b>	<b>\$284,261</b>	<b>\$272,978</b>	<b>\$270,978</b>	<b>\$408,978</b>
Total Enhancement Programmed	\$149,283	\$140,000	\$0	\$0
<b>Balance of Enhancement Funds</b>	<b>\$134,978</b>	<b>\$132,978</b>	<b>\$270,978</b>	<b>\$408,978</b>

<b>RPA 5 Forecasted Operations and Maintenance Expenditures on Federal-aid System</b>				
	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
County Operations	\$2,982,712	\$3,102,020	\$3,226,101	\$3,355,145
County Maintenance	\$4,808,075	\$5,000,398	\$5,200,414	\$5,408,430
City Operations	\$408,620	\$424,965	\$441,964	\$459,642
City Maintenance	\$890,114	\$925,719	\$962,747	\$1,001,257
<b>Total Operations and Maintenance</b>	<b>\$9,089,521</b>	<b>\$9,453,102</b>	<b>\$9,831,226</b>	<b>\$10,224,475</b>

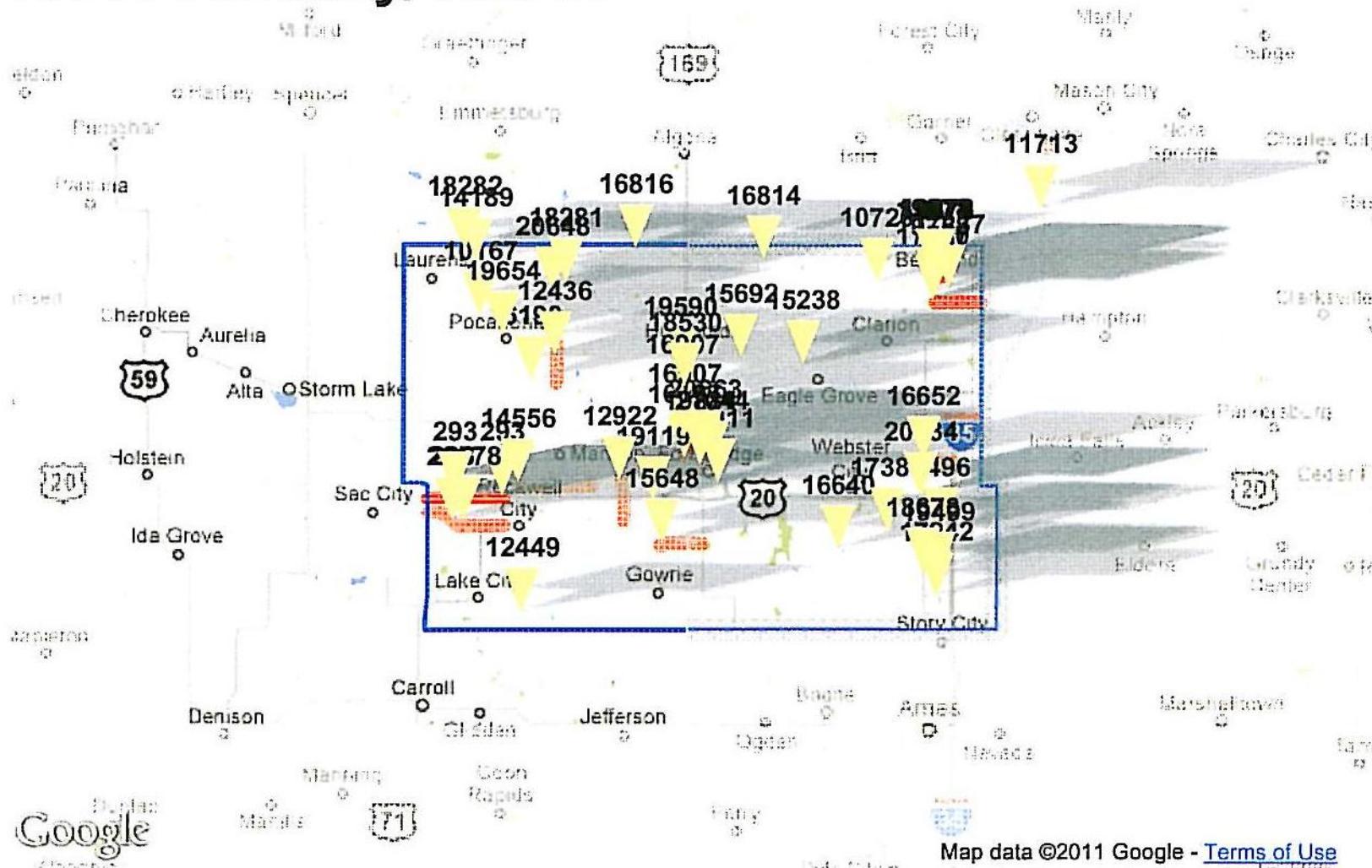
<b>RPA 5 Forecasted Non Federal-aid Revenues</b>				
	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Farm to Market	\$4,658,387	\$4,751,555	\$4,846,586	\$4,943,517
Secondary Road Fund	\$26,063,740	\$26,585,015	\$27,116,715	\$27,659,049
City Street Fund	\$21,962,361	\$22,401,608	\$22,849,640	\$23,306,633
<b>Total Non Federal-aid Revenues</b>	<b>\$52,686,499</b>	<b>\$53,740,190</b>	<b>\$54,814,954</b>	<b>\$55,911,214</b>

# STATUS REPORT

Status	Pgm	SP Type	Sponsor	TPMS #	STIP No.	PN	Revision Status	Location	Type Work	2011_ttl	2011_FA	2011_Rgnl
Has been let	STP	DOT-Pgm	DOT-001-RPA05	17085	10560	STP-(0)-2C-94		IA 175: E JCT US 169 TO 1.7 MI WESTOF DM RIVER	Pavement Rehab	1767	250	250
Has been let	STP	DOT-Pgm	DOT-001-RPA05	19757	10619	STP-175(-)2C-94		IA 175: EAST JCT US 169 TO 1.7 MILESWEST OF DES MOINES RIVER -	Pavement Rehab	1517	1214	250
Has been let	STP	CRD	Humboldt CRD	12910	10440	STP-S-C046(48)-5E-46	C-48: P56 E 6.6 Mi to P66 in Thor	Pave	1254	800	800	
Has been let	STP	CRD	Webster CRD	18082	10684	STP-S-C094(89)-5E-94	D26: Calhoun County to New Highway 20 Connector	Pavement Rehab	1360	820	820	
Removed	STP	CRD	Webster CRD	14407	10099	STP-S-C094(P59)-5E-94	P59: Hwy 20 to D20	Pavement Rehab	1200	960	960	
Has been let	STP	City	Fort Dodge	18663	10343	STP-U-2690(616)-70-94	15TH AVE N: 15th Ave N from N 7th to N 8th thence to Wraywood Dr thence to Williams Dr	Pavement Rehab/Widen	1063	695	695	
Cancelled	STP	City	Humboldt	16028	10164	STP-U-3595(-)70-46	Sumner Avenue: 3rd Avenue SW to May Street	Pavement Rehab	1145	245	245	
Moved to FY12	DEMO	DOT-Pgm	DOT-001-RPA05	18530	10581	EDP-169(-)7Y-46	US 169: WEBSTER CO TO HUMBOLDT	Erosion Control	5918	4734	0	
Has been let	DEMO	DOT-Pgm	DOT-003-RPA05	13797	10544	HDP-20(-)3B-13	US 20: IA 4 TO WEBSTER CO	Pavement Rehab , Erosion Control	3881	3105	0	
Has been let	ENH	City	Fort Dodge	18667	10345	STP-E-2690(615)-8V-94	Soldier Creek Nature Trail: N 15th St between Harlan Rogers Sports Complex & 20th Ave N	Ped/Bike Structures	1825	361	361	
DOT Letting: Jan/18/2012	ENH	CCB	Webster CCB	20663	10722	STP-E-C094(92)-8V-94	Soldier Creek Nature Trail Phase II: Harlan Rogers Park to Kennedy Park	Ped/Bike Grade & Pave	1392	160	160	
Has been let	HBP	DOT-Pgm	DOT-001-RPA05	18532	10565	BHF-(0)-2L-94	US 169: IA 926 (2ND AVE SOUTH) IN FORT DODGE (SB)	Bridge Replacement	1284	1027	0	
Has been let	HBP	DOT-Pgm	DOT-001-RPA05	18533	10566	BHF-(0)-2L-94	US 169: CC RR 0.5 MILE SOUTH OF IA 7(SB)	Bridge Replacement	1036	829	0	
Has been let	HBP	DOT-Pgm	DOT-001-RPA05	18534	10567	BHF-(0)-2L-94	US 169: LIZARD CREEK 0.3 MILE SOUTH OF IA 7 (SB)	Bridge Replacement	2181	1745	0	
DOT Letting: Apr/17/2012	HBP	CRD	Calhoun CRD	12449	10484	BROS-C013(78)-8J-13	380th Street NE: Over Purgatory Creek	Bridge Replacement	320	256	0	
Has been let	HBP	CRD	Humboldt CRD	14707	10107	BROS-C046(50)-8J-46	260th Street: NW cor E 0.01 MI	Bridge Replacement	200	160	0	
Cancelled	HBP	CRD	Pocahontas CRD	18278	10303	BROS-C076(1)-8J-76	600TH ST: 10/15 Cedar	Bridge Replacement	360	288	0	
DOT Letting: Dec/20/2011	HBP	CRD	Pocahontas CRD	10167	10466	BROS-C076(59)-8J-76	490th St.: 15/22 Sherman NW cor. 22-92-33	Bridge Replacement	226	175	0	
DOT Letting: Aug/16/2011	HBP	CRD	Pocahontas CRD	6190	10304	BROS-C076(60)-5F-76	N-57: 34/35 Lincoln NE cor. 34-91-32	Bridge Replacement	130	100	0	
DOT Letting: Jul/19/2011	HBP	CRD	Webster CRD	10392	10245	BROS-C094(69)-5F-94	Baxter Avenue: Over South Lizard Creek	Bridge Replacement	280	224	0	
Has been let	HBP	CRD	Webster CRD	16658	10208	BROS-C094(86)-8J-94	150th Street: Over Soldier Creek	Bridge Replacement	200	160	0	
Has been let	HBP	CRD	Pocahontas CRD	14185	10250	BRS-C076(56)-60-76	C29: 11/14 Marshall NW cor. 14-92-34	Bridge Replacement	173	128	0	
DOT Letting: Aug/16/2011	HBP	CRD	Wright CRD	18216	10522	BRS-C099(65)-60-99	C26: Over Boone River	Bridge Replacement	600	480	0	
Has been let	NHS	DOT-Pgm	DOT-003-RPA05	293	10599	NHS-020-3(83)-19-13	US 20: SAC CO TO IA 4	Pavement Rehab , Erosion Control	28474	22779	0	
Has been let	NHS	DOT-Pgm	DOT-001-RPA05	301	10582	NHS-5207(1)-19-94	US 20: CALHOUN CO LINE TO EOF MOORLAND	Pavement Rehab , Erosion Control	1941	1553	0	
Local Letting: January 2012	NRT	City	Fort Dodge	17035	10229	NRT-NT09(004)-9G-94	Gypsum City OHV Park: Facility improvements	Miscellaneous	1660	300	0	
Has been let	PRF	DOT-Pgm	DOT-002-RPA05	11713	—	IMN-35(1)-0E-99	I-35: WRIGHT CO TO WORTH CO	Patching	550	0	0	
Has been let	PRF	DOT-Pgm	DOT-001-RPA05	19756	—	NHSN-0(1)-2R-94	US 169: BUSINESS US 20 TO IA 7 (SB)	Pavement Rehab	3011	0	0	
Local Letting: Mar/01/2012	SRTS	City	Bermond	19878	10500	SRTS-U-0527(602)-8U-99	2ND AVE NE: Various sites	Ped/Bike Grade & Pave	195	44	0	
Canceled	SRTS	City	Webster City	17033	10226	SRTS-U-8212(615)-8U-40	East 2nd Street Trail For Kids: East Second Street Trail for Kids	Ped/Bike Grade & Pave	608	250	0	

## MAP OF PROJECT LOCATIONS (only includes projects mapped in TPMS.)

# ICEA Territory Viewer





## **2017-2032 Projects**

Specific projects are not listed for 2013-2017. Below are project concepts developed through input from transportation system providers, IDOT transportation plans, local transportation plans, business, leaders and elected officials.

### **Aviation**

- Facility update and expansion to ensure quality service
- Maintain current facilities
- Safe, efficient and quality service

### **Public Transit**

- Maintain current equipment and services
- Increase service when feasible
- Provide safe, effective service
- Provide/construct bus facilities in counties where systems operate

### **Railroads**

- Construct/rehabilitate Rail Lines
- Build spur tracks
- Improve highway-rail crossings
- Address capacity constraints
- Monitor rail track, equipment and security conditions
- Promote rail safety
- Improve the physical infrastructure of the rail system in partnership with Iowa's shippers and railroads
- Preserve rail service
- Promote the importance of rail transportation
- Take an active role in rail regulator issues
- Participate in freight planning activities for Iowa
- Reduce transportation-related congestion and air pollution
- Serve as an information and conflict resolution clearinghouse
- Preserve historic/cultural rail facilities using transportation enhancement funds

### **Roads/Bridges**

- Provide safe, efficient and quality system
- Maintain road/bridge system
- Develop/improve system for economic development
- Improve system for safety
- Rehabilitate 694 miles of road
- Reconstruct 69.5 miles of road
- Rehabilitate 16 bridges
- Replace 270 bridges
- 

### **Trails**

- Develop new and expanded trails for economic development and quality of life
- Maintain existing trails
- Repair/construct sidewalks for safety and mobility
- Promote trail extensions
- Connect trails

## **FUTURE PLANNING ACTIVITIES**

The LRTP will be evaluated every five years to determine if the plan needs to be updated. If it is found prior to the evaluation process that the plan has become outdated then an update will occur sooner. When updating the LRTP the region's public participation process will be followed.

MIDAS staff will assist with any transportation and/or special studies, when requested, that will be undertaken within Region V in the future. One such project that is anticipated is the update to the Region V Trails and Pedestrian Plan.

# APPENDICES

*Insert County Federal Classification Maps*

*Insert County Annual Average Daily Traffic Maps*

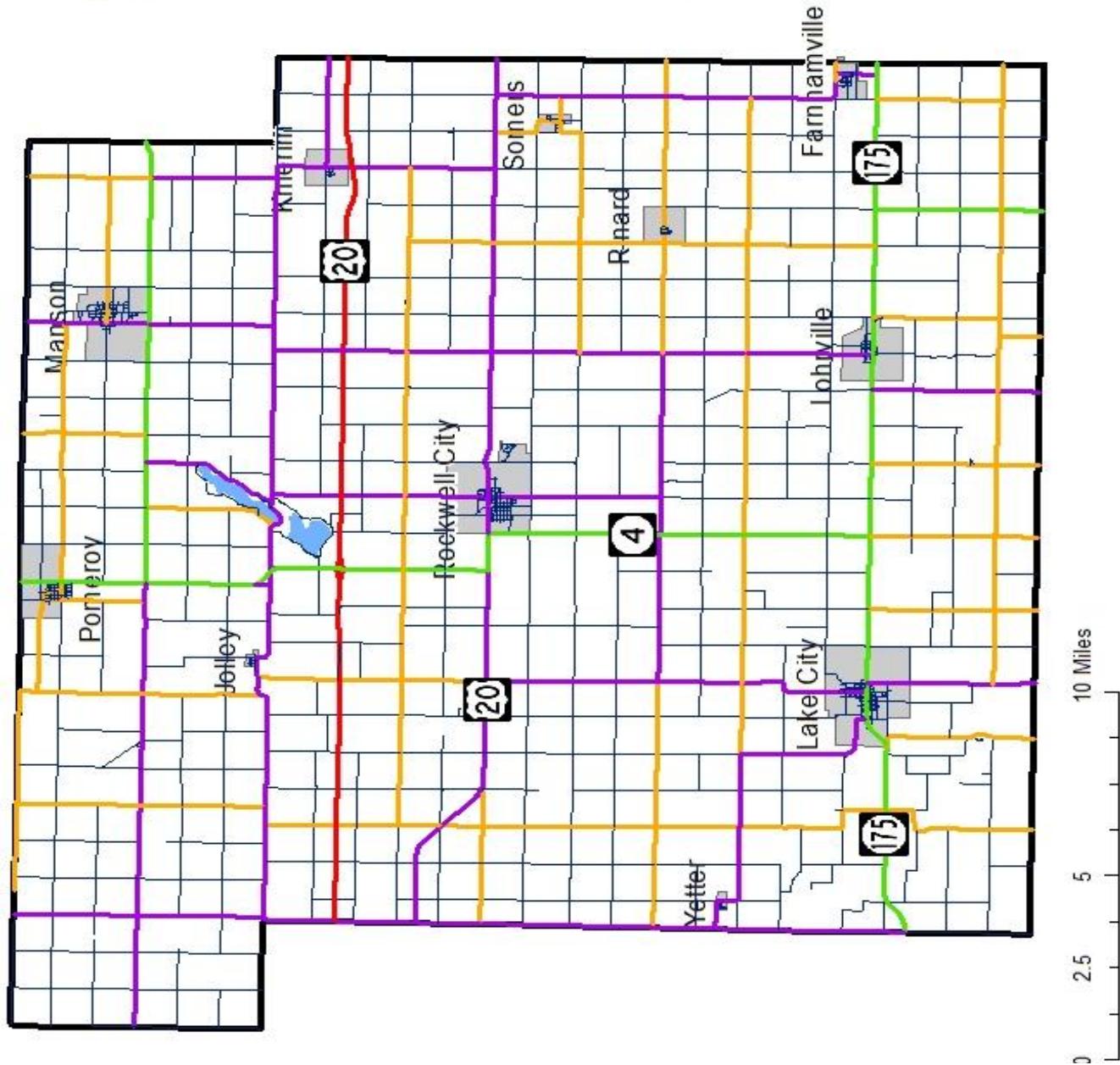
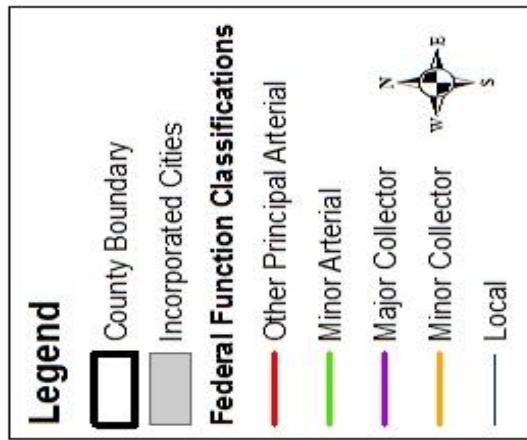
*Insert Truck County Annual Average Daily Traffic Maps*

*Insert County Bridge Sufficiency Rating Maps*

### Region V Population (1970 - 2010)

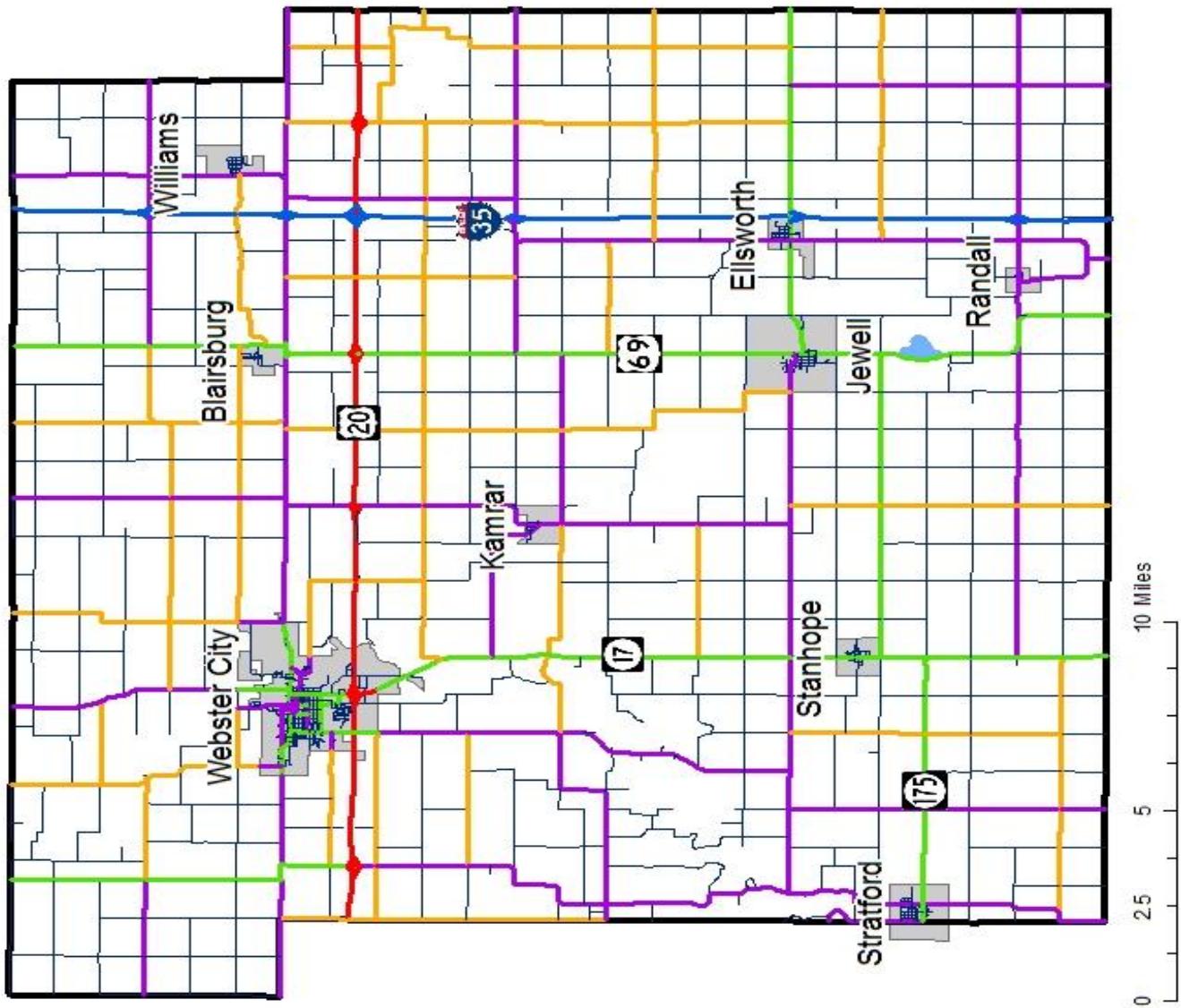
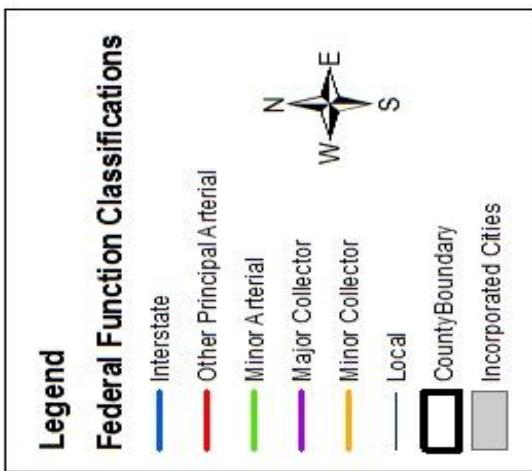
Government	% Change 1970 to 2010						Government	% Change 1970 to 2010					
	1970	1980	1990	2000	2010			1970	1980	1990	2000	2010	
<b>Calhoun County</b>	<b>14,287</b>	<b>13,542</b>	<b>11,508</b>	<b>11,115</b>	<b>9,670</b>	<b>-32.3%</b>	<b>Pocahontas County</b>	<b>12,729</b>	<b>11,369</b>	<b>9,525</b>	<b>8,662</b>	<b>7,310</b>	<b>-42.6%</b>
Farnhamville	393	461	414	430	371	-5.6%	Fonda	980	863	731	648	631	-35.6%
Jolley	112	91	68	54	41	-63.4%	Gilmore City (Part)	289	260	235	258	223	-22.8%
Knierim	131	125	71	70	60	-54.2%	Havelock	248	279	217	177	138	-44.4%
Lake City	1,910	2,006	1,841	1,787	1,727	-9.6%	Laurens	1,756	1,606	1,550	1,476	1,258	-28.4%
Lohrville	553	521	453	431	368	-33.5%	Palmer	264	288	230	214	165	-37.5%
Manson	1,993	1,924	1,844	1,893	1,690	-15.2%	Plover	129	135	101	95	77	-40.3%
Pomeroy	765	895	762	710	662	-13.5%	Pocahontas	2,338	2,352	2,085	1,970	1,789	-23.5%
Rinard	88	97	71	72	52	-40.9%	Rolfe	767	796	721	675	584	-23.9%
Rockwell City	2,396	2,276	1,981	2,264	1,709	-28.7%	Varina Total	140	122	102	90	71	-49.3%
Somers	197	220	161	165	113	-42.6%	Gilmore City	766	626	560	556	504	-34.2%
Yetter	47	52	49	36	34	-27.7%	<b>Webster County</b>	<b>48,391</b>	<b>45,953</b>	<b>40,342</b>	<b>40,235</b>	<b>38,013</b>	<b>-21.4%</b>
<b>Hamilton County</b>	<b>18,383</b>	<b>17,862</b>	<b>16,071</b>	<b>16,438</b>	<b>15,673</b>	<b>-14.7%</b>	Badger	465	653	569	610	561	20.6%
Blairsville	287	288	269	235	215	-25.1%	Barnum	147	198	174	195	191	29.9%
Ellsworth	443	480	451	531	531	19.9%	Callender	421	446	384	424	376	-10.7%
Jewell	1,152	1,145	1,106	1,239	1,215	5.5%	Clare	248	229	183	190	146	-41.1%
Kamrar	243	225	203	229	199	-18.1%	Dayton	909	941	818	884	837	-7.9%
Randall	197	171	161	148	173	-12.2%	Duncombe	418	504	488	474	410	-1.9%
Stanhope	482	492	447	488	422	-12.4%	Fort Dodge	31,263	29,423	25,894	25,136	25,206	-19.4%
Webster City	8,488	8,572	7,894	8,176	8,070	-4.9%	Gowrie	1,225	1,089	1,028	1,038	1,037	-15.3%
Williams	456	410	368	427	344	-24.6%	Harcourt	305	347	306	340	303	-0.7%
Stratford (Part)	710	775	695	720	713	0.4%	Lehigh	739	654	536	497	416	-43.7%
<b>Humboldt County</b>	<b>12,517</b>	<b>12,246</b>	<b>10,756</b>	<b>10,381</b>	<b>9,815</b>	<b>-21.6%</b>	Moorland	268	257	209	197	169	-36.9%
Bode	373	406	335	327	302	-19.0%	Otoh Stratford (Part)	581	692	529	571	542	-6.7%
Bradgate	130	151	124	101	86	-33.8%	Vincent	39	31	20	26	30	-23.1%
Dakota City	746	1,072	1,024	911	843	13.0%	<b>Wright County</b>	<b>17,294</b>	<b>16,319</b>	<b>14,269</b>	<b>14,334</b>	<b>13,229</b>	<b>-23.5%</b>
Gilmore City (Part)	477	366	325	298	281	-41.1%	Belmond	2,358	2,505	2,500	2,560	2,376	0.8%
Hardy	73	72	47	57	47	-35.6%	Clarion	2,972	3,060	2,703	2,968	2,850	-4.1%
Humboldt	4,665	4,794	4,438	4,452	4,690	0.5%	Dows (Part)	667	635	548	570	460	-31.0%
Livermore	510	490	436	431	384	-24.7%	Eagle Grove	4,489	4,324	3,671	3,712	3,583	-20.2%
Ottosen	93	92	72	61	55	-40.9%	Galt	50	60	43	30	32	-36.0%
Pioneer	56	40	46	21	23	-58.9%	Goldfield	722	789	710	680	635	-12.0%
Renwick	429	410	287	306	242	-43.6%	Rowan	231	259	189	218	158	-31.6%
Rutland	215	163	149	145	126	-41.4%	Woolstock	222	235	212	204	168	-24.3%
Thor	212	200	205	174	186	-12.3%	<b>Region V Total</b>	<b>123,601</b>	<b>117,291</b>	<b>102,471</b>	<b>101,165</b>	<b>93,710</b>	<b>-24.2%</b>

# Roads - Federal Function Classifications Calhoun County - 2010



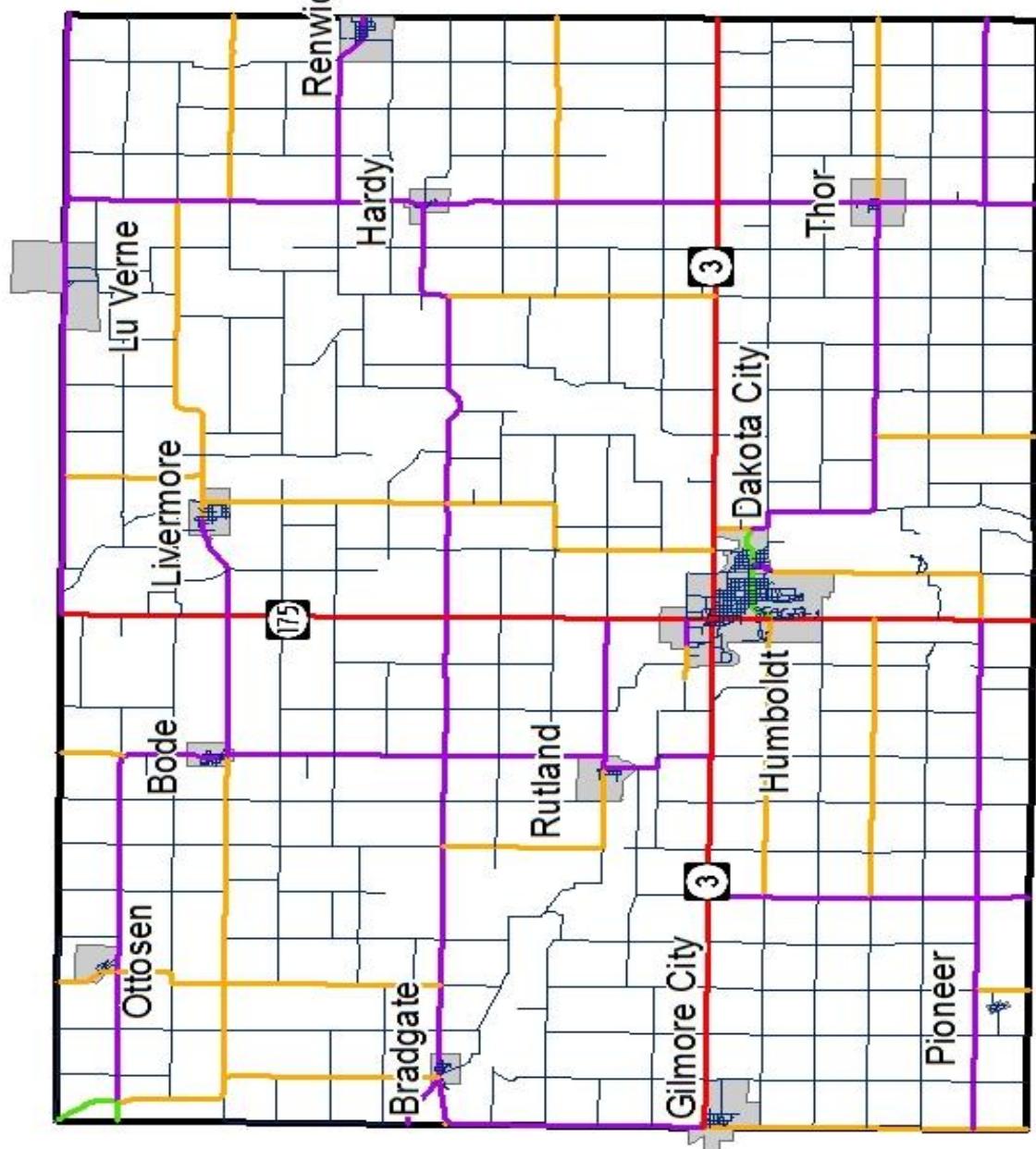
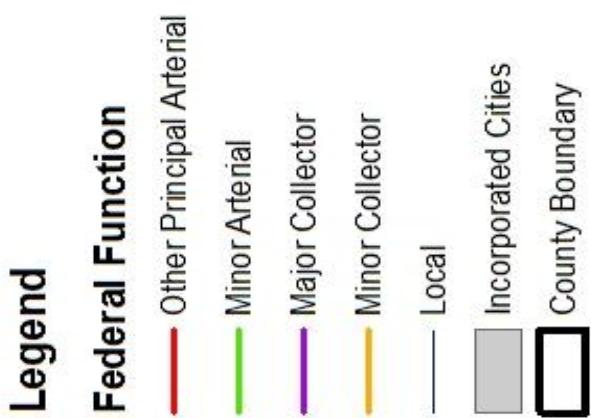
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## Roads - Federal Function Classifications Hamilton County - 2010



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Roads - Federal  
Function Classification  
Humboldt County - 2010



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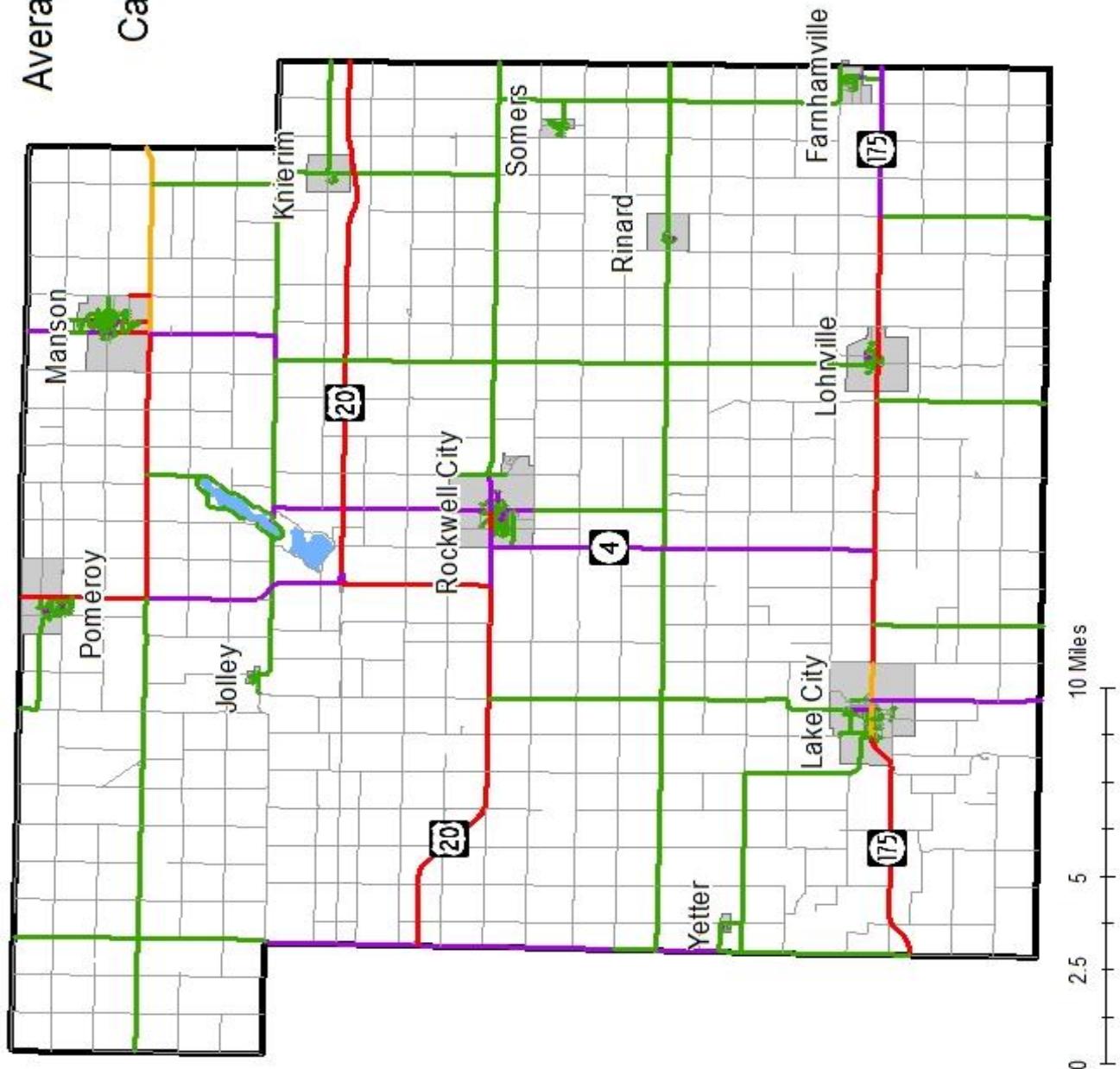
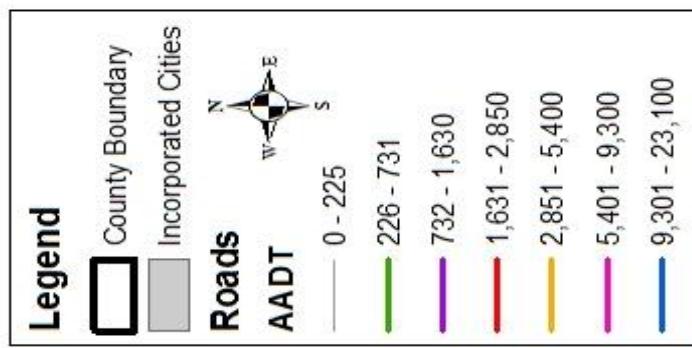
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Insert Pocahontas County

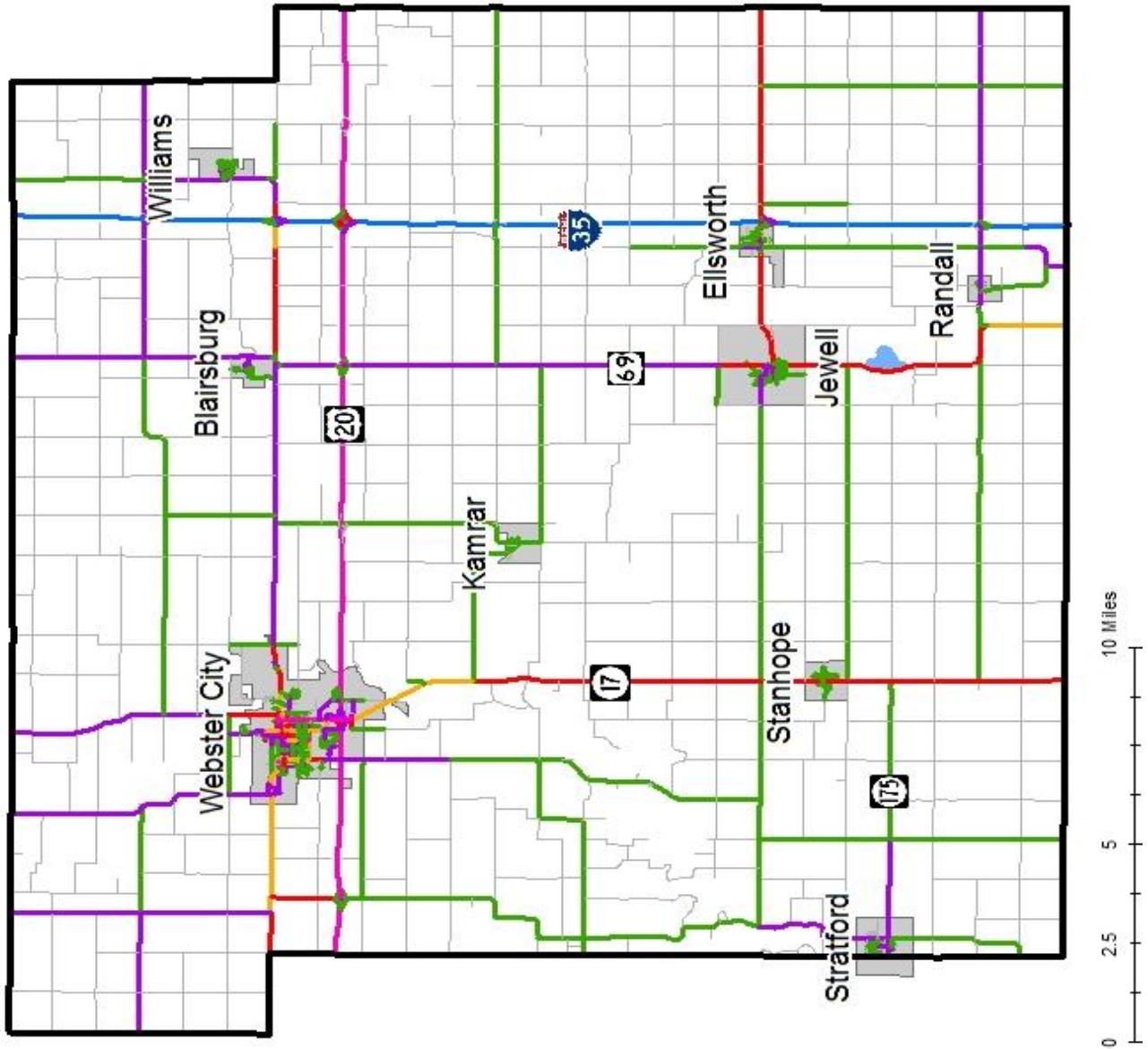
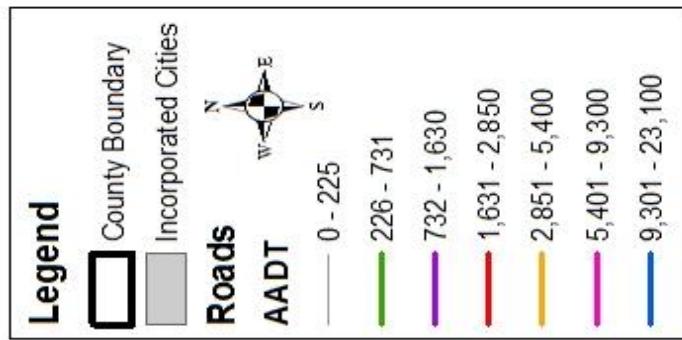
Insert Webster County

Insert Wright County

## Average Annual Daily Traffic (AADT) Calhoun County - 2010

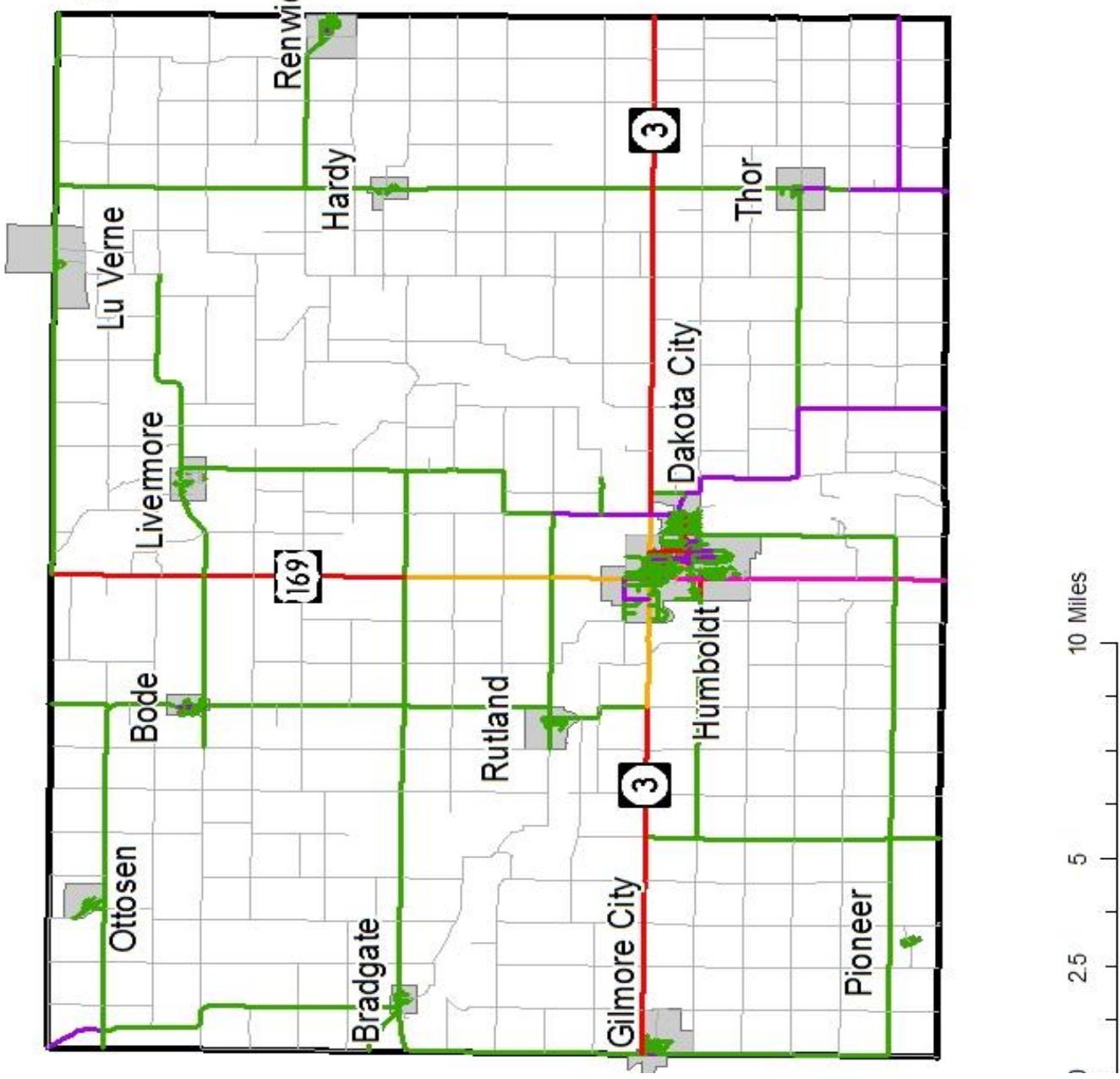
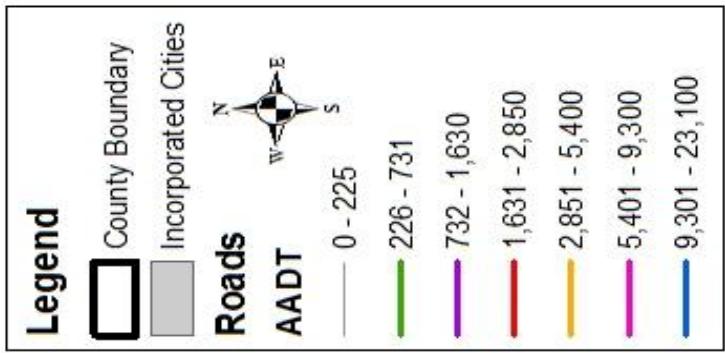


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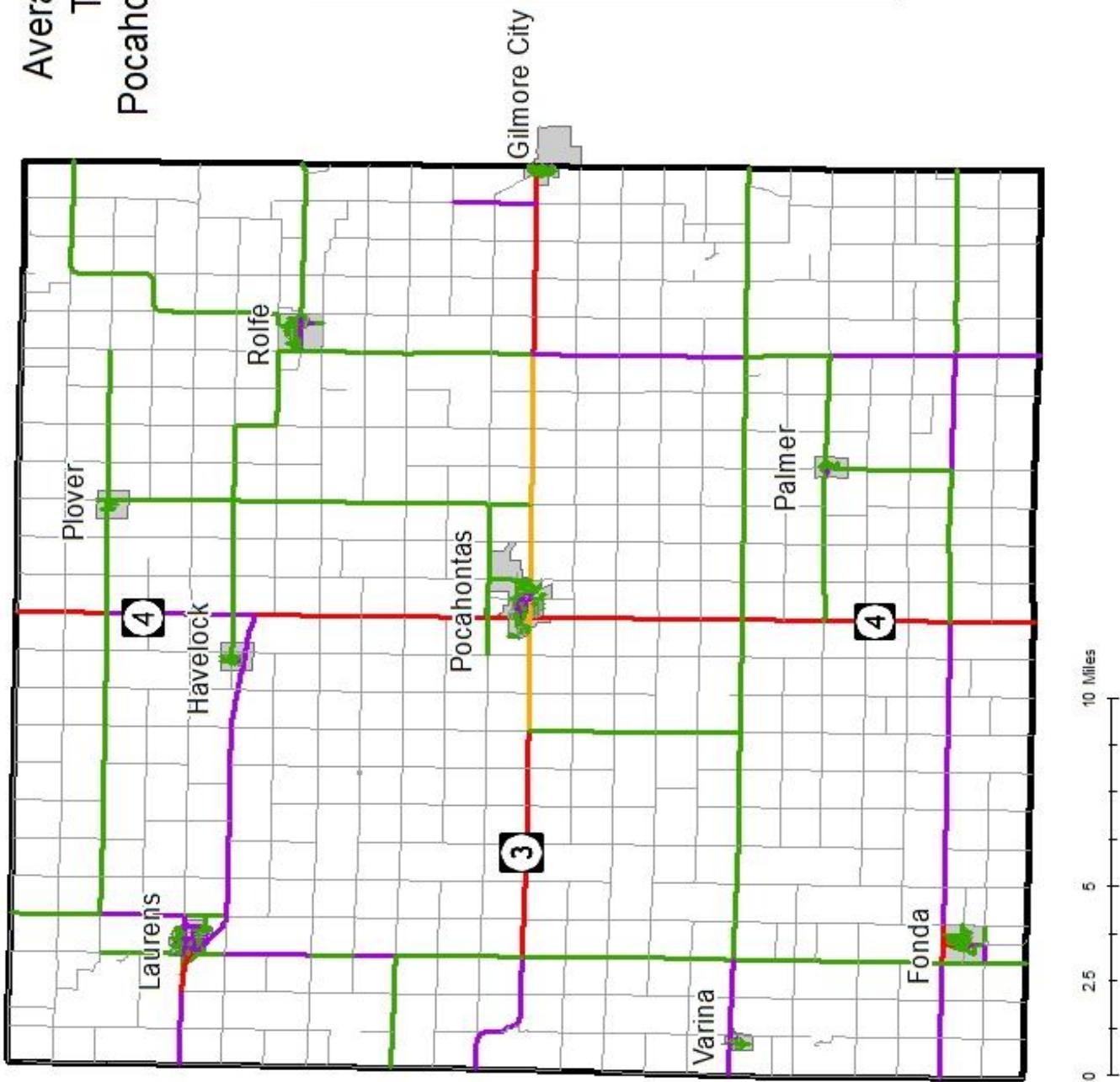
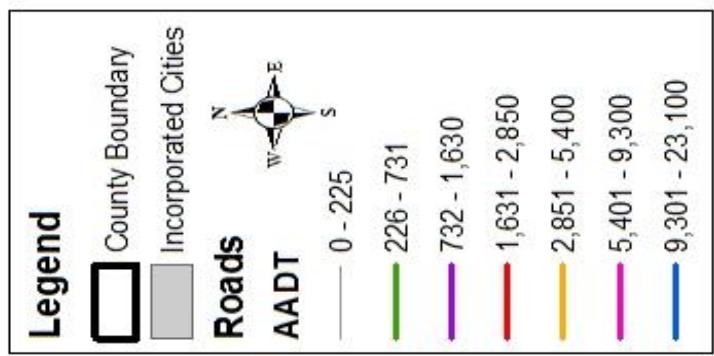


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# Average Annual Daily Traffic (AADT) Humboldt County - 2010

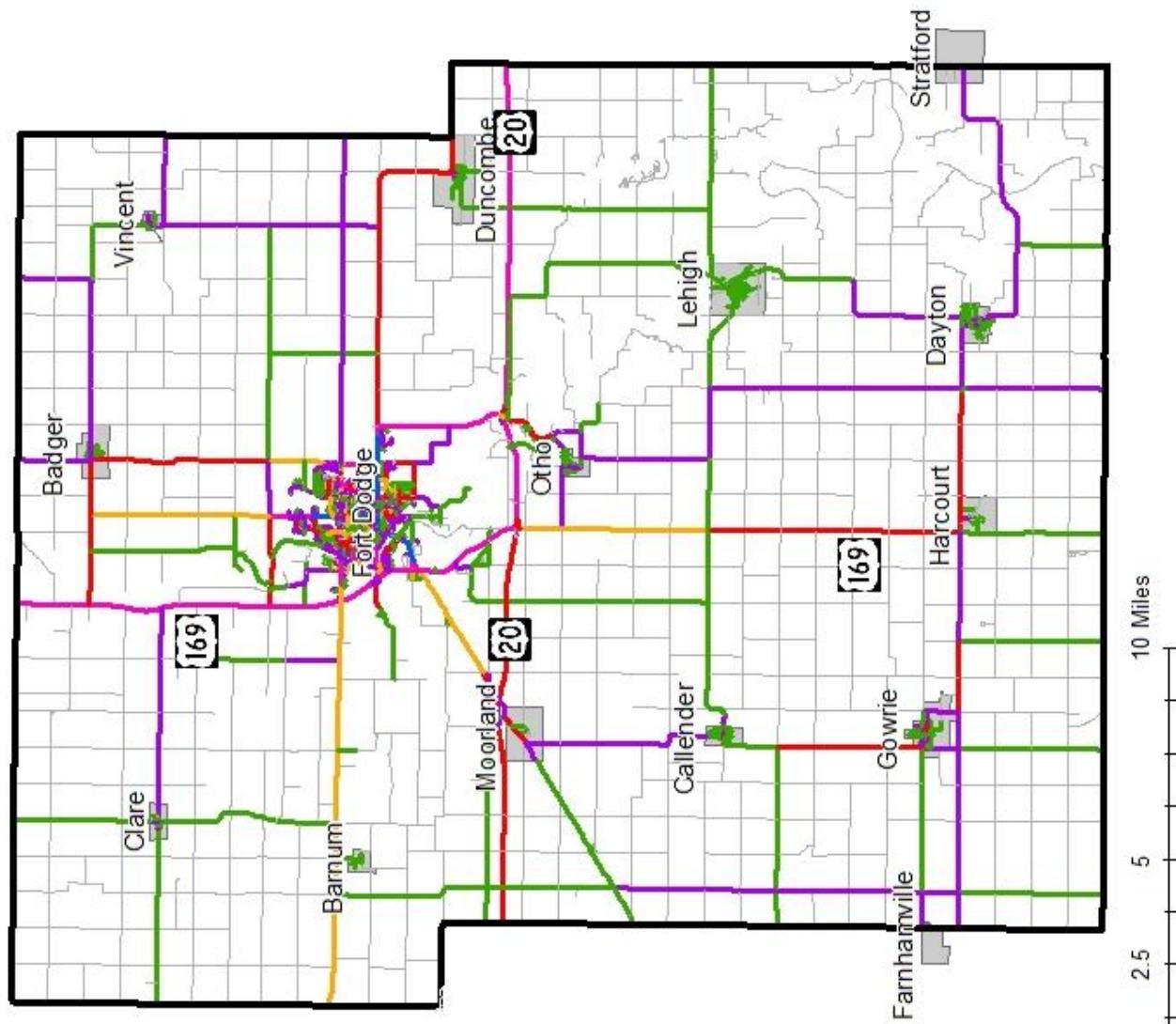
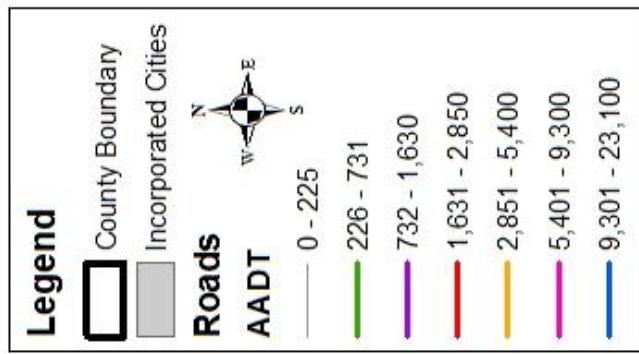


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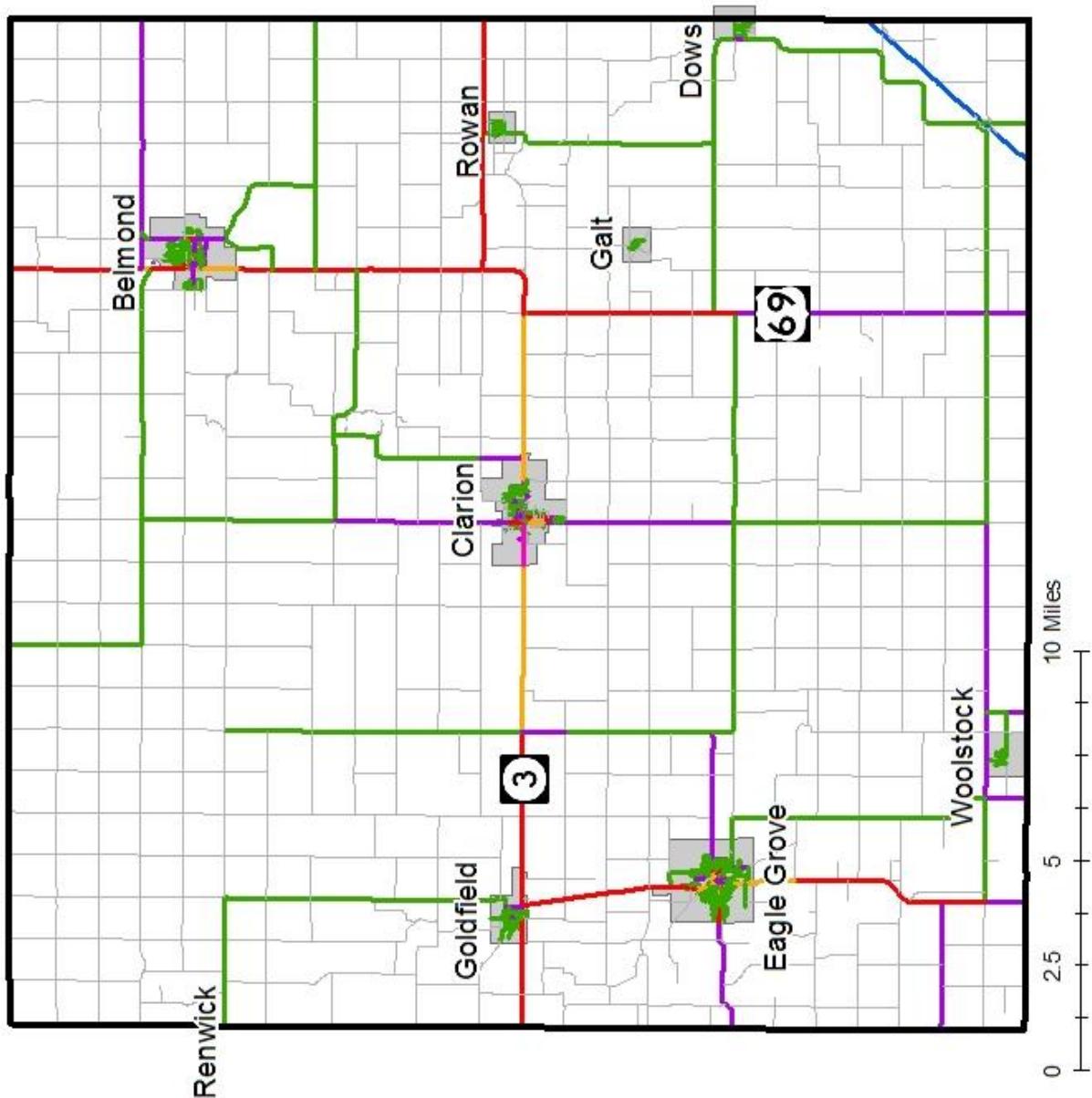
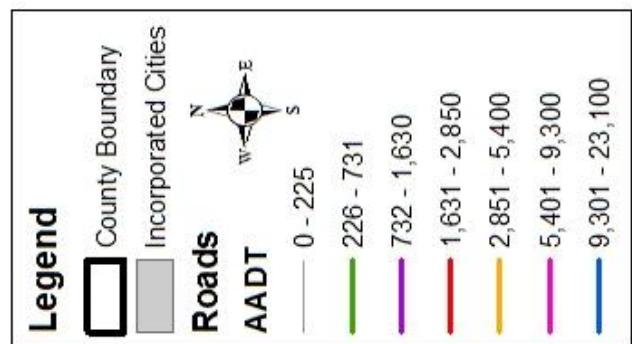
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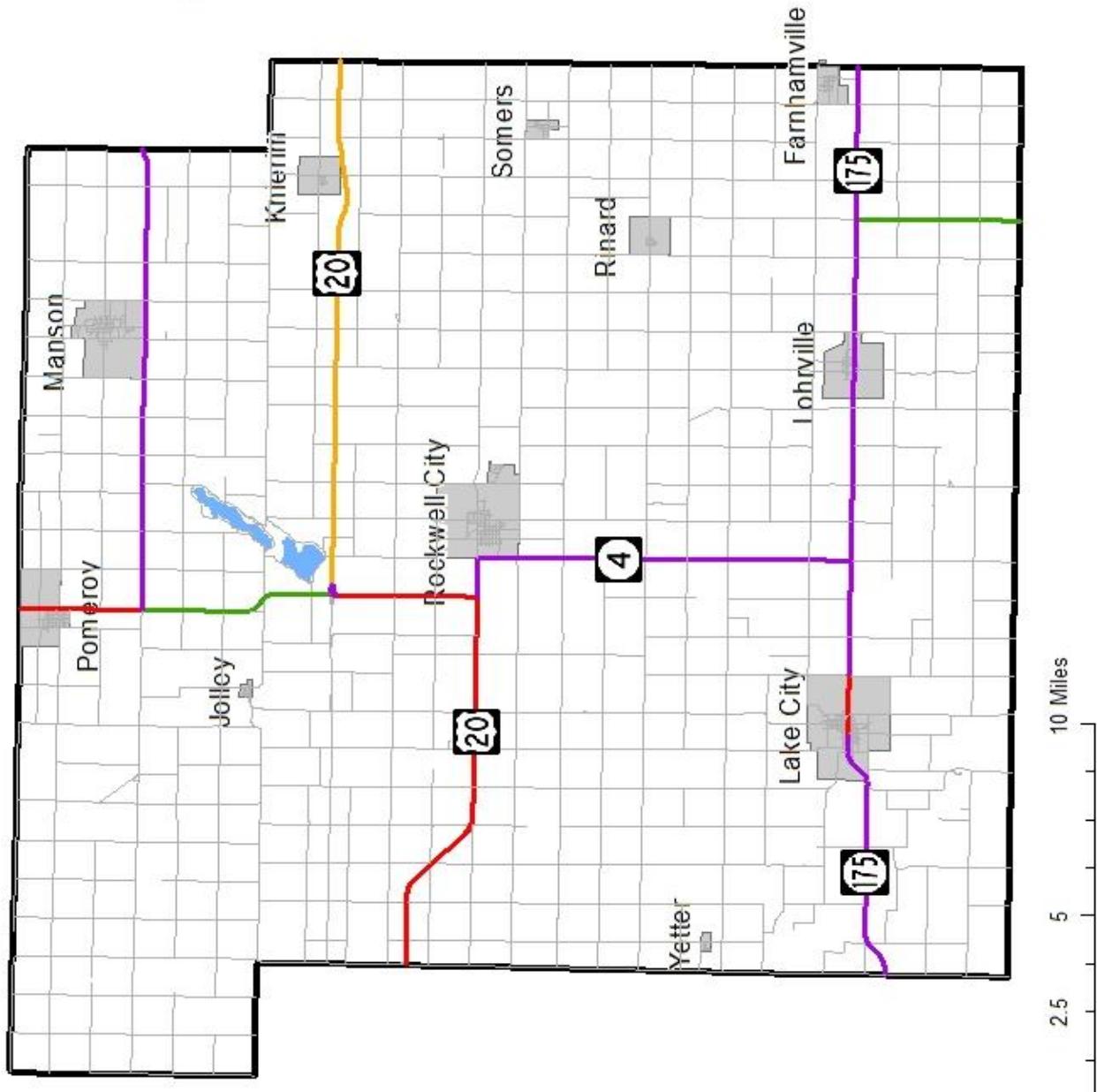
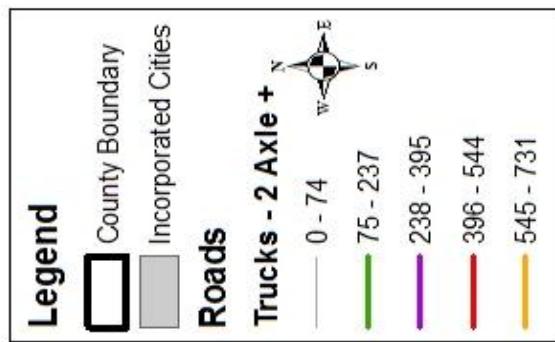
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Average Annual Daily  
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Wright County - 2010



Map Created By: MIDAS  
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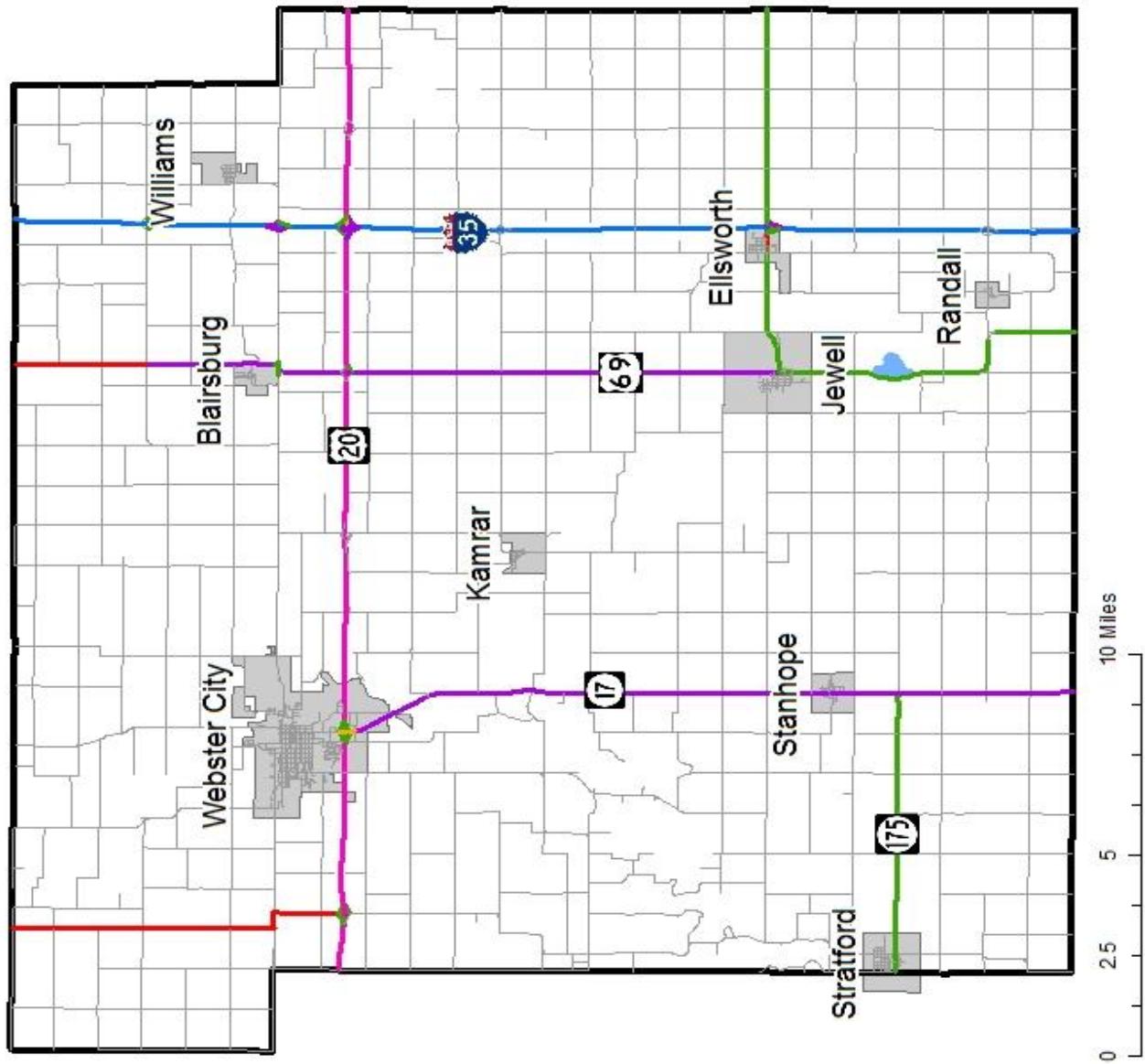
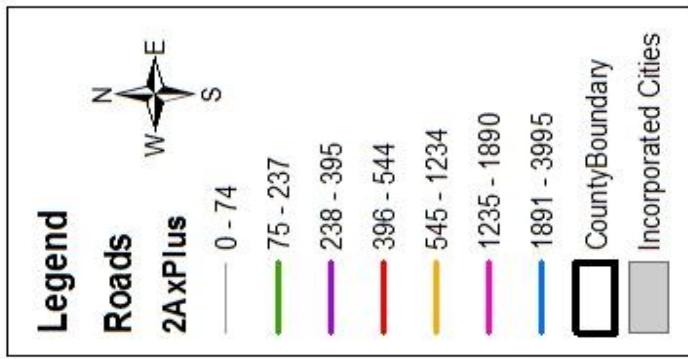
**Large Trucks**  
Average Annual Daily  
Traffic (AADT)  
Calhoun County - 2010



Map Created By: MIDAS  
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2010 & IDOT, 2010

**Large Trucks  
Average Annual Daily  
Traffic (AADT)  
Hamilton County - 2010**

(Large Trucks - 2 Axles or more)



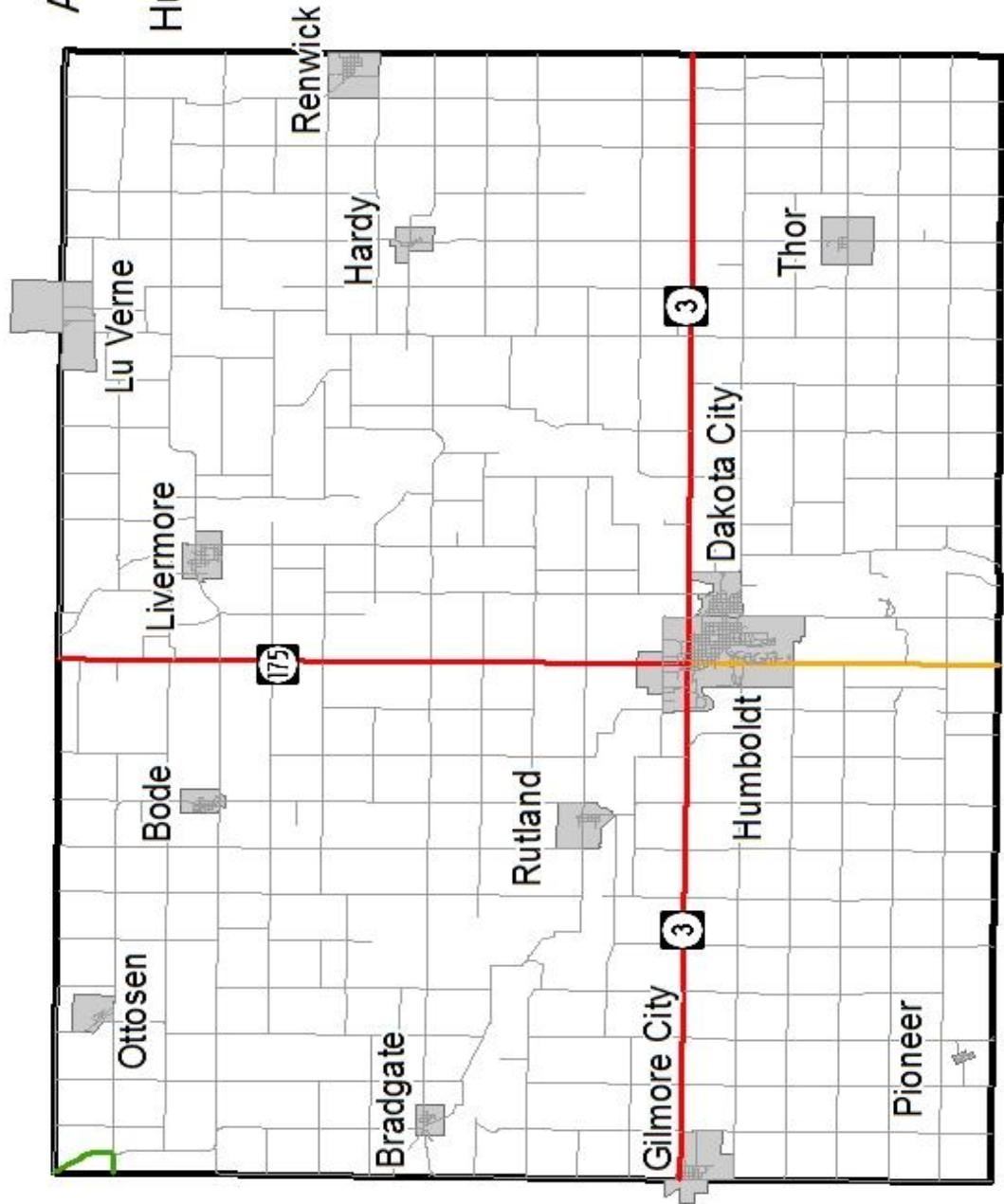
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# Large Trucks Average Annual Daily Traffic (AADT) Humboldt County - 2010

(Large Trucks - 2 Axles or more)

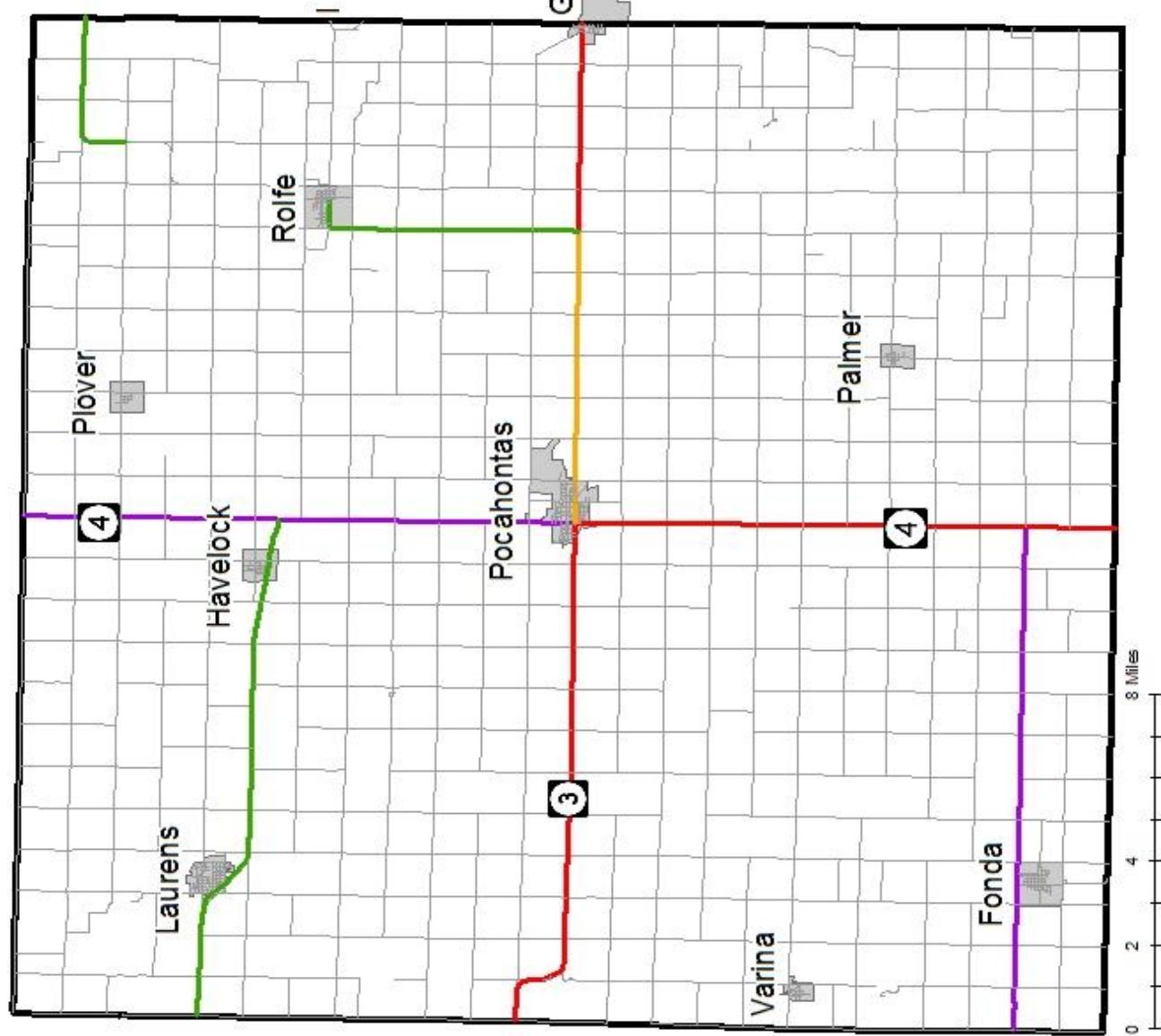
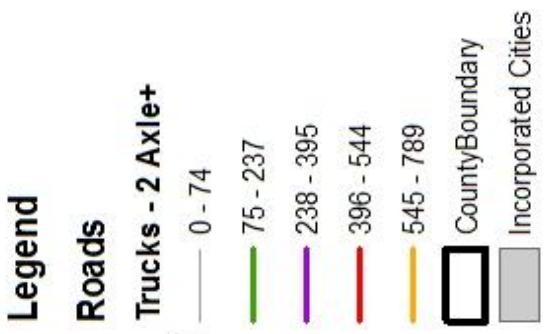
## Legend

Roads	—	0 - 74
2AxPlus	—	75 - 237
Roads	—	238 - 395
2AxPlus	—	396 - 544
Roads	—	545 - 727
Incorporated Cities	■	
County Boundary	□	



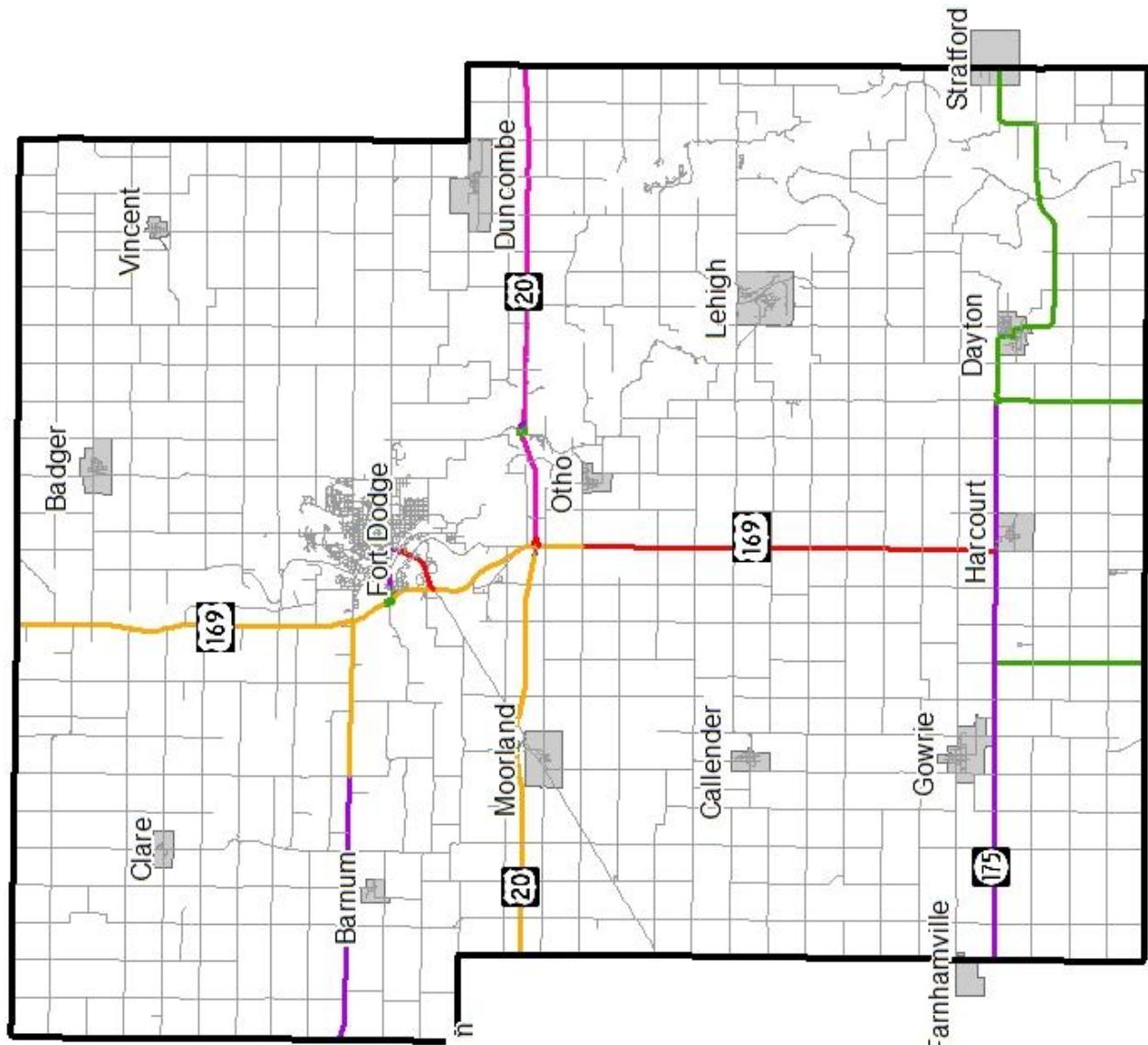
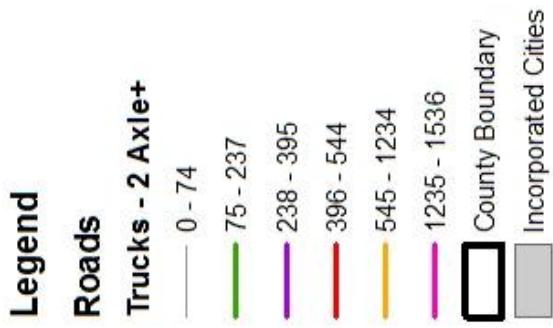
Map Created By: MIDAS  
Council of Governments, 2012  
Data Sources, NRGIS Library,  
2010 & IDOT, 2010

**Large Trucks**  
**Average Annual Daily**  
**Traffic (AADT)**  
**Pocahontas County - 2010**  
(Large Trucks - 2 Axles or more)



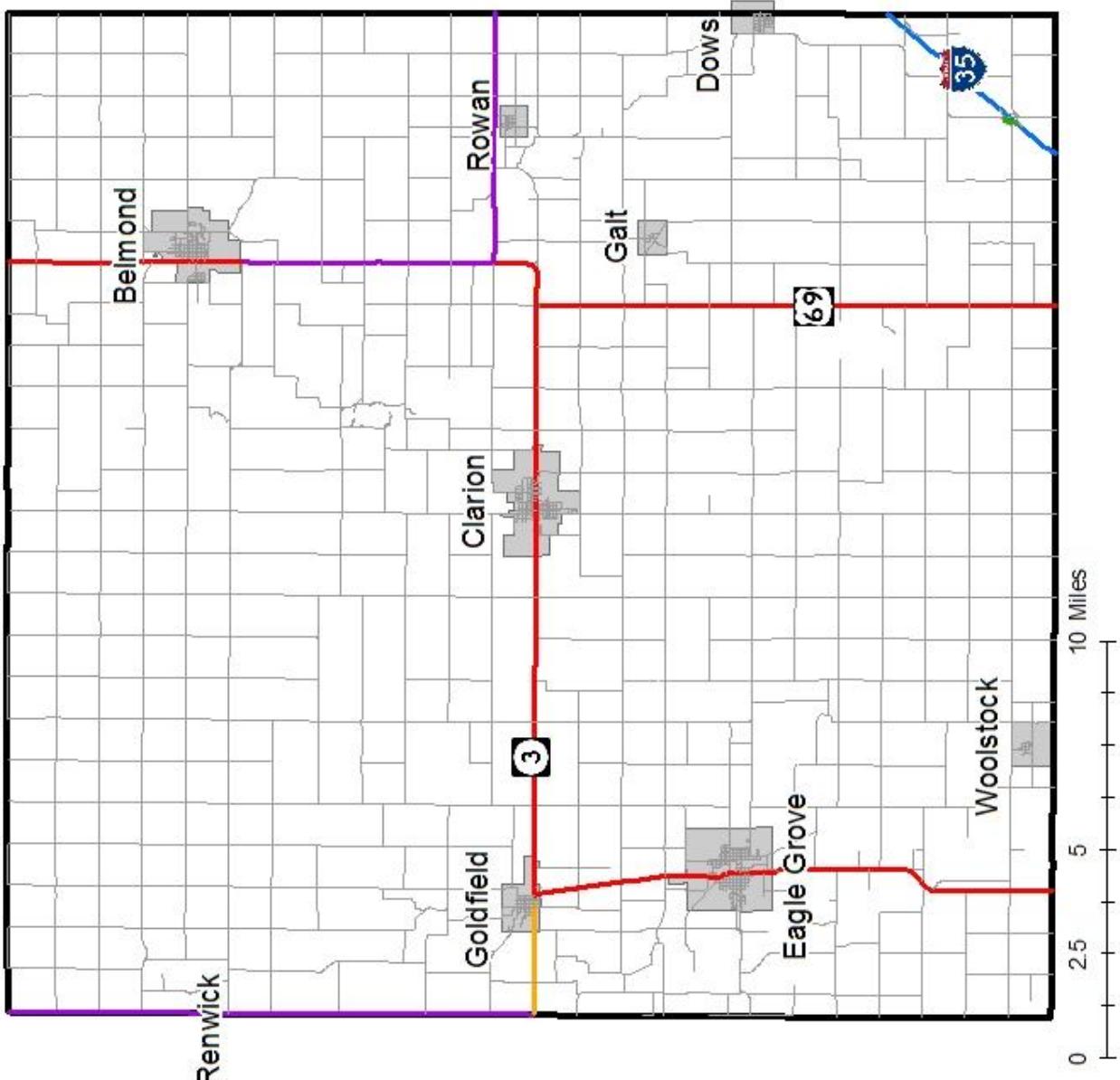
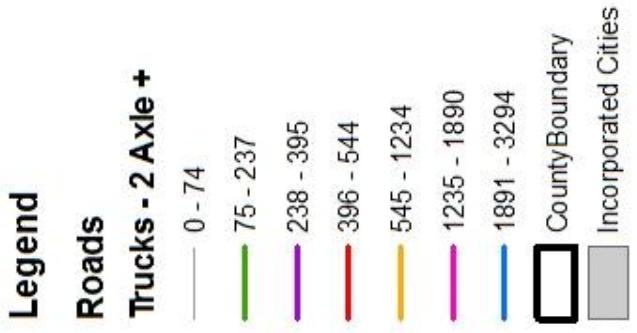
Map Created By: MIDAS  
Council of Governments, 2012  
Data Sources, NRGIS Library  
2010 & IDOT, 2010

**Large Trucks**  
Average Annual Daily  
Traffic (AADT)  
Webster County - 2010  
(Large Trucks - 2 Axles or more)



Map Created By: MIDAS  
Council of Governments, 2012  
Data Sources, NRGIS Library,  
2010 & IDOT, 2010

**Large Trucks**  
**Average Annual Daily**  
**Traffic (AADT)**  
**Wright County - 2010**  
(Large Trucks - 2 Axles or more)



Map Created By: MIDAS  
Council of Governments, 2012  
Data Sources, NRGIS Library,  
2010 & IDOT, 2010