Jasper County
- IOWA -

BOARD OF SUPERVISORS

PO Box 944, Newton, IA Phone: 641-792-7016 Fax: 641-792-1053

Thad Nearmyer Doug Cupples Brandon Talsma

October 7, 2025
9:30 a.m.
www.jasperia.org

Live Stream: https://zoom.us/j/8123744948
Meeting ID: 812 374 4948
Dial In: +1-646-931-3860

-Anyone that has an item on the agenda must appear in person for the Board to consider it.-

Pledge of Allegiance

Item 1 **Community Development – Kevin Luetters**
a) Hilltop Estates – Anita Norian

Item 2 **Sheriff – Brad Shutts**
a) Appointment of Deputy Sheriff – Curtis Pitman

Item 3 **Human Resources – Dennis Simon**
a) Hiring Resolution for the Sheriff's Office Full-Time Detention Officer – Colton Brady, for the Sheriff's Office Part-Time Detention Officer – Cyvannah Vecchio and for the Sheriff's Office Full Time Telecommunicator – Parker Colvin

Item 4 **Engineer – Mike Frietsch**
a) Set Public Hearing Dates & Times for Closure and Removal of Bridge on N 95th Ave W over Indian Creek
(Recommended Dates & Times, November 4th, November 11th and November 18, 2025, at 9:30 am in the Board of Supervisors Room)
b) Award Contract for Bridge H08 Substructure Package to Oden Enterprises in the Amount of $76,967.30

Item 5 **Approval of Claims Paid through October 7, 2025**

Item 6 **Approval of Board of Supervisors Minutes from September 23, 2025**

Item 7 **Board Appointments**

PUBLIC INPUT & COMMENTS

Item 8 **Employee Evaluation: Kelli Van Manen, Program Director Jasper County Senior Nutrition Possible Closed Session pursuant to Iowa Code Section 21.5 (1)(i)** to evaluate the professional competency of an individual whose appointment, hiring, performance, or discharge is being considered when necessary to prevent needless and irreparable injury to that individual's reputation and that individual requests a close session and **Iowa Code Section 21.5 (1)(a)** to review or discuss records which are required or authorized by state or federal law to be kept confidential or to be kept confidential as a condition for that governmental body's possession or continued receipt of federal funds.

Continue to Page 2

PO Box 944, Newton, IA Phone: 641-792-7016 Fax: 641-792-1053

After the Regular Meeting

Work Session

1. Capital Projects
2. HR Items
3. BOS Resolution and Policy Report

Recess until 1:00pm

Item 9 **Public Hearing – Engineer – Mike Frietsch**

a) Discuss the Draft Version of the Feasibility Study for a Bridge Carrying T-38 N Over IAIS Railroad

Item 10 **Employee Evaluation: Dennis Simon, Jasper County Director of Human Resources**
Possible Closed Session pursuant to Iowa Code Section 21.5 (1)(i) to evaluate the professional competency of an individual whose appointment, hiring, performance, or discharge is being considered when necessary to prevent needless and irreparable injury to that individual's reputation and that individual requests a close session and **Iowa Code Section 21.5 (1)(a)** to review or discuss records which are required or authorized by state or federal law to be kept confidential or to be kept confidential as a condition for that governmental body's possession or continued receipt of federal funds.

CERTIFICATE OF APPOINTMENT OF DEPUTY OR ASSISTANT

STATE OF IOWA, JASPER COUNTY, ss.

I, Brad M. Shutts, Sheriff of Jasper County, Iowa, do hereby constitute and appoint *Curtis Pitman* as *Deputy Sheriff* for a period of 4 years, from September 23, 2025, and do hereby authorize and empower him to do and perform in my name as such *Deputy Sheriff*, all acts and things that may lawfully be done by him as such *Deputy Sheriff*.

This commission expires December 31, 2028 unless sooner revoked, or when said *Deputy Sheriff* ceases to perform above named duties.

Given under my hand this 23rd day of September, 2025.

Brad M. Shutts
Sheriff of Jasper County, Iowa

STATE OF IOWA, JASPER COUNTY, ss.

I, *Curtis Pitman*, having been appointed *Deputy Sheriff* of Jasper County, under Brad M. Shutts, Sheriff of said County, do solemnly swear that I will support the Constitution of the United States and the Constitution of the State of Iowa, and that I will faithfully and impartially, to the best of my ability, discharge all the duties of *Deputy Sheriff* as now or hereafter by law.

Subscribed and sworn to before me, this 23rd day of September, 2025.

NOTARIAL SEAL IOWA
JULIE P DODDS
Commission Number 793816
My Commission Expires
1-4-2028

Notary Public State of Iowa

Above appointment approved by the Board of Supervisors of Jasper County, this _____day of _____, 20____ by resolution, Minute Book _____, Page_____.

Chairperson, Board of Supervisors

Resolution 25-

WHEREAS, a position vacancy has been approved for the following appointment by the Board of Supervisors through the Personnel Requisition Process.

NOW, THEREFORE BE IT RESOLVED that the Board of Supervisors approves and certifies the following appointment to the Auditor for payroll implementation:

DEPARTMENT	POSITION	EMPLOYEE	PAY RATE	RANGE/STEP	EFFECTIVE DATE
Sheriff's Office	Full-Time Detention Officer	Colton Brady	$23.10	Hire-In Rate As of 8/23/25	10/8/25
Sheriff's Office	Part-Time Detention Officer	Cyvannah Vecchio	$23.10	Hire-In Rate As of 8/23/25	10/9/25
Sheriff's Office	Full-Time Telecommunicator	Parker Colvin	$23.10	Hire-In Rate As of 8/23/25	10/8/25

Resolution adopted this 7th day of October 2025

_____
Brandon Talsma, Chairman

Attest:

_____
Jenna Jennings, Auditor

RECORDED IN BOARD OF SUPERVISORS MINUTES
BOOK 22 08/26/2025 PAGE

BIDDING PROPOSAL FOR JASPER COUNTY

Project Number: L-C050(H08)--73-50

Type of Work: Bridge Substructure System: Local Miles: 0.000

Location and Description : N 35th Ave W: from W 28th St N E 0.3 miles

This letting is for MATERIAL ONLY.

Substructure Steel Package for Single Span 80' Steel Girder Bridge, 80'x24'-6" Deck on 0° Skew, HL-93 Design Loading

Final plans are attached.

Proposal of: Oden Enterprises, Inc.
Name of Bidder

PO Box 26
Street Address

Wahoo | NE | 68066
City | State | Zip Code

47-0551230
Federal Tax I.D. Number

800-950-6336 | 402-443-5289 | stu_oden@yahoo.com
Phone | Fax | Email

The bidder hereby certifies that no other principal is involved in or has an interest in this proposal; that the bidder has thoroughly examined the plans and specifications and this contract form and is aware of the provisions contained herein; that the bidder has examined the site of the work and understands that the quantities of work required by the plans and specifications are approximate only and are subject to increases and decreases; that the bidder understands that all quantities of work actually required must be performed and that payment therefore shall be at the unit prices stipulated herein; that the bidder proposes to timely furnish the specified material in the quantities required and to furnish the machinery, equipment, labor and expertise necessary to competently complete this project by the time specified; that no state or county official or employee has a direct or indirect interest in the contract which would cause violation of Iowa Code Section 314.2; that the bidder has made no agreement with any supplier of motor fuel or special fuel which will result in a violation of Iowa Code Section 452A.17(8).

If this bid is accepted, Bidder agrees: to perform all "extra work" required to complete the project at unit prices or lump sums to be agreed upon in writing prior to commencement of such "extra work" or if prior agreement cannot be reached, to perform the work on a "force-account basis" as provided in the specifications; to execute the formal contract within thirty days of the date of approval for award or to forfeit the proposal guaranty furnished herewith; to begin work in accordance with the contract documents and to either complete the work within the contract period or pay liquidated damages, which shall accrue at the daily rate specified below, for each additional working day the work remains uncompleted; and to furnish a performance bond in an amount equal to the contract award as security for the full and complete performance of the contract in accordance with the plans and specifications.

Work Days	Date Type	Date	Liquidated Damages Per Day
30	Approximate Start Date	1/5/2026	$0.00

Proposal Guaranty: $0.00

Enclosed herewith is a certified check, credit union share draft, Cashier's Check, bank draft on a solvent bank or a bid bond in the penal sum shown in the contract document as a proposal guaranty. It is understood by bidder that the said guaranty document shall be retained by the Contracting Authority as a forfeiture in the event the formal contract is not executed or performance bond is not furnished if the award is made to the undersigned.

The signing of this Bid Document shall serve as an unsworn declaration that, I (the owner, partner, President, other corporate officer, or an authorized representative) hereby certify under penalty of perjury under the laws of the United States and the State of Iowa that I have read, understand, and accept the Bidding Certifications and other provisions contained in this Proposal Notice.

Signature | 9-29-2025
Date

Signature | Date

Date of Letting: Thursday, October 2, 2025, 02:00 PM, Engineer's Office, Newton, Iowa

Attest: Jenna Jennings, County Auditor | Date

SCHEDULE OF PRICES -- PROPOSAL

Jasper County, Iowa -- Project L-C050(H08)--73-50

Type of work : Bridge Substructure

UNIT PRICES AND EXTENDED AMOUNTS MUST BE TYPED OR SHOWN IN INK OR THE BID WILL BE REJECTED.

Bidder shall show unit price and extension for each item and total for each division.

Item Number	Description	Units	Quantity	Unit Price	Total
Division 1					
1. 2599 - 9999005	Substructure Steel Package for Single Span 80' Steel Girder Bridge, 80'x24'-6" Deck on 0° Skew, HL-93 Design Loading	EACH	2	38,483.65	76,967.30
				Total Bid	$76,967.30

The County, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

STANDARD SPECIFICATIONS OF THE IDOT, SERIES 2023, AND CURRENT SUPPLEMENTAL SPECIFICATIONS SHALL APPLY.

Addendum 1

L-C050(H08)--73-50	Jasper County	10/2/2025 02:00 PM
Type of Work: Bridge Substructure	System: Local	Miles: 0.000

Addendum Details

Minimum length of sheet pile for backwall is 25 feet

The Responsibility for notifying potential subcontractors or suppliers lies with the proposal holder.

Signature

9-29-2025

Date

Addendum must be signed and attached to Proposal or the bid will be rejected.

September 23, 2025

Tuesday, September 23, 2025, the Jasper County Board of Supervisors met in regular session at 9:30 a.m. with Supervisors Talsma, Cupples, and Nearmyer present and accounted for Chairman Talsma presiding.

Motion by Cupples, seconded by Nearmyer to approve a 3-year Occupational Health Screening Service Agreement between Jasper County and MercyOne Newton Medical Center starting September 15, 2025, to September 14, 2028, for $90.00 per test.

YEA: CUPPLES, NEARMYER, TALSMA

Motion by Nearmyer, seconded by Cupples to approve a service agreement for Be With in the amount of $10,800.00 starting July 17, 2025, to July 16, 2026, to continue with the community calendar software.

YEA: CUPPLES, NEARMYER, TALSMA

Motion by Nearmyer, seconded by Cupples to set a Public Hearing for the vacation of right-of-way in Newburg, Iowa with recommended date and time of October 14, 2025, at 9:30 a.m. in the Board of Supervisors Room.

YEA: CUPPLES, NEARMYER, TALSMA

Motion by Nearmyer, seconded by Cupples to approve the tax rate summary for assessed year 2024.

YEA: CUPPLES, NEARMYER, TALSMA

Motion by Nearmyer, seconded by Cupples to approve claims paid through September 23, 2025.

YEA: CUPPLES, NEARMYER, TALSMA

Motion by Nearmyer, seconded by Cupples to approve Board of Supervisors minutes for September 16, 2025.

YEA: CUPPLES, NEARMYER, TALSMA

There were no Board Appointments.

Randy Ray spoke about the condition and maintenance on the gravel roads, especially leading to the Go Kart Track.

Motion by Nearmyer, seconded by Cupples to adjourn from the regular meeting and enter into the work session.

YEA: CUPPLES, NEARMYER, TALSMA

The Board received preliminary designs from BBS for the Sheriff Training Center. It is coming in over budget and the Board worked through areas that could be cut or condensed down to meet the funding from the bond proceeds. Adam Sparks is going back to BBS for a second look at getting the overall project under the budget. The Board also discussed the animal Ordinance and potential changes if they have another dog-on-dog situation in the County. Scott Nicholson will work with Community Development on drafting some language with additional fines to be approved by the Board.

Motion by Nearmyer, seconded by Cupples to adjourn the Tuesday, September 23, 2025, meeting of the Jasper County Board of Supervisors.

YEA: CUPPLES, NEARMYER, TALSMA

Jenna Jennings, Auditor

Brandon Talsma, Chairman

benesch

DRAFT Feasibility Study

Highway T-38 N over Iowa Interstate Railroad

Jasper County, IA

Submitted: XXXXXXX

CONTENTS

1 INTRODUCTION

This feasibility study investigates design alternatives for a potential grade separation of the Highway T 38 N bridge over the Iowa Interstate Railroad (IAIS) in Jasper County. Three bridge alternatives, with a corresponding roadway profile analysis, were evaluated to determine the feasibility of providing a grade separation using a new bridge. The advantages and disadvantages of each alternative are discussed herein. Consideration was given to geometrics, environmental impacts, right-of-way, utilities, and cost.

2 EXISTING CONDITIONS

Hwy T 38 N is a Major Collector located in Jasper County, Iowa. It has an AADT of 790 vehicles and provides a direct connection between I-80 and US Route 6. The existing pavement is 22' wide with 3' aggregate shoulders. The roadway crosses the IAIS railroad tracks at grade. The posted speed limit is 55 mph at the grade crossing.

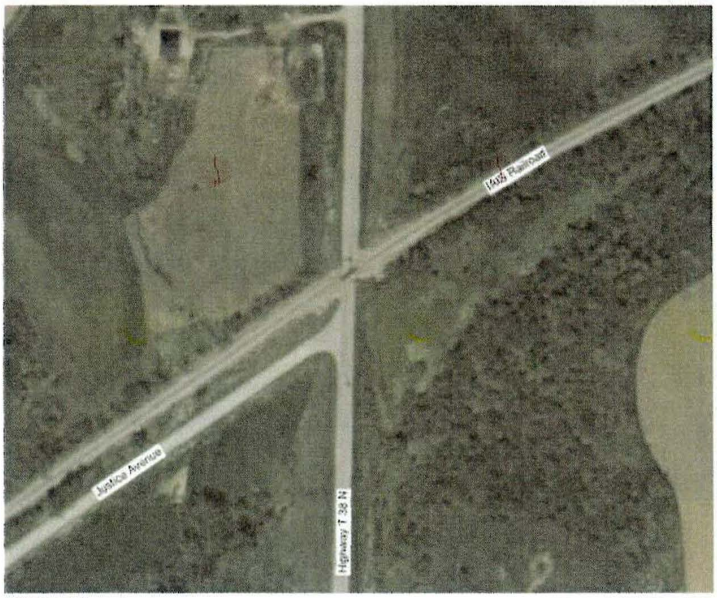


FIGURE 1 (LEFT): AERIAL VIEW OF PROJECT AREA

FIGURE 2 (RIGHT): AT-GRADE CROSSING OF IAIS RAILROAD AND HIGHWAY T 38 N, LOOKING SOUTH

Justice Avenue is a local road that provides access to private residences and agricultural properties. Its AADT is 25 and there is no posted speed limit. The gravel road is 26' wide.

There are no pedestrian/bicycle facilities or lighting within the project limits. South of the railroad crossing, there are aerial utility lines along the west side of Hwy T 38 N. North of the railroad crossing, there are aerial lines along both sides of Hwy T 38 N. Aerial lines also run along the south side of Justice Avenue. Fiber optic is also located within the project area; Buried Fiber Optic warning markers were found in the southeast quadrant of the grade crossing.

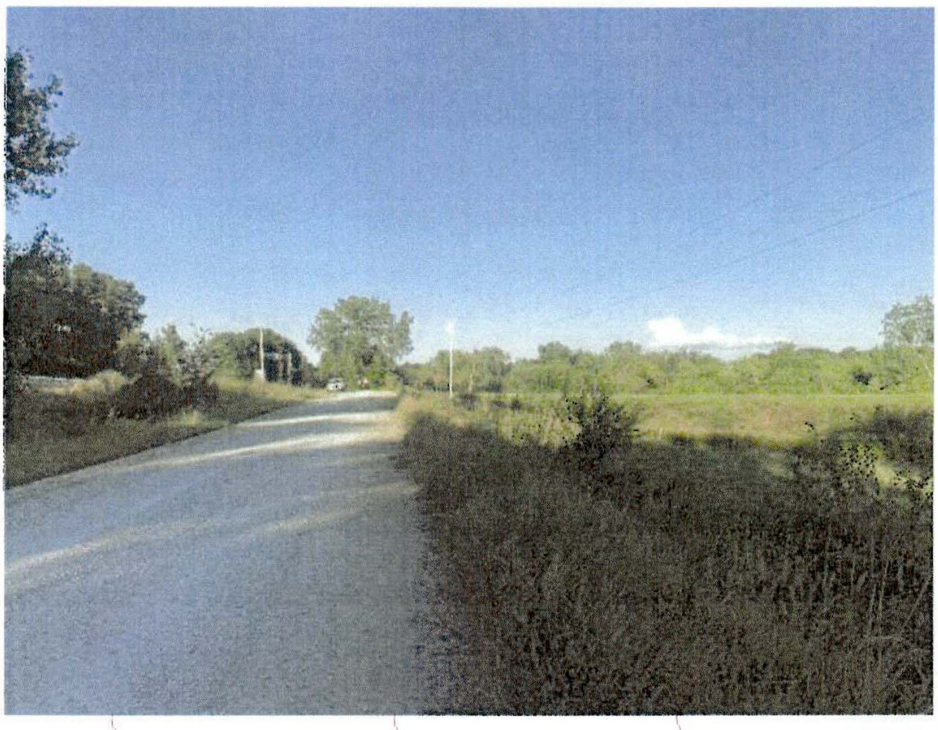


FIGURE 3: JUSTICE AVENUE (LOOKING EAST)

2.1 Site Constraints

The railroad crossing is located at the low point of a vertical curve with steep grades and a vertical profile that is substandard relative to current ideal design standards. The existing grade south of the railroad crossing is approximately 5.5% and the existing grade north of the railroad crossing is approximately 6.6%. Topographical data used for this study was gathered using publicly available LiDAR data available on the Iowa Geospatial Data Clearinghouse website. The existing vertical curve has a vertical curve parameter of approximately 95. At a design speed of 50 mph, the minimum vertical curve parameter is 96. These circumstances constrain the available proposed vertical profile options that meet standards.

Farmland flanks both sides of Hwy T 38 N and Justice Ave. There are multiple private properties in the immediate vicinity of the project with multiple buildings on some of the properties. There are also private properties located along Justice Avenue, southwest of the project area. The Justice Avenue connection along Hwy T 38 N must be maintained to provide access to these properties. A grade separation requires substantial raise of the vertical profile, which will require that right-of-way be obtained on some of these properties.

There is an existing culvert under the railroad located just east of the at-grade crossing. This relocation of this culvert would need to be considered to ensure drainage under the railroad is still provided. (See Figure 4).

There is an existing culvert the carries Turner Creek under Hwy T 38 N south of the railroad crossing. According to historical observations, the existing culvert allows water to encroach on private property. There are also wetlands associated with Turner Creek for which mitigation may be required. The existing culvert was not accessible during the site visit. It will need to be extended to the limits of proposed grading.

FIGURE 4: EXISTING CULVERT UNDER IAIS RAILROAD, EAST OF AT-GRADE CROSSING, LOOKING EAST

3 ROADWAY GEOMETRY

The existing posted speed along Hwy T 38 N is 55 mph. The existing horizontal curve approximately 1,400' south of the grade crossing is posted at 45 mph.

Iowa DOT Local Systems Instructional Memorandum criteria for Rural Collectors using AASHTO Guidelines and consultation with Jasper County were used. Rolling terrain is defined as over 50% of the road gradient is 3% or more, which applies to this section of T-38 N. This would allow for a 40 mph design speed for an AADT of 790. Due to the existing 55 mph posted speed, and adjacent 45 mph curve, a 50 mph design speed was selected. The Stopping Sight Distance, Minimum K Value, and Minimum Horizontal Curves were selected using 50 mph design speeds since those elements are directly calculated using design speed. However, an 8% vertical grade would be permissible for rolling terrain. See Section 3.2 for additional discussion on vertical grades.

IM 3.210
March 15, 2023

AASHTO Guidelines
For Rural Collectors

These "Guidelines" are the recommendations from Chapter 6 of the AASHTO Green Book (2018). These guidelines are presented to help in the design of new construction or reconstruction projects on rural collectors. For Federal-aid projects, design values below those shown in this table may be used on a project-by-project basis, provided that a design exception or justification is approved by the Iowa DOT Administering Team, as per I.M. 3.260, Design Exception Process.

Design Elements		All Collector Roads					
Design Volume (ADT)	Green Book reference	Over 2000		400 – 2000		Under 400	
Terrain (1)		Level	Rolling	Level	Rolling	Level	Rolling
Design Speed (mph)	Table 6-1	60	50	50	40	40	30
Stopping Sight Distance (ft) (2)	Tables 3-1 & 6-3	570	425	425	305	305	200
Minimum K for Crest/Sag Vertical Curves	Tables 3-35, 3-37 & 6-3	151/136	84/96	84/96	44/64	44/64	19/37
Minimum Horizontal Curve Radius (ft) (3)	Table 3-7	1200	758	758	444	444	214
Maximum Gradient (%) (4)	Table 6-2	5	7	6	8	7	9
Traveled Way (ft) (5)	Table 6-5	22	22	22	22	20	20
Shoulder Width (ft)	Table 6-5	6	6	4	4	2	2
New Bridge Roadway Width (ft) (6)	Table 6-6	34	34	30	30	24	24
Existing Bridge Roadway Width (ft) (7)	Table 6-7 (2011 Green Book)	28	28	24	24	22	22
Foreslope	Page 6-9	3:1	3:1	3:1	3:1	3:1	3:1
Clear Zone Distance (ft)		See note (8)					

FIGURE 5: PROJECT DESIGN VALUES

FIGURE 6: VIEW OF T-38 N, LOOKING NORTH TOWARD RAILROAD

3.1 Horizontal

A best fit horizontal alignment was established through the center of the existing Hwy T 38 N to minimize right-of-way impacts. The proposed geometry along Hwy T 38 N includes one 11' lane in each direction with 4' aggregate shoulders. This aligns with the proposed bridge width. Per the Iowa Department of Transportation LRFD Bridge

Design Manual, section 3.6.2.1, "for bridges carrying county roads not in interchanges, the minimum width should be 30 feet for an average daily traffic (ADT) of 1500 or less...".

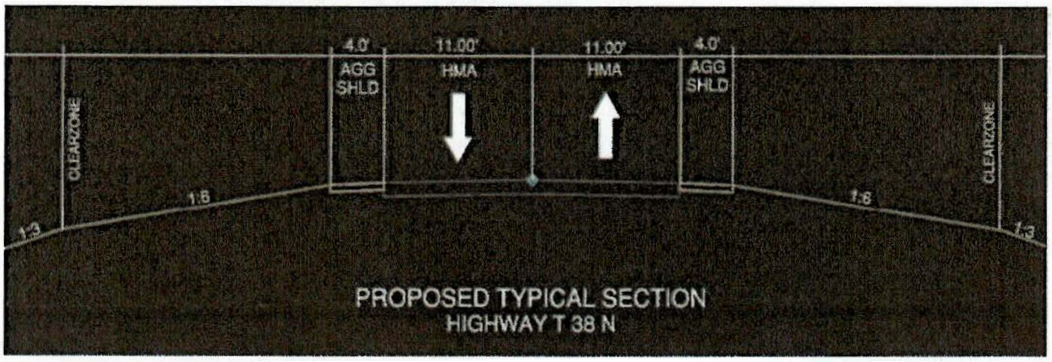


FIGURE 7: PROPOSED HIGHWAY T 38 N TYPICAL SECTION

The horizontal alignment of proposed Justice Avenue had multiple objectives. The first was to minimize reconstruction limits and tie into existing ground as soon as possible. The second was to ensure adequate horizontal separation was provided from Hwy T 38 N to fit a ditch between the two alignments without the need for a retaining wall. Additionally, it is desired to minimize the need for a culvert extension for the Turner Creek culvert and impacted right-of-way. The tangent direction of proposed Justice Avenue provides a reasonable solution for these objectives. Justice Ave is a proposed 28' wide aggregate road. It is feasible to align Justice Avenue closer to T-38 N to reduce right-of-way need and the culvert extension length, but a retaining wall may need to be introduced between Highway T-38 N and Justice Avenue.

3.2 Vertical

The proposed Hwy T 38 N profile ties into a tangent along existing vertical curves on either side. A profile raise of 30' over the IAIS railroad was established. This height was selected based on the bridge alternatives and their required minimum clearances over the railroad. The highest required raise associated with the three bridge alternatives is for alternative 1 at a 30' raise to accommodate the approximately 7' depth of structure. To minimize fill and meet the clearance requirements over the railroad, a back-to-back vertical curve approach was utilized. A curve's K value is impacted by the grade differential between its two tangents as well as the length of the curve between them. With the back-to-back curve approach, curve lengths were shortened to maximize their advantage of pulling the proposed profile back to existing ground quicker. Although it would be permissible to implement 8% grades, the resulting longer vertical curves required to meet minimum K values for 8% grades would actually increase the length of roadway reconstruction required. Therefore, proposed grades are less than 8% to minimize reconstruction limits, but alternatives could allow up to 8% grades with K values per Figure 5. The length of reconstruction is approximately 2,090' long along T-38 N, inclusive of the bridge length. This limit is generally controlled by vertical clearance needs and K-value criteria. This study concluded that there are several feasible profiles and optimization of the profile will be completed during future design stages.

The proposed Justice Ave profile ties into the proposed Hwy T 38 N profile. It then utilizes the maximum allowable grade of 8.0% to tie back down to existing ground as quickly as possible to minimize fill.

4 STRUCTURES

4.1 Structural Design Criteria

As part of this study, multiple structural alternatives were evaluated to establish a grade separation between County Highway T-38N and the Iowa Interstate Railroad (IAIS) tracks. Alternatives that considered raising the railroad above the highway were eliminated due to the substantial costs associated with elevating the railroad profile to meet required vertical clearance standards. Similarly, an underpass alternative—lowering the highway beneath the railroad—was deemed infeasible due to site constraints and the high cost of construction.

Three viable alternatives were advanced for further evaluation. Each alternative adheres to the following design criteria and assumptions:

- Bridge design in accordance with Iowa DOT Bridges and Structures Bureau standards.
- Minimum vertical clearance of 23'-4" above the IAIS tracks.
- Accommodation for a future additional track.
- Minimum 25' horizontal clearance from the current or future track to the nearest structural element.
- Use of integral abutments to eliminate expansion joints.
- Bridge to carry one lane of traffic in each direction, with 4' shoulders.
- Construction to occur under a full roadway closure.

4.2 Alternative 1 – Single-Span Bridge with MSE Walls

This alternative proposes a single-span structure on abutments supported by embankments retained with mechanically stabilized earth (MSE) walls which are located outside the IAIS right-of-way (ROW). This configuration results in a clear span across the entire ROW, which is likely to be preferred by IAIS.

The proposed 135' span requires 63" deep prestressed concrete beams, which are typically more cost-effective than steel. However, the beam length and weight necessitate the use of a large crane for erection and transporting beams of this size can be more challenging. The deeper beams also result in a higher roadway profile, requiring more embankment fill than other alternatives. Abutments are assumed to be supported by driven H-piles.

4.3 Alternative 2 – Multi-Span Bridge with Piers on IAIS ROW and Conventional Slopewalls

This alternative features a three-span structure utilizing conventional slopewalls instead of MSE walls. Piers are located within the IAIS ROW but maintain the required 25' clearance from existing and future tracks. Placing piers outside the ROW would increase bridge length and beam depth.

A 102' center span with shorter, adjacent spans allows for the use of 45" deep prestressed concrete beams, reducing the required profile raise relative to alternative 1 and resulting in savings in earthwork and roadway reconstruction. Piers are proposed to be supported by drilled shaft foundations, with a crash wall and multi-column pier configuration. Alternatively, pile-supported pier footings may be viable, with the final foundation type to be determined through geotechnical analysis. Abutments are assumed to be supported by driven H-piles.

4.4 Alternative 3 – Single-Span Bridge with Retained Embankment and Walls on IAIS ROW

This alternative is likely the most economical option for grade separation at this location. Retaining walls would be constructed within the IAIS ROW, maintaining a 25' clearance from current and future tracks. While this approach minimizes span length, it does place structural elements within the ROW.

Due to IAIS restrictions, MSE walls are not expected to be permitted within 50' of the tracks. Therefore, alternative wall types such as T-walls or soldier pile walls would need to be considered.

This alternative features the shortest bridge span, allowing for the use of 36" deep prestressed concrete beams. The shallower beams result in the least profile raise, minimizing fill requirements and reducing the overall roadway reconstruction limits.

While this option may face opposition from IAIS due to ROW impacts, it still accommodates a future track. If funding constraints arise, this alternative may remain a viable consideration.

5 MAINTENANCE OF TRAFFIC

To maintain north-south access between I-80 and US Route 6, two detours were explored. Traffic travelling westbound along I-80 could be detoured to West St and travel north to US Route 6, where traffic would turn left to continue heading westbound. This detour is approximately 8.6 miles long and adds about 7 minutes of travel time as measured from the I-80 exit to the intersection of Hwy T 38 N and US Route 6. Traffic travelling eastbound along I-80 could be detoured to Hwy T 22 S and travel north to US Route 6, where they would turn right to continue heading eastbound. This detour is about 7.6 miles long and adds about 1 minute of travel time. Local traffic south of the railroad crossing who wish to travel north may be able to utilize Jacob Avenue as a detour. Traffic could then turn left on E 156th St N, travelling north to US Route 6.

During construction, Justice Avenue could still be accessed from the west, along US Route 6 via N 15th Ave E and E 132nd St N.

Given the AADT and height of fill, staged construction is not practical or economical.

6 ENVIRONMENTAL CONSIDERATIONS

6.1 NEPA Processing

As part of this study, the team reached out to the Iowa DOT Location and Environment Bureau to discuss processing levels. The DOT indicated that the funding source would determine how the project moves through the Department. If it receives funding through FRA then the Modal Division will be involved with the project, but likely FRA will take the lead.

If funds are obtained through FHWA then Local Systems will assist with Location and Environment (LEB) supporting the effort through the NEPA process.

Regardless of funding and federal agency, railroad grade separation projects are listed in 23CFR 771.117 as an action that can be processed as a Categorical Exclusion. CEs can be completed in less than a year and often in 4-

6 months. If natural resources such as wetlands or threatened & endangered species are present, they can be mitigated for while still being processed as a CE. That said, the federal agency can elevate the NEPA document to an Environmental Assessment if they deem the impacts to be significant.

6.2 Wetlands

A check of the USFWS National Wetland Inventory (NWI) online database, showed Turner Creek as a forested wetland which is labeled as PFO1C in dark green on the map. Although this area was not evaluated in the field by a biologist, based on photographs and maps, it appears there are likely more wetlands than depicted on the NWI map located on the east side of Co Rd T38N.

Based on a high-level assessment of the area for potential wetlands and using the limits of construction on the east and west sides of Co Rd T38N, the desktop estimate of wetland impacts is about 0.40 acres. This includes the 0.15 acre of wetland mapped in the NWI database. If ultimately impacts are less than 0.5 acres we can be within the threshold for a Nationwide Permit Section 404 permit, however we would still have to mitigate the impacts. Depending on what the US Army Corps of Engineers determines, this could be as low as 1:1 and up to 3:1 ratio.

FIGURE 8: WETLANDS AS DELINEATED BY NWI

6.3 Endangered Species

No biological field surveys were conducted to determine the potential for threatened, endangered or species protected under other laws, such as the Bald and Golden Eagle Act. There are only 3 Federally listed species in Jasper Co but many state listed species. There are two turtles (Blandings and Ornate Box – both state Threatened) and two snakes (Bull and Smooth Green – both state special concern) that could have the potential to be within the Turner Creek area. During the next phase, a field survey would be needed for these species along with wetlands and plants as part of a natural resources investigation. The Iowa DNR list of protected species for Jasper County is attached in Attachment B.

If T& E species are found, Iowa DOT's CE process has a category where species are present and are likely to be impacted. Mitigation would be needed, and the project remains as a CE. Some counties use their conservation staff for these surveys if they are qualified to do so which saves time and cost to the project.

6.4 Cultural Resources

In the next phase of the project, a cultural resources investigation would be needed. We do not expect any buildings to be impacted, so this would require an archaeological survey only. There is a free service available to counties and cities through University of Iowa, Office of the State Archaeologist that Iowa DOT contracts with for projects that are within a small footprint/limited right-of-way impacts. It is possible this project could utilize these services if it meets the DOT's size criteria.

6.5 Hazardous Materials

Given the rural setting of this project, hazardous sites are not anticipated.

6.6 Agricultural & Property Impacts

Potential impacts to agricultural land was limited where possible and as the project moves into preliminary design, this would be reduced further if feasible. The impacted area is primarily pastureland with a total area of impact at about 2.4 acres. The area around Justice Avenue is where the majority of land would be used at 2.2 acres. In addition to direct right-of-way impacts, future phases will determine farm field access locations and ensure these are maintained or relocated to an acceptable location.

7 RIGHT-OF-WAY AND LIMITS OF CONSTRUCTION

Due to the large amount of fill required to build a grade separated crossing at the low point of a vertical curve, right-of-way would need to be acquired or significant retaining walls would need to be constructed. Based on the presented approximate limits of construction, about 4.4 acres of right-of way would need to be acquired. This includes the 2.2 acres of pastureland as noted above. No buildings or homes are impacted, and driveway access can be maintained with the profile raise.

8 UTILITY CONSIDERATIONS

A preliminary utility inquiry request was submitted to determine the utilities located in the project area:

- Alliant Energy – electric
  - Aerial lines on the west side of Hwy T 38 N
  - Aerial lines on the south side of Justice Ave
- Iowa Regional Utility Association – rural water
  - Buried 6" watermain on the west side of Hwy T 38 N
  - Buried sewer main on the east side of Hwy T 38 N
- Verizon – internet
- Partner Communications – internet, fiber optic
- Sully Telephone Association – telephone, internet, fiber optic; likely buried
- Windstream Communications – telephone, internet, fiber optic
  - Buried fiber optic on the east side of Hwy T 38 N
  - Buried copper on the east side of Hwy T 38 N, service line to 1491 Hwy T 38 N

Given the substantial roadway profile raise, all aerial and buried utilities would need to be relocated. This includes the aerial poles located along the west side of Hwy T 38 N and along the south side of Justice Ave, as well as the fiber optic located along the east side of Hwy T 38 N.

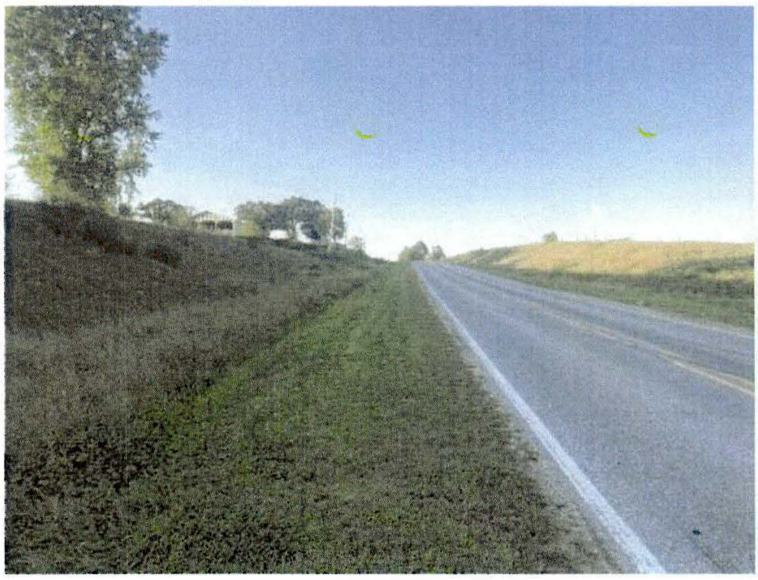


FIGURE 9 (LEFT): AERIAL UTILITIES ALONG HWY T 38 N, LOOKING NORTH

FIGURE 10 (RIGHT): FIBER OPTIC MARKER, SOUTHEAST CORNER OF AT-GRADE CROSSING, LOOKING EAST

9 COST AND FUNDING

High level cost estimates for each alternative have been compiled below. For alternatives 2 and 3, the civil and roadway items have been scaled according to the profile raise required by the associated bridge configuration. There is a placeholder for right-of-way in each estimate which would be refined in future design phases and with additional information. Unit prices were estimated for 2026 dollars using the Price Trend Index for Iowa Highway Construction and bid tabulations from the Iowa DOT.

Funding sources have also been reviewed and compiled as part of this study. Due to the scope and overall cost, this project is best suited for a federal grant, with an opportunity for state funding to support a portion of the project as well. Attachment C discusses the funding opportunities in depth.

Item	Quantity	Unit	Unit Price	Cost
Civil and Roadway				
Embankment-in-Place, Contractor Furnished	200,000	CU YD	$11	$2,200,000
HMA Pavement, 8"	2,326	TON	$90	$209,368
Modified Subbase, 6"	891	CU YD	$75	$66,848
Granular Shoulders and Roadway				
Hwy T-38 N Shoulders	1,945	SQ YD	$30	$58,340
Justice Ave Roadway	2,782	SQ YD	$30	$83,460
Traffic Control/Detour	1	LS	$10,000	$10,000
Additional Roadway Items (Guardrail, Erosion Control, etc.) (20.0% of HMA Pavement and subbase)	1	LS	20%	$55,243
Structural				
Structural Concrete (Bridge)	48	CU YD	$1,500	$72,000
High Performance Structural Concrete	158	CU YD	$1,500	$237,000
Reinforcing Steel, Epoxy Coated	68,075	LB	$2	$136,150
Beams, Pretensioned Prestressed Concrete, BTE135	4	EACH	$40,000	$160,000
Piles, Steel, HP 14 X 73	960	LF	$80	$76,800
Concrete Barrier Railing	570	LF	$120	$68,400
Mechanically Stabilized Earth Retaining Wall	8,670	SQ FT	$90	$780,300
Culvert Extension				
Culvert Extension	1	LS	$500,000	$500,000
Subtotal				$4,713,908
Contingency and Allowance for Unquantified Items (25% of Subtotal)				$1,178,477
Construction Estimate Subtotal				$5,892,385
Design Engineer (12% of Construction Estimate Subtotal)				$707,086
Right-of-Way				$25,000
Total Estimated Project Cost				**$6,624,472**

TABLE 1: ALTERNATIVE 1 COST ESTIMATE

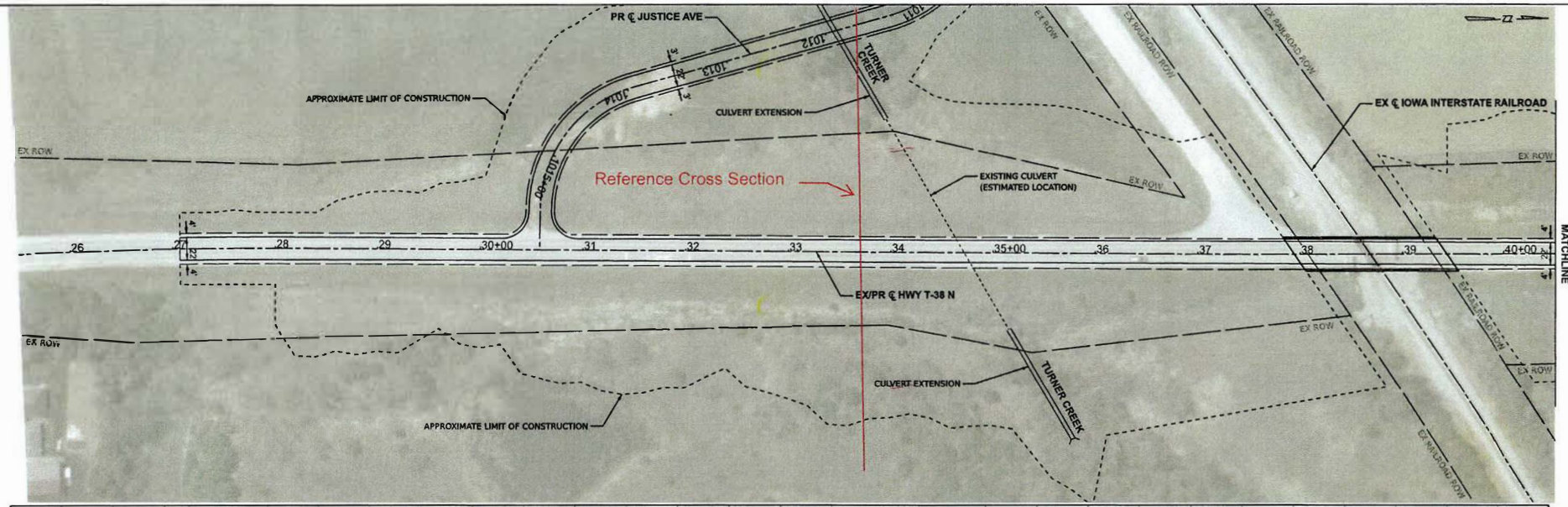
Item	Quantity	Unit	Unit Price	Cost
Civil and Roadway				
Embankment-in-Place, Contractor Furnished	170,000	CU YD	$11	$1,870,000
HMA Pavement, 8"	1,974	TON	$90	$177,690
Modified Subbase, 6"	758	CU YD	$75	$56,734
Granular Shoulders and Roadway				
Hwy T-38 N Shoulders	1,650	SQ YD	$30	$49,513
Justice Ave Roadway	2,782	SQ YD	$30	$83,460
Traffic Control/Detour	1	LS	$10,000	$10,000
Additional Roadway Items (Guardrail, Erosion Control, etc.) (20.0% of HMA Pavement and subbase)	1	LS	20%	$46,885
Structural				
Structural Concrete (Bridge)	248	CU YD	$1,500	$372,000
High Performance Structural Concrete	275	CU YD	$1,500	$412,500
Reinforcing Steel	35,320	LB	$2	$52,980
Reinforcing Steel, Epoxy Coated	114,732	LB	$2	$229,464
Beams, Pretensioned Prestressed Concrete, BTC65	8	EACH	$20,000	$160,000
Beams, Pretensioned Prestressed Concrete, BTC100	4	EACH	$30,000	$120,000
Concrete Drilled Shaft, 48 In. Diameter	300	LF	$1,300	$390,000
Piles, Steel, HP 14 X 73	960	LF	$80	$76,800
Concrete Barrier Railing	468	LF	$120	$56,160
Culvert Extension				
Culvert Extension	1	LS	$500,000	$500,000
Subtotal				$4,664,185
Contingency and Allowance for Unquantified Items (25% of Subtotal)				$1,166,046
Construction Estimate Subtotal				$5,830,231
Design Engineer (12% of Construction Estimate Subtotal)				$699,628
Right-of-Way				$25,000
Total Estimated Project Cost				**$6,554,859**

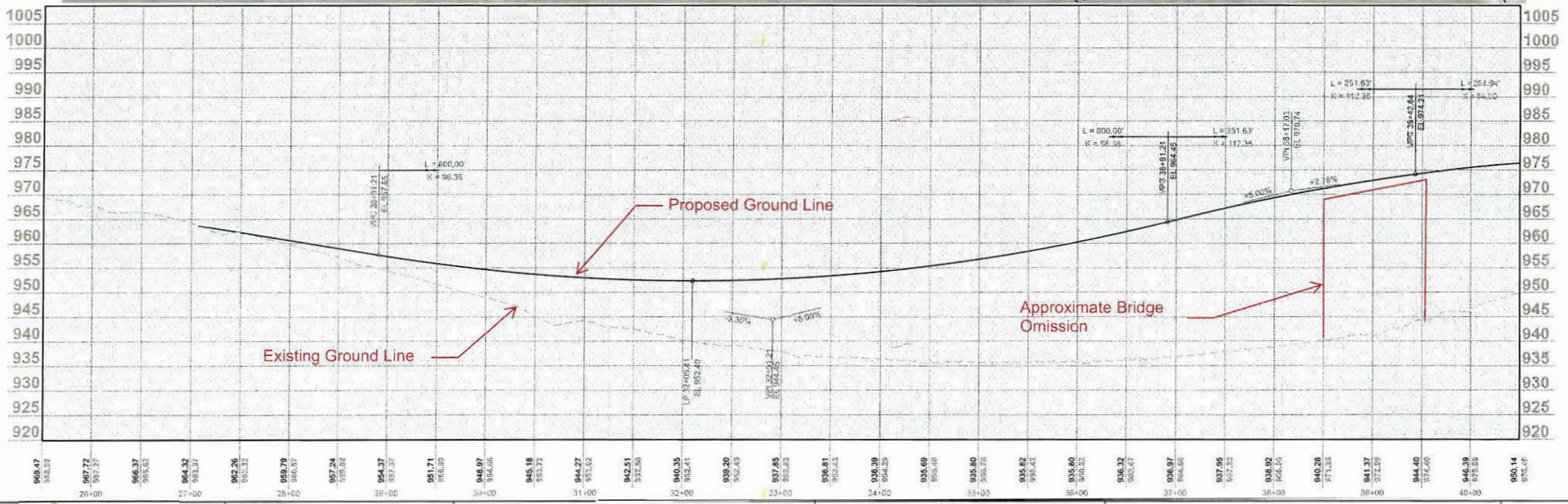
TABLE 2: ALTERNATIVE 2 COST ESTIMATE

Item	Quantity	Unit	Unit Price	Cost
Civil and Roadway				
Embankment-in-Place, Contractor Furnished	170,000	CU YD	$11	$1,870,000
HMA Pavement, 8"	2,032	TON	$90	$182,858
Modified Subbase, 6"	778	CU YD	$75	$58,384
Granular Shoulders and Roadway				
Hwy T-38 N Shoulders	1,698	SQ YD	$30	$50,953
Justice Ave Roadway	2,471	SQ YD	$30	$74,126
Traffic Control/Detour	1	LS	$10,000	$10,000
Additional Roadway Items (Guardrail, Erosion Control, etc.) (20.0% of HMA Pavement and subbase)	1	LS	20%	$48,248
Structural				
Structural Concrete (Bridge)	48	CU YD	$1,500	$72,000
High Performance Structural Concrete	117	CU YD	$1,500	$175,500
Reinforcing Steel, Epoxy Coated	53,870	LB	$2	$107,740
Beams, Pretensioned Prestressed Concrete, BTB90	4	EACH	$25,000	$100,000
Piles, Steel, HP 14 X 73	960	LF	$80	$76,800
Concrete Barrier Railing	480	LF	$120	$57,600
Concrete Modular T-Wall	8,670	SQ FT	$120	$1,040,400
Culvert Extension				
Culvert Extension	1	LS	$500,000	$500,000
Subtotal				$4,424,609
Contingency and Allowance for Unquantified Items (25% of Subtotal)				$1,106,152
Construction Estimate Subtotal				$5,530,761
Design Engineer (12% of Construction Estimate Subtotal)				$663,691
Right-of-Way				$25,000
Total Estimated Project Cost				**$6,219,453**

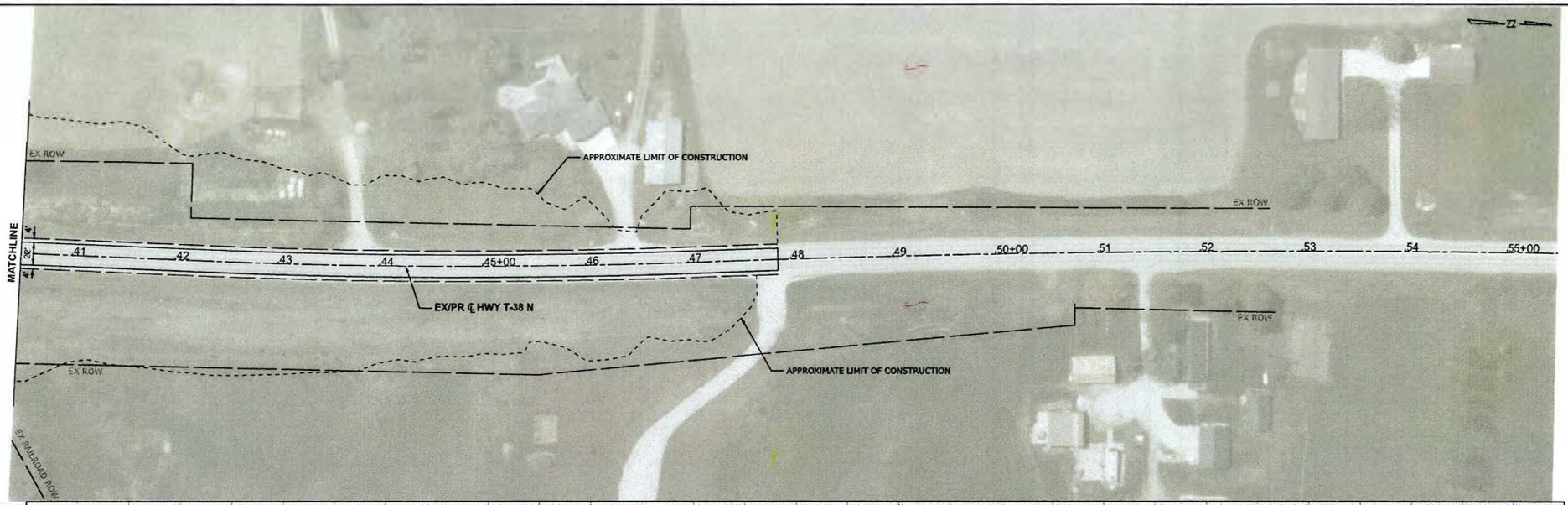
TABLE 3: ALTERNATIVE 3 COST ESTIMATE

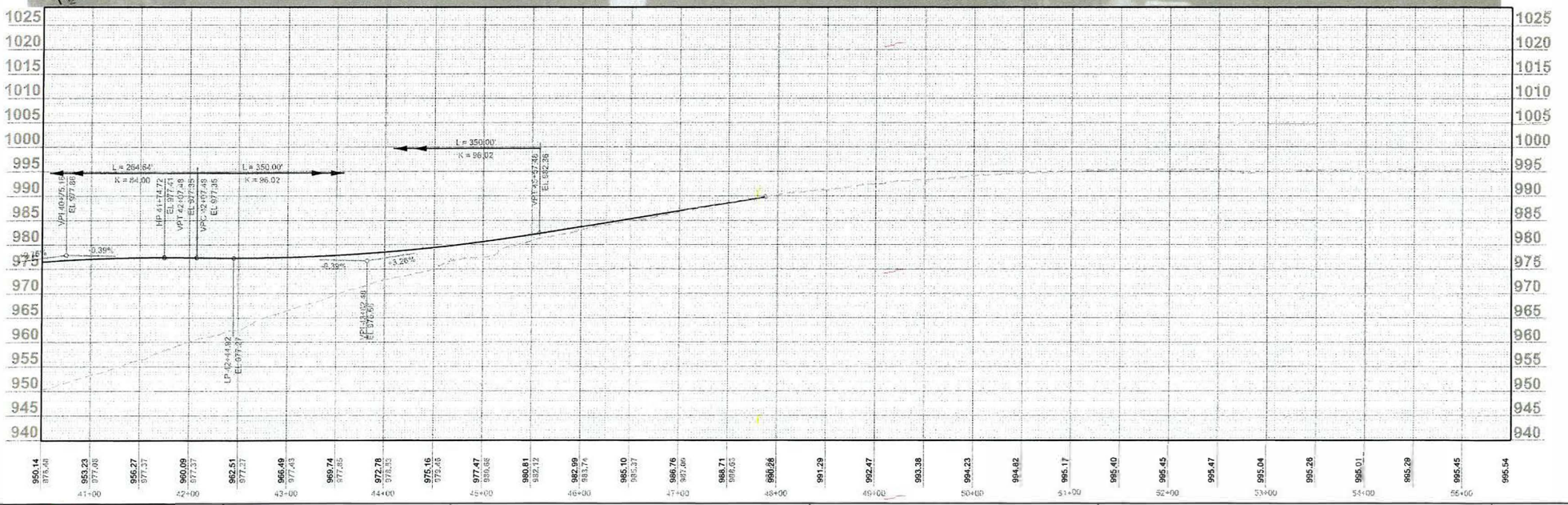
ATTACHMENT A: ROADWAY EXHIBITS



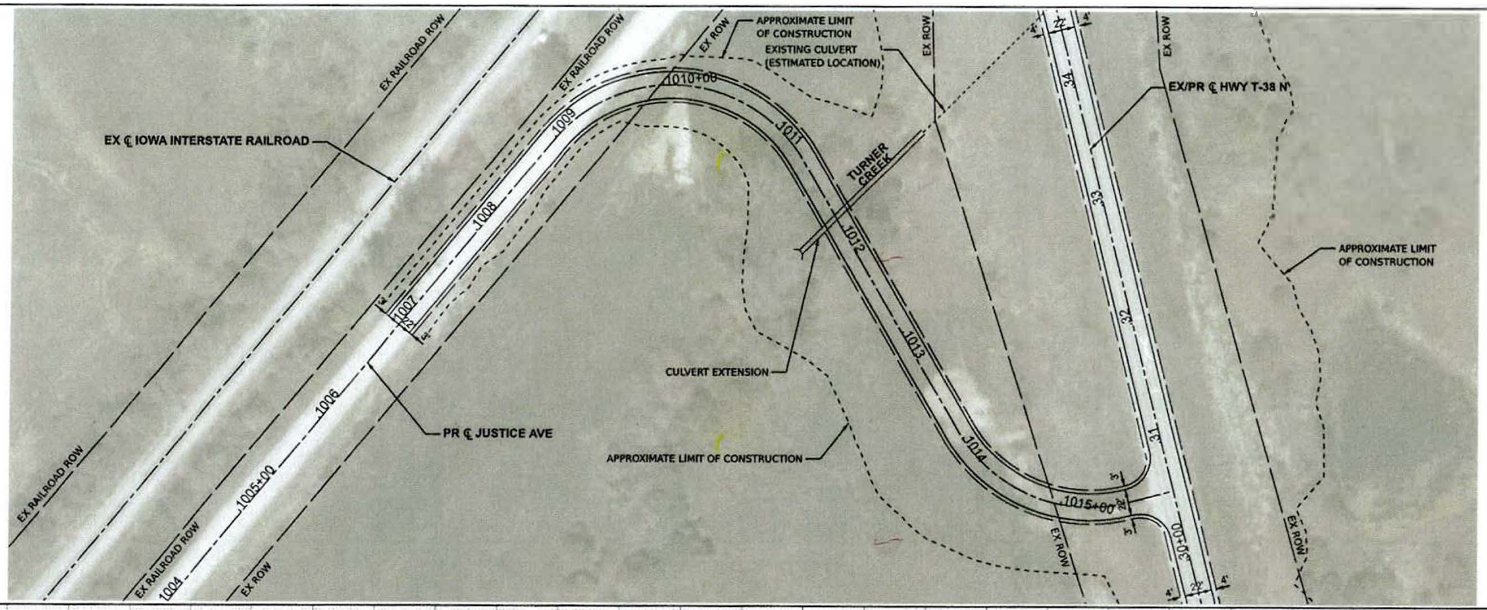


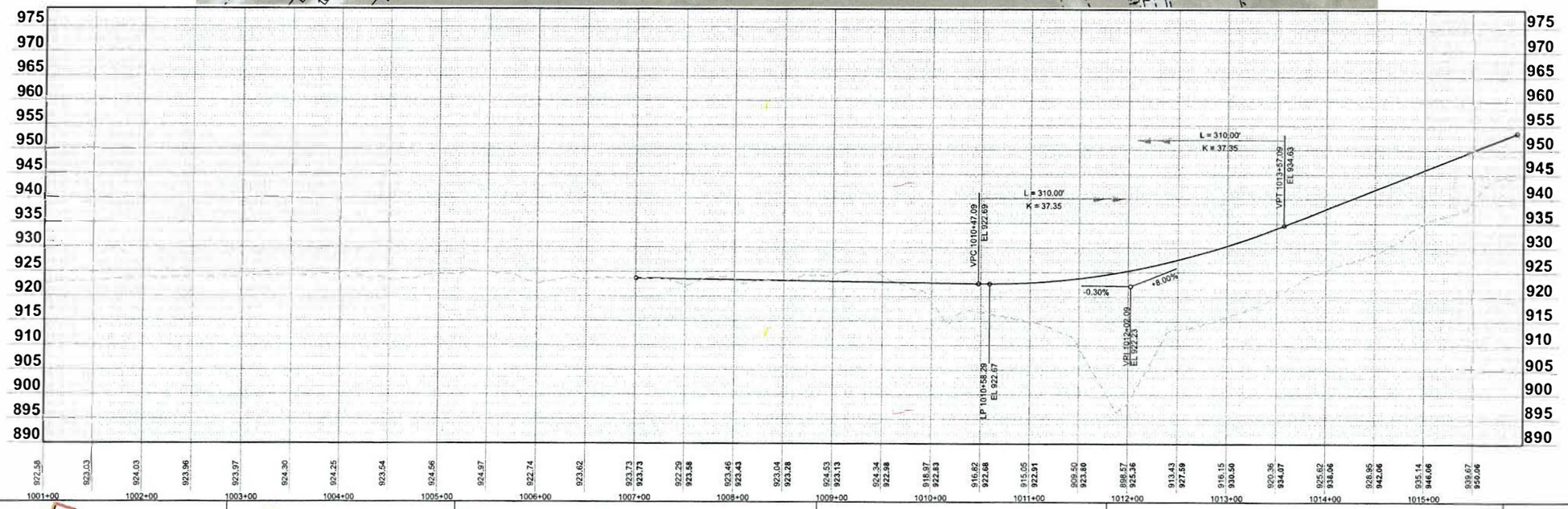
Jasper County - IOWA	benesch	HWY T-38 N FEASIBILITY STUDY	scale in feet 1" = 100' for 11"x17" print	PLAN AND PROFILE HWY T-38N	09/2025





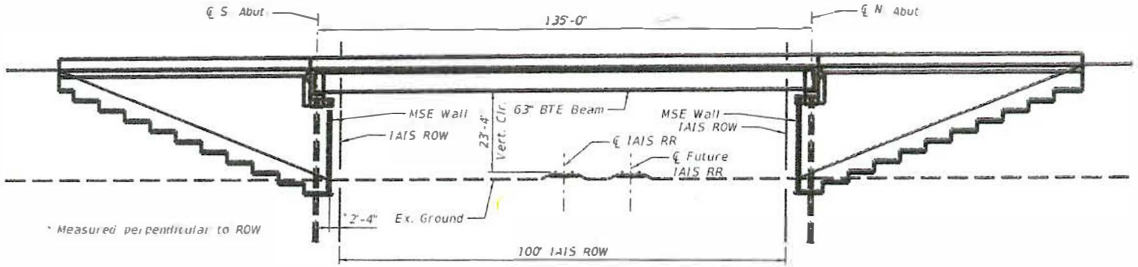
Jasper County - IOWA -	benesch	HWY T-38 N FEASIBILITY STUDY	0 50' 100' scale in feet 1" = 100' for 11"x17" print	PLAN AND PROFILE HWY T-38N	09/2025



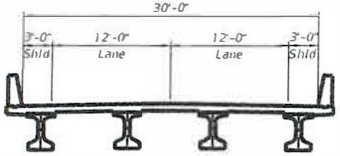


Jasper County IOWA	benesch	HWY T-38 N FEASIBILITY STUDY	0 50' 100' scale in feet 1" = 100' for 11"x17" print	PLAN AND PROFILE JUSTICE AVE	09/2025

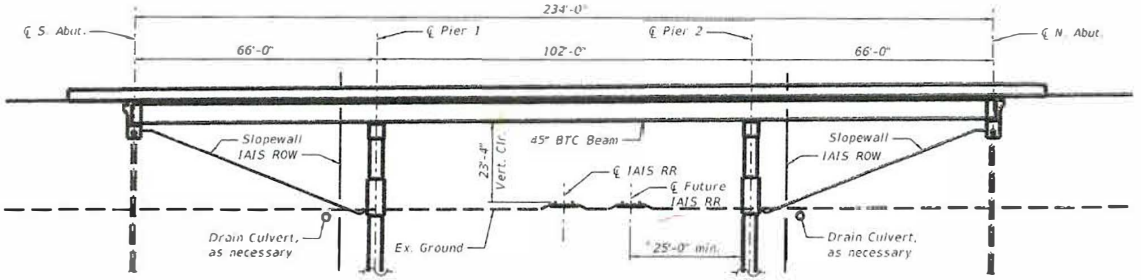
STATION 33+60
LOOKING NORTH



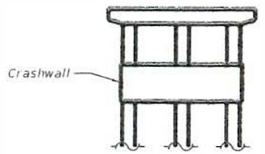
ALTERNATIVE 1 - SINGLE SPAN BRIDGE WITH WRAPAROUND MSE WALLS



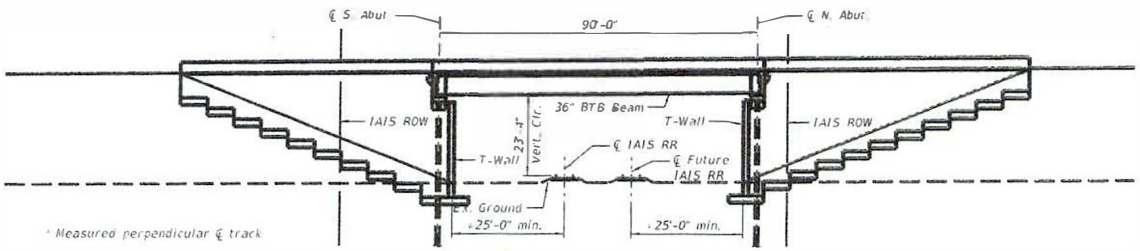
CROSS SECTION



ALTERNATIVE 2 - MULTI-SPAN STRUCTURE WITH PIERS ON IAIS ROW AND CONVENTIONAL SLOPEWALLS



PIER SKETCH



ALTERNATIVE 3 - SINGLE SPAN BRIDGE WITH WRAPAROUND T-WALLS ON IAIS ROW

Jasper County IOWA	benesch	HWY T-38 N FEASIBILITY STUDY		BRIDGE SKETCHES	09/2025

ATTACHMENT B: JASPER COUNTY THREATENED AND ENDANGERED SPECIES LIST

Jasper County Threatened and Endangered Species List

IOWA DEPARTMENT OF NATURAL RESOURCES NATURAL AREAS INVENTORY

Listed Species In a County

JASPER County, IA

Summary by Species Report

Total Unique Listed Species In This County: 38

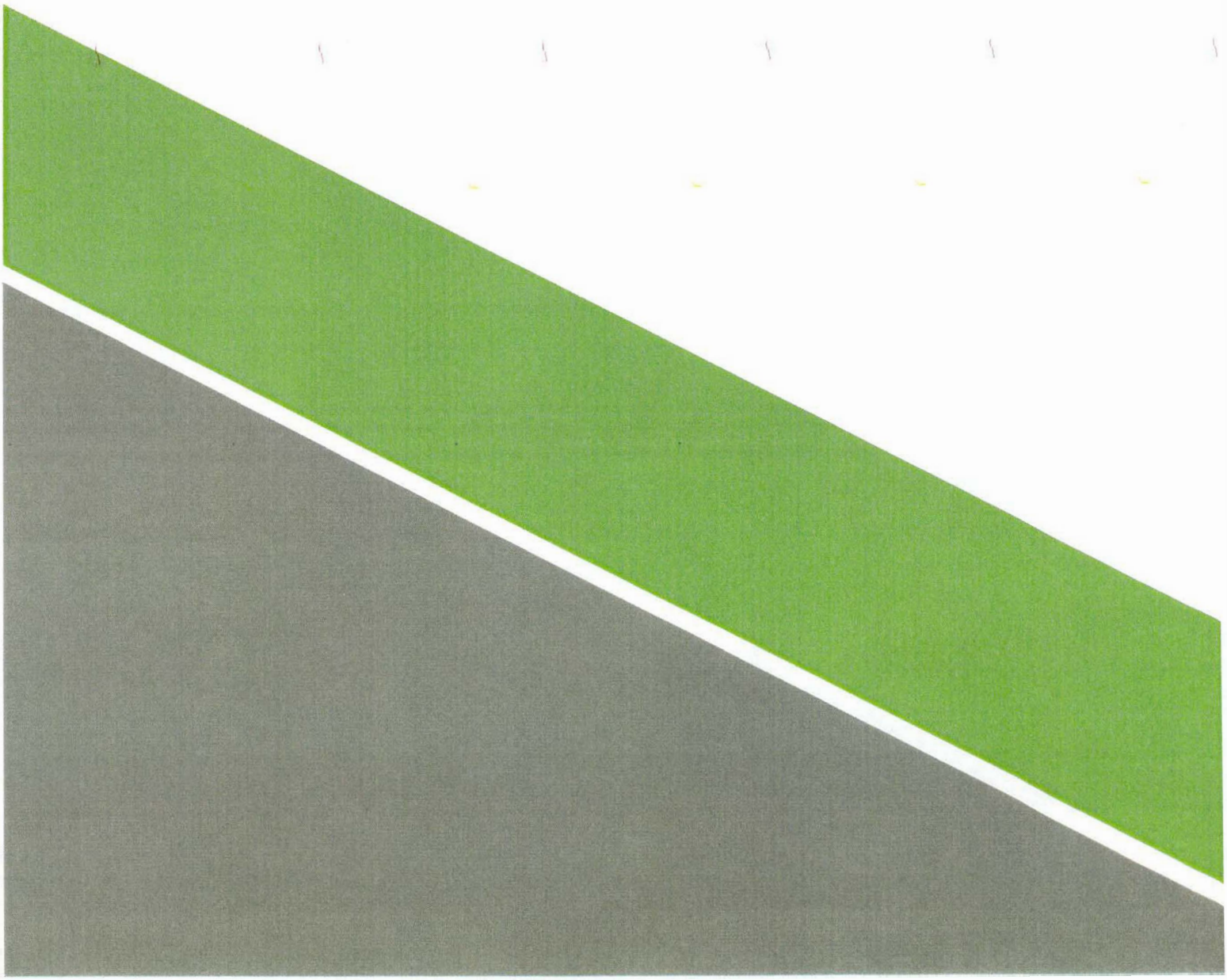
County	Common Name	Scientific Name	Class	State Status	Federal Status	Link To Species Profile
JASPER	Bald Eagle	Haliaeetus leucocephalus	BIRDS	S		PDF
JASPER	Barn Owl	Tyto alba	BIRDS	E		PDF
JASPER	Henslow's Sparrow	Ammodramus henslowii	BIRDS	T		PDF
JASPER	Short-eared Owl	Asio flammeus	BIRDS	E		PDF
JASPER	Lake Sturgeon	Acipenser fulvescens	FISH	E		PDF
JASPER	Dion Skipper	Euphyes dion	INSECTS	S		
JASPER	Edwards Hairstreak	Satyrium edwardsii	INSECTS	S		
JASPER	Mulberry Wing	Poanes massasoit	INSECTS	T		
JASPER	Regal Fritillary	Speyeria idalia	INSECTS	S		
JASPER	Striped Hairstreak	Satyrium liparops	INSECTS	S		
JASPER	Indiana Bat	Myotis sodalis	MAMMALS	E	E	PDF
JASPER	Northern Long-eared Bat	Myotis septentrionalis	MAMMALS		T	
JASPER	Earleaf Foxglove	Tomanthera auriculata	PLANTS (DICOTS)	S		
JASPER	False Loosestrife	Ludwigia peploides	PLANTS (DICOTS)	S		
JASPER	Flat Top White Aster	Aster pubentior	PLANTS (DICOTS)	S		
JASPER	Hill's Thistle	Cirsium hillii	PLANTS (DICOTS)	S		
JASPER	Low Hairy Ground-cherry	Physalis pubescens	PLANTS (DICOTS)	S		
JASPER	Pink Milkwort	Polygala incarnata	PLANTS (DICOTS)	T		
JASPER	Rough Buttonweed	Diodia teres	PLANTS (DICOTS)	S		
JASPER	Toothcup	Rotala ramosior	PLANTS (DICOTS)	S		
JASPER	Woolly Milkweed	Asclepias lanuginosa	PLANTS (DICOTS)	T		
JASPER	Bush's Sedge	Carex bushii	PLANTS (MONOCOTS)	S		
JASPER	Douglas' Sedge	Carex douglasii	PLANTS (MONOCOTS)	S		
JASPER	Eastern Prairie Fringed Orchid	Platanthera leucophaea	PLANTS (MONOCOTS)	E	T	PDF
JASPER	Glomerate Sedge	Carex glomerata	PLANTS (MONOCOTS)	S		
JASPER	Great Plains Ladies' tresses	Spiranthes magnicamporum	PLANTS (MONOCOTS)	S		PDF
JASPER	Oval Ladies' tresses	Spiranthes ovalis	PLANTS (MONOCOTS)	T		
JASPER	Shallow Sedge	Carex lunca	PLANTS (MONOCOTS)	S		
JASPER	Showy Lady's Slipper	Cypripedium reginae	PLANTS (MONOCOTS)	T		
JASPER	Slender Ladies' tresses	Spiranthes lacera	PLANTS (MONOCOTS)	T		
JASPER	Soft Rush	Juncus effusus	PLANTS (MONOCOTS)	S		
JASPER	Tall Cotton Grass	Eriophorum angustifolium	PLANTS (MONOCOTS)	S		
JASPER	Tuckerman Sedge	Carex tuckermanii	PLANTS (MONOCOTS)	S		
JASPER	Woodland Horsetail	Equisetum sylvaticum	PLANTS (PTERIDOPHYTES)	T		
JASPER	Blanding's Turtle	Emydoidea blandingii	REPTILES	T		PDF
JASPER	Bullsnake	Pituophis catenifer sayi	REPTILES	S		PDF
JASPER	Ornate Box Turtle	Terrapene ornata	REPTILES	T		PDF
JASPER	Smooth Green Snake	Liochlorophis vernalis	REPTILES	S		PDF

ATTACHMENT C: FUNDING ASSESSMENT

benesch

Jasper County
Co Rd T38 Bridge over the IAIS
Funding Assessment

October 7, 2025



Recommended Funding Strategy

This document provides an overview of potential federal and state grant and loan funding sources for the Co Rd T38 Bridge over the IAIS project. Due to the scope and overall cost, the project is best suited for a federal grant, as state funding programs alone would typically not provide sufficient funds. State programs may still be viable options for a portion of the project or if the scope changes from a grade crossing elimination to a grade crossing improvement project. State funds could also potentially be used as matching funds for federal grants, but this would need to be confirmed with the terms of the individual programs.

Based on the project's scope and anticipated budget, the strongest recommendation is Federal Railroad Administration (FRA)'s Railroad Crossing Elimination Grant Program (RCE). Due to RCE's narrow focus on grade crossing improvements or eliminations, a potential application for this project would not compete against a broad range of projects, increasing its chances of success. FRA leadership have emphasized that grade crossing projects are a high priority for the agency, indicating strong support for funding these types of projects. Other federal grant programs are potential options, including FRA's Consolidated Rail Infrastructure and Safety Improvements Program (CRISI), USDOT's Nationally Significant Multimodal Freight and Highways Projects Grant Program (INFRA), and Better Utilizing Investments to Leverage Development Grant Program (BUILD). The USDOT grant programs are especially competitive, with selection rates averaging around 10-20% for INFRA, and 14-18% for BUILD for the past few funding cycles.

All the federal grant programs listed in this document specifically address projects in rural areas. For RCE, this entails at least 20% of the overall funding set aside for projects in rural areas; for CRISI, it is at least 25% of the overall funding. For INFRA small project grants (overall project costs less than $100M), at least 30% of the funding must be used for projects in rural areas. For BUILD projects in rural areas, federal funds can cover up to 100% of the total project costs, meaning there is no match requirement. The BUILD program also has a lower minimum funding request for capital projects ($1M; not likely to be relevant for the proposed project).

Determining Project Lifecycle Stage(s) and Scope for Federal Projects

Federally funded transportation projects can generally be categorized into four categories:

- Planning
- Project Development (NEPA and Preliminary Engineering)
- Project Implementation (Final Design and Construction)
- A combination of the above

FRA recommends applicants apply for only one of the categories listed to improve the manageability of the project and to reduce risks associated with increasing costs due to inflation and other cost increases identified during the design process. However, FRA does fund projects encompassing multiple categories. The table below describes the pros and cons of the various options.

Project Lifecycle Stages	Pros	Cons
NEPA, Preliminary Engineering (Project Development)	• Costs associated with environmental review and preliminary engineering (30% design) could be reimbursed using federal funds and used as matching funds • Would not need to determine construction costs years in advance • Lower requirements to demonstrate project readiness in grant application • Grant obligation can occur more quickly because there are fewer prerequisites	• A separate application would be required for Final Design and Construction activities and would rely on additional funding beyond what was authorized in IIJA • There is no guarantee funds would be awarded for the remainder of the project, although it is likely
Final Design, Construction (Project Implementation)	• Potential time savings if substantial NEPA and preliminary engineering work is already completed • Smaller overall federal project cost	• Costs associated with environmental review would not be eligible for federal funding or to be used as matching funds • Application would need to demonstrate strong project readiness for environmental and preliminary engineering • Funds would not be available until NEPA process is complete • Construction may be delayed if NEPA process is prolonged

NEPA, Preliminary Engineering, Final Design, Construction	• All project activities other than planning activities would be eligible for reimbursement and use as matching funds • No additional application required • Lower requirements to demonstrate project readiness in grant application • Grant obligation can occur more quickly because there are fewer prerequisites	• Construction costs would need to be estimated years in advance and before design work is complete • Larger federal funding request • Not FRA's preference due to increased complexity

Potential Funding Opportunities

Federal Funding Programs

Railroad Crossing Elimination Grant Program (RCE)

Funding Agency: Federal Railroad Administration
Type of Funding: Grant
Maximum Award: N/A, but no more than 20% of total funds will be awarded for projects in a single state
Minimum Award: $1,000,000, except for planning projects
Match Requirement: 20% non-Federal match
Purpose: This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

Eligible Activities: Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof; track relocation; the improvement or installation of protective devices, signals, signs, or other measures to improve safety, provided that such activities are related to a separation or relocation project described above; other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions); a group of related projects described above that would collectively improve the mobility of people and goods; the planning, environmental studies, and final design for a project or group of projects described above.

Last Date of NOFO and Selection: The FY23-24 NOFO was posted on July 9, 2024 and selections were announced on January 10, 2025. For the FY23-24 funding release, there were 179 Eligible Applications and 123 were selected for an RCE grant (two others were selected under other programs). The grant amounts ranged from $240K to $90M

Projected NOFO Announcement: Likely in 2026, as NOFOs for Federal-State Partnership and Consolidated Rail Infrastructure and Safety Improvements grant programs are expected to precede it.

Projected Application Deadline: The application window typically spans 60 or 90 days.
Required Grant Application Documents:

- Project Narrative (maximum 25 pages)
- Statement of Work (SOW), project budget, estimated project schedule, and performance measures
- Environmental Compliance Documentation
- Draft Agreement required under 49 U.S.C 22905(c)(1)
- Standard forms
    - SF 424—Application for Federal Assistance
    - SF 424C—Budget Information for Construction
    - SF 424D—Assurances for Construction
    - FRA's F 30—Certifications Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying
    - FRA F 251—Applicant Financial Capability Questionnaire
    - SF LLL—Disclosure of Lobbying Activities, if applicable

Consolidated Rail Infrastructure and Safety Improvements Grant Program (CRISI)

Funding Agency: Federal Railroad Administration
Type of Funding: Grant
Maximum Award: N/A
Minimum Award: N/A, but $1,000,000 minimum encouraged for non-planning projects
Match Requirement: 20% non-Federal match
Purpose: This program provides funding for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

Eligible activities: Deployment of railroad safety technology; capital projects, as defined in section 49 U.S.C. § 24401(2) for intercity passenger rail service, except that a project under this NOFO is not required to be in a state rail plan; capital projects that address congestion challenges affecting rail service, reduce congestion and facilitate ridership growth along heavily traveled rail

corridors, and/or improve short-line or regional railroad infrastructure; ***highway-rail grade crossing improvement projects***; rail line relocation and improvement projects; regional rail and corridor service development plans and environmental analyses; any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes; the development and implementation of a safety program or institute; the development and implementation of measures to prevent trespassing; any research that the Secretary considers necessary to advance any particular aspect of rail related capital, operations, or safety improvements; workforce development and training activities, coordinated to the extent practicable with the existing local training programs supported by the Department of Transportation, the Department of Labor, and the Department of Education; research, development, and testing to advance and facilitate innovative rail projects; preparation of emergency plans for communities where hazardous materials are transported by rail; rehabilitating, remanufacturing, procuring or overhauling locomotives for emissions reduction; and deployment of Magnetic Levitation Transportation Projects.

Last Date of NOFO and Selection: The FY23-24 NOFO was posted on March 29, 2024 and selections were announced on October 29, 2024.
Projected NOFO Announcement: Late 2025 or 2026 as the NOFO for the Federal-State Partnership grant programs precedes it.
Projected Application Deadline: The application window typically spans 60 or 90 days.

Required Grant Application Documents:

- Project Narrative (maximum 25 pages)
- Statement of Work (SOW), project budget, estimated project schedule, and performance measures
- Benefit-Cost Analysis
- Environmental Compliance Documentation
- Draft Agreement required under 49 U.S.C 22905(c)(1)
- Standard forms
    - SF 424—Application for Federal Assistance
    - SF 424C—Budget Information for Construction
    - SF 424D—Assurances for Construction
    - FRA's F 30—Certifications Regarding Debarment, Suspension and Other Responsibility Matters, Drug-Free Workplace Requirements and Lobbying
    - FRA F 251—Applicant Financial Capability Questionnaire
    - SF LLL—Disclosure of Lobbying Activities, if applicable

Better Utilizing Investments to Leverage Development Grant Program (BUILD)

Funding Agency: US Department of Transportation
Type of Funding: Grant
Maximum Award: N/A
Minimum Award: $1,000,000 (rural areas), $5,000,000 (urban areas); except for planning projects
Match Requirement: 0% match requirement for rural areas, areas of persistent poverty, and historically disadvantaged communities; 20% match requirement for all others
Purpose: This program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

Eligible activities:
Capital Projects: Highway or bridge projects eligible under title 23, United States Code; public transportation projects eligible under chapter 53 of title 49, United States Code; ***passenger and freight rail transportation projects***; port infrastructure investments (including inland port infrastructure and land ports of entry); the surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code; intermodal projects whose component parts are otherwise an eligible project type; projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the BUILD program; projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program: public road and non-motorized projects that are not otherwise eligible under title 23, United States Code, surface transportation components of transit-oriented development projects, surface transportation components of mobility on-demand projects that expand access and reduce transportation cost burden.

Planning projects: Planning, preparation, or design of eligible surface transportation capital projects described in the Capital Projects section that will not result in construction with this grant's funding. For example: environmental analysis, community engagement, feasibility studies, benefit-cost analysis, and other pre-construction activities; eligible surface transportation components of eligible airport projects are those projects listed in "Appendix P: Road and Surface Transportation Projects" of the Airport Improvement Program (AIP) handbook; the surface transportation components of a broader project that has nonsurface transportation components; development of master plans, comprehensive plans, transportation corridor plans, and integrated

economic development, land use, housing, and transportation plans; planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and nonmotorized traffic; development of port and regional port planning, including State-wide or multi-port planning within a single jurisdiction or region; risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster

Last Date of NOFO and Selection: The FY25 NOFO was originally posted on November 1, 2024 and amended on January 24, 2025. Selections were announced on July 17, 2025.
Projected NOFO Announcement: 2026, as FY25 selections were recently announced.
Projected Application Deadline: The application window typically spans between 60 and 90 days.

Required Grant Application Documents:

- SF-424
- Project Information Form
- Project Description (maximum 5 pages)
- Project Location File
- Project Budget (maximum 5 pages)
- Funding Commitment Documentation
- Merit Criteria Narrative (maximum 15 pages)
- Project Readiness (maximum 5 pages)
- Benefit-Cost Analysis Narrative (capital projects only)
- Benefit-Cost Analysis Calculations

Nationally Significant Multimodal Freight and Highways Projects Grant Program (INFRA)
Funding Agency: US Department of Transportation
Type of Funding: Grant
Maximum Award: N/A
Minimum Award: $5,000,000 (small projects), $100,000,000 (large projects)
Match Requirement: 40% match requirement, 20% of which can be other Federal funding
Purpose: This program awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Eligible activities: A highway freight project on the National Highway Freight Network; a highway or bridge project on the National Highway System; ***a freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail***, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility; ***a highway-railway grade crossing or grade separation project***; a wildlife crossing project; a surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency; a project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions; a highway, bridge, or freight project on the National Multimodal Freight Network.

Last Date of NOFO and Selection: The FY25-26 NOFO was posted on March 25, 2024, and selections were announced in October 2024.
Projected NOFO Announcement: Unknown. Grants have been awarded through FY26.
Projected Application Deadline: The application window is approximately 6 weeks.
Required Grant Application Documents:

- SF-424 and SF-424 C
- Project Information Form
- Project Description (maximum 5 pages)
- Project Location File
- Project Budget (maximum 5 pages)
- Funding Commitment Documentation
- Outcome Criteria Narrative (maximum 15 pages)
- Benefit-Cost Analysis Narrative
- Benefit-Cost Analysis Calculations
- Project Readiness (maximum 5 pages)
- Project Requirements (maximum 5 pages)

State Funding Programs

Federal Aid Crossing Safety Program

Funding Agency: Federal Highway Administration, but administered through Iowa Department of Transportation
Type of Funding: Grant
Maximum Award: The largest award thus far has been $600,000.
Minimum Award: The smallest award thus far has been $35,000.
Match Requirement: N/A
Purpose: The crossing safety program participates in the cost of safety improvements at public highway-railroad grade crossings.

Eligible activities: Installation of new crossing signal devices, upgrades to existing signals, and low-cost improvements, such as increased sight distance, widened crossings, increased signal lens size, or crossing closures. The highway authority shall consider crossing consolidation or closure in lieu of upgrading the warning devices at a crossing. A grade separation may also be considered, but the decision to construct a separation is based on factors beyond the scope of the program.

Projected NOFO Announcement: N/A
Projected Application Deadline: Applications are due by July 1 to be considered for the next annual funding cycle
Required Grant Application Documents:

- Section 130 Project Request form

Iowa Clean Air Attainment Program (ICAAP)

Funding Agency: Federal Highway Administration, but administered through Iowa Department of Transportation
Type of Funding: Grant
Maximum Award: The largest award thus far has been $2,075,000.
Minimum Award: $20,000
Match Requirement: 20%
Purpose: The intent of the ICAAP program is to help finance transportation projects and programs in Iowa that result in attaining or maintaining the National Ambient Air Quality Standards (NAAQS) of the 1990 Clean Air Act Amendments (CAAA) with a focus on volatile organic compounds, nitrogen oxides, carbon monoxide, and under certain conditions particulate matter. Projects likely to be competitive will be cost-effective uses of federal funds that result in increased travel speed,

reduce travel delay, or reduce single occupancy vehicle trips and reduce vehicle emissions in areas with higher transportation related air pollution or traffic congestion.
Eligible activities: Full list available on program's website. Relevant subset: Highway and street projects that focus on reducing traffic congestion, vehicle idling time, stop and go driving and travel delays; project development activities that lead to construction of facilities or new services and programs with air quality benefits. Preliminary engineering or project planning studies are eligible. This includes studies for the preparation of environmental or National Environmental Policy Act (NEPA) documents, but only if they directly support projects that improve air quality; capital projects and operating assistance to improve intermodal freight facilities where air quality benefits can be realized; transportation activities in an approved SIP, if applicable.
Projected NOFO Announcement: August 2026
Projected Application Deadline: Applications are due by October 1 each year
Required Grant Application Documents:

- Project Application form
- Project Narrative
- Detailed map
- Itemized breakdown of total project costs
- Time schedule
- Certification of matching funds and responsibility for adequately maintaining and operating the project
- Formal resolution from MPO or RPA declaring the proposed project conforms to the regional transportation planning process
- Calculations for vehicle emission reductions and total project cost-effectiveness
- Minority impact statement

Railroad Revolving Loan and Grant Program (RRLG)
Funding Agency: Iowa Department of Transportation
Type of Funding: Loan
Maximum Award: N/A
Minimum Award: N/A
Match Requirement: 20%
Purpose: The program provides financial assistance to improve rail facilities that will create jobs, spur economic activity and improve the rail transportation system in Iowa.

Eligible activities:

1. Rail projects that provide immediate, direct job opportunities. Loans and grants are available. Grant funding is contingent on job creation and retention commitments by the

applicant and loans can supplement grants if the project cost exceeds that available in grant funding.

2. ***Rail projects that support existing rail lines and service or improve industrial access when no direct job creation is involved. Only loans are available in this category. Loans will be offered at zero percent for a 10-year term.***
3. Grants of up to $100,000 are available for planning studies that enable a community, county, or region to make fact-based decisions concerning the location, design or funding requirements for a rail port facility. The end result of a planning study should help decision makers evaluate rail development options that support industrial and business progress and economic growth in the community and region. Grant requests require a 20 percent matching contribution.

Projected NOFO Announcement: Spring 2026
Projected Application Deadline: Summer 2026
Required Grant Application Documents:

- Project Application form
- Detailed map
- Sketch diagram
- Itemized breakdown of total project costs
- Legal description of property
- Assurances of at least 20% financial match from private sources
- Letter from servicing railroad documenting arrangements have been made for rail service
- Project development schedule