

June 2025

8b
12/9/25

**IOWA DEPARTMENT OF TRANSPORTATION
Preconstruction Agreement
For Primary Road Project**

County	Woodbury
Project Nos.	IMN-029-6(170)139--0E-97 PCC Pavement - Grade & New IMN-029-6(314)139--0E-97 Bridge New - PPCB IMN-029-6(315)139--0E-97 Traffic Signs IMN-029-6(318)139--0E-97 Right of Way RP-029-6(329)139--16-97 RISE Grant
Iowa DOT Agreement No.	2026-C-040
Staff Action No.	

This Agreement, is entered into by and between the Iowa Department of Transportation, hereinafter designated "DOT", and Woodbury County, Iowa, a Local Public Agency, hereinafter designated "LPA", in accordance with Iowa Code Chapters 28E, 306, 306A and 313.4 as applicable;

The DOT proposes to establish or make improvements to Interstate 29 (I-29) within Woodbury County, Iowa; and

The DOT and the LPA are willing to jointly participate in said project, in the manner hereafter provided; and

The DOT and the LPA previously entered into the following agreement for the above referenced project: Agreement No. 2023-P-052 for Predesign and Right of Way Acquisition was executed by the LPA and DOT on March 14, 2023 and March 20, 2023 respectively; and

The LPA submitted an application to the DOT for funding through the Revitalize Iowa's Sound Economy (RISE) fund under Iowa Code Chapter 315, and the application was approved by Transportation Commission Order No. TD-2026-28 on September 9, 2025. As part of the Transportation Commission action, a RISE grant of \$4,796,168, or up to 21% of the total RISE-eligible project cost, whichever is less, will be applied to the LPA's share of construction costs of a new interchange on I-29 located south of Sioux City as part of project number RP-029-6(329)139--16-97 to be administered by the DOT's District 3 Office. This project is necessary to provide improved access to more than 2,000 acres for industrial purposes.

This Agreement reflects the current concept of this project which is subject to modification by mutual agreement between the LPA and the DOT; and

Therefore, it is agreed as follows:

1. Project Information

- a. The DOT shall design, acquire right of way, let, and inspect construction of the following described project in accordance with the project plans and DOT Standard Specifications:

Construction of a new Portland cement concrete (PCC) interchange on I-29 located 2.5 miles south of the city of Sergeant Bluff near Mile Marker 138. The project will include paved connections to Old U.S. 75 / County Road K45 on the east side of I-29 and to Port Neal Road on the west side of I-29. A new pretensioned prestressed concrete beam (PPCB) bridge will be

constructed over the traffic lanes of I-29 as part of the project. A reinforced concrete box (RCB) culvert will also be constructed on 235th Street at Station 5033+15.96. See Exhibit A for project location and Exhibit E for details of the new bridge and RCB culvert.

- b. As part of the project, the LPA has requested right of way acquisitions needed for the new interchange, construction of the new interchange including the new bridge over I-29, construction of new segments of 235th Street located on the west and east sides of I-29, reconstruction of existing 235th Street on the east side of I-29, reconstruction of existing Old U.S. 75/County Road K45, reconstruction of Banner Avenue, and reconstruction Barker Avenue within Woodbury County all which shall be at no cost to the DOT. Note: One additional beam line has been added to the bridge at the DOT's request and shall bear no cost to the LPA for this additional beam line. See Exhibit C for estimated costs.
- c. Upon completion of construction, the LPA agrees to retain ownership and jurisdiction of the following referenced improvements as identified below. The LPA shall also assume responsibility for all future maintenance operations associated therewith, all at no additional expense or obligation to the DOT:
 - i. 235th Street shall be reconstructed from Station 5000+62 to Station 5012+54.99, and from Station 5014+93.20 to Station 5058+91.57. A variable-width, paved roadway shall be constructed. See Exhibit B for details of the typical roadway cross-section.
 - ii. Old U.S. 75/County Road K45 shall be reconstructed from Station 335+25 to Station 347+40. A variable-width, paved roadway shall be constructed. See Exhibit B for details of the typical roadway cross-section.
 - iii. Banner Avenue Intersection shall be reconstructed from Station 8000+12 to Station 8000+74.03. A 26-foot wide paved roadway shall be constructed. See Exhibit B for details of the typical roadway cross-section.
 - iv. Banner Avenue shall be reconstructed from Station 8000+74.03 to Station 8006+62. A 26-foot wide granular surfaced roadway shall be constructed. See Exhibit B for details of the typical roadway cross-section.
 - v. Barker Avenue shall be reconstructed from Station 9001+85 to Station 9002+41.69. A 32-foot wide granular surfaced roadway shall be constructed. See Exhibit B for details of the typical roadway cross-section.
 - vi. Barker Avenue intersection will be reconstructed from Station 9002+41.69 to Station 9003+01.84. A 32-foot wide paved roadway shall be constructed. See Exhibit B for details of the typical roadway cross-section.

2. Project Costs

- a. The LPA shall reimburse the DOT for its share of right of way costs estimated at \$758,112, and its share of construction costs estimated at \$18,151,883.61, as shown in Exhibit C. The DOT shall bill the LPA for its share of project costs at approximately the beginning of each state fiscal year beginning with Fiscal Year 2027 (July 1, 2026). The state fiscal year starts on July 1 of each year and continues through June 30 of the following year. The DOT will bill the LPA based upon the LPA's share of project costs incurred at the time of the beginning of each state fiscal year. The right of way costs incurred to date will be included with the construction costs incurred to date at the time of the first billing on July 1, 2026. The final billing to the LPA will occur upon completion of construction and when the final right of way costs have been determined. The amount paid by the LPA upon completion of construction and billing by the DOT shall be determined by the actual quantities in place and the accepted bid at the contract letting.
- b. The LPA has been awarded a Surface Transportation Block Grant (STBG) by their Metropolitan

Planning Organization (MPO) in the amount of \$2,030,000. The STBG funding will be transferred to the DOT to be credited against the LPA's share of construction costs. The STBG funding will be the first grant funding credited against the LPA's share of construction costs and will begin to be utilized at the time of the LPA's first anticipated construction billing on July 1, 2026.

- c. The LPA has been awarded a RISE grant in the amount of \$4,796,168. This funding will be transferred to the DOT to be applied against the LPA's share of construction costs. The RISE funding will be applied at a ratio of 21%, or until the funding has been depleted, whichever is less. The LPA will be billed by the DOT for their 79% match cost of the RISE grant. The RISE grant will be the second grant funding applied against the LPA's share of construction costs. The RISE funding will begin to be utilized after the STBG funding has been fully depleted.
- d. The LPA shall be billed by the DOT on a state fiscal year basis for their share of the project costs not covered by the STBG and RISE grant funding.
- e. The DOT shall bear all costs except those allocated to the LPA under other terms of this Agreement.

3. Traffic Control

- a. I-29 through-traffic shall be maintained during the construction.
- b. It shall be necessary to temporarily close LPA side roads 235th Street, Old U.S. 75/County Road K45, Banner Avenue, and Barker Avenue during construction. Local access to Barker Avenue will be provided at all times. The DOT shall furnish and install the required barricades and signing for the closures at project cost, and shall remove same upon completion of the project, at no expense or obligation to the LPA. The DOT shall work in close cooperation with the LPA and the contractor to accommodate emergency services and local access across the project during construction. Any detours, which may be necessary for project related LPA road closures, shall be the responsibility of the LPA, at no expense or obligation to the DOT.

4. Right of Way and Permits

- a. The DOT shall be responsible for the coordination of utility facility adjustments for the primary road project.
- b. In connection with this project, any real estate and rights to real estate necessary for right of way at the connection of any public road and the primary highway project, any access road or frontage road, or any permanent utility easements, which are or which shall be under the jurisdiction of the LPA, may be acquired by the DOT, for and in the name of the LPA. Where acquired by contract, the LPA shall receive title from the contract seller and the LPA shall accept title thereto. Where acquired by condemnation, a single joint condemnation proceeding shall be instituted by the DOT to acquire real estate or rights in real estate, needed by the LPA for the LPA, and to acquire real estate or rights in real estate, needed by the DOT for the DOT.
- c. Access rights shall be acquired by the DOT along 235th Street within the project limits. See Exhibit D for details of the access rights. Access rights shall be in the name of the State of Iowa. The acquisition of access rights shall be in accordance with 761 Iowa Administrative Code Chapter 112. If the LPA feels it is in the best interest of the parties involved to modify the access rights in any way, they may petition the appropriate DOT District Engineer to do so, with the final decision remaining with the DOT.

5. Construction and Maintenance

- a. Upon completion of the project, no changes in the physical features thereof shall be undertaken or permitted within the access control limits (see Exhibit D) without the prior written approval and consent of the DOT.

- b. The LPA shall notify the DOT's contact person (Jennifer Kolacia, RISE Program Manager) within 30 days of the date the RISE project was constructed and open to traffic. The LPA shall certify to the DOT's contact person within three years of the date the RISE project is constructed and open to traffic any associated economic development which has resulted from the project, including infrastructure improvements, capital investment, and/or job creation. This certification by the LPA is subject to review by the DOT.
- c. Future maintenance of the primary highway within the project area shall be carried out in accordance with the terms and conditions contained in Local Systems Instructional Memorandum 7.110.
- d. The DOT shall own and maintain the Intelligent Transportation System (ITS) camera pole and devices, and interchange lighting poles and lighting control cabinet, constructed as part of the project. Additionally, the DOT shall be responsible for future energy costs to operate the ITS camera, devices, and interchange lighting.
- e. New traffic signal construction for this project shall be provided under guidelines established in 761 Iowa Administrative Code Chapter 150. The DOT shall construct traffic signal installations at no cost to the LPA. If constructed, the LPA shall accept ownership of, and responsibility for future energy and maintenance costs of those traffic signal units.
- f. Structures built by the DOT over or under a primary road shall be maintained by the DOT, including repairs to floors, railings, and painting. For structures serving roadways which are not on the primary road system, the cleaning and removal of snow, debris, and foreign objects from local road traffic lanes, sidewalks, or walkways within the project limits (if any), including pedestrian overpasses or underpasses, shall be the responsibility of the LPA. See Exhibit E for details of the new bridge being constructed over I-29.

6. General Provisions

- a. If the LPA has completed a Flood Insurance Study (FIS) for an area which is affected by the proposed Primary Highway project, and the FIS is modified, amended, or revised in an area affected by the project after the date of this Agreement, the LPA shall provide notice of the modification, amendment, or revision to the DOT within 14 calendar days of the LPA's receipt of a subsequent FIS or modification. If the LPA does not have a detailed FIS for an area which is affected by the proposed Primary Highway project, and the LPA does adopt an FIS in an area affected by the project after the date of this Agreement, the LPA shall provide notice of the FIS to the DOT within 14 calendar days. The LPA agrees to defend, indemnify, and hold harmless the DOT from any and all claims, costs, and damages arising from, or related to, the LPA's failure to timely provide an FIS, and/or FIS modification, to the DOT in accordance with this provision.
- b. The LPA shall comply with all provisions of the equal employment opportunity requirements prohibiting discrimination and requiring affirmative action to assure equal employment opportunity as required by Title VI of the Civil Rights Act of 1964 and Iowa Code Chapter 216. No person shall, on the grounds of age, race, creed, color, sex, sexual orientation, national origin, religion, pregnancy, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which State funds are used.
- c. It is the intent of both (all) parties that no third-party beneficiaries be created by this Agreement.
- d. If any section, provision, or part of this Agreement is found to be invalid or unconstitutional, such finding shall not affect the validity of the Agreement as a whole, or any section, provision, or part thereof not found to be invalid or unconstitutional, except to the extent that the original intent of the Agreement cannot be fulfilled.
- e. This Agreement, as well as the unaffected provisions of any previous agreement(s), addendum(s),

June 2025

and/or amendment(s), represents the entire Agreement between the LPA and DOT regarding this project. All previously executed agreements shall remain in effect except as amended herein. Any subsequent change or modification to the terms of this Agreement shall be in the form of a duly executed amendment to this document.

IN WITNESS WHEREOF, each of the parties hereto has executed Agreement No. 2026-C-040 as of the date shown opposite its signature below.

BOARD OF SUPERVISORS OF WOODBURY COUNTY:

By: David G. Butcher Date December 9, 2025
Chairperson

ATTEST:

By: Michelle KS
County Auditor

IOWA DEPARTMENT OF TRANSPORTATION:

By: _____ Date _____, 20____
Jessica L. Felix, P.E.
District Engineer
District 3

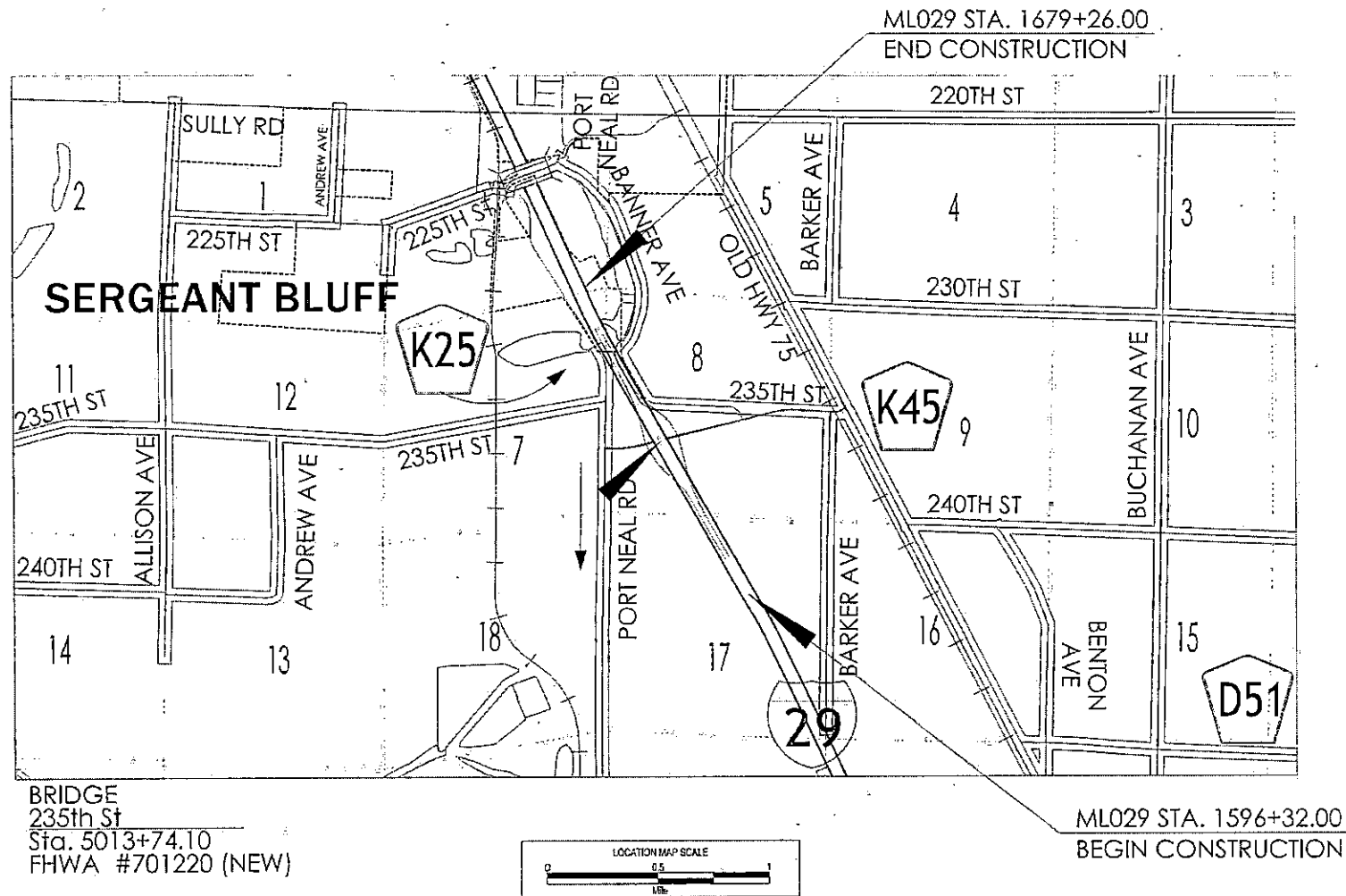


Exhibit B

LOCATION		DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	⊗ Inches	Ⓣ Feet
235th Street	5000+63.00 5001+77.00	41	37	15.5	4
235th Street	5001+77.00 5002+72.41	41-37	37	15.5	4
235th Street	5002+72.41 5003+28.05	37	37	15.5	4-10
235th Street	5003+28.05 5004+08.11	37	37-49	15.5	10
235th Street	5004+08.11 5010+10.83	37	49	15.5	10
235th Street	5010+10.83 5012+54.89	37-42	42	21.5	0
235th Street	5012+54.89 5018+23.83	42	42	21.5	0
235th Street	5018+23.83 5020+18.40	48	37	15.0	10
235th Street	5020+18.40 5021+98.40	40-37	37	15.5	10
235th Street	5021+98.40 5022+30.40	37-39	37-39	15.5	10-4
235th Street	5022+30.40 5023+20.15	29	29	15.5	4
235th Street	5023+20.15 5027+28.38	29-38	38-38	15.5	4
235th Street	5027+28.38 5028+98.00	20	40	15.5	4-0
235th Street	5028+98.00 5029+11.20	29	40	15.0	0

Normal section shown may be modified appropriately in areas of superimposed curves or other locations specifically designated by the Engineer.

See plan & profile sheets and cross sections for additional details of ditches and backdrops.

LOCATION		DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	⊗ Inches	Ⓣ Feet
Old US 75	335+28.00 336+27.87	18	18	15	
Old US 75	336+27.87 343+50.00	30	18	15	
Old US 75	343+50.00 344+57.87	30	0	15	
Old US 75	344+57.87 346+17.87	30-18	0	15	

LOCATION		DIMENSIONS			
ROAD IDENTIFICATION	STATION TO STATION	L Feet	R Feet	⊗ Inches	Ⓣ Feet
Barker Avenue	8000+76.00 8006+62.00	19	19	8	
Barker Avenue	8001+65.00 8002+41.53	19	19	8	

Normal section shown may be modified appropriately in areas of superimposed curves or other locations specifically designated by the Engineer.

See plan & profile sheets and cross sections for additional details of ditches and backdrops.

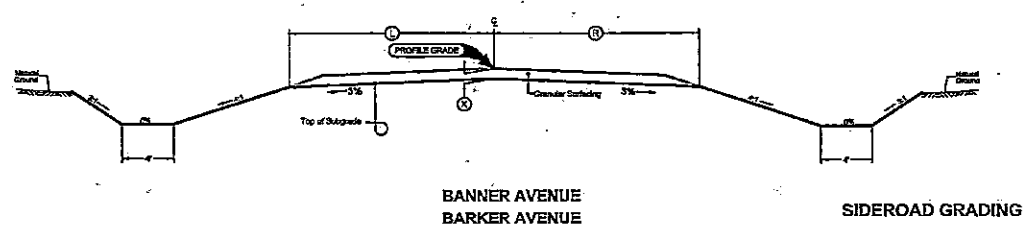
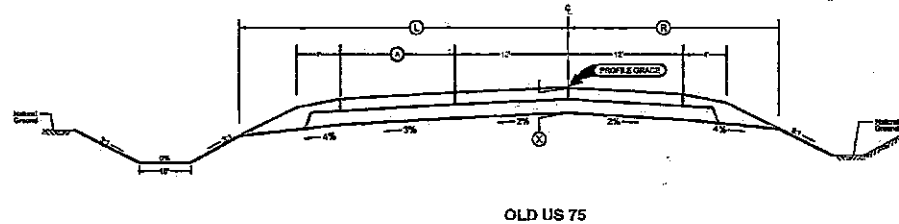
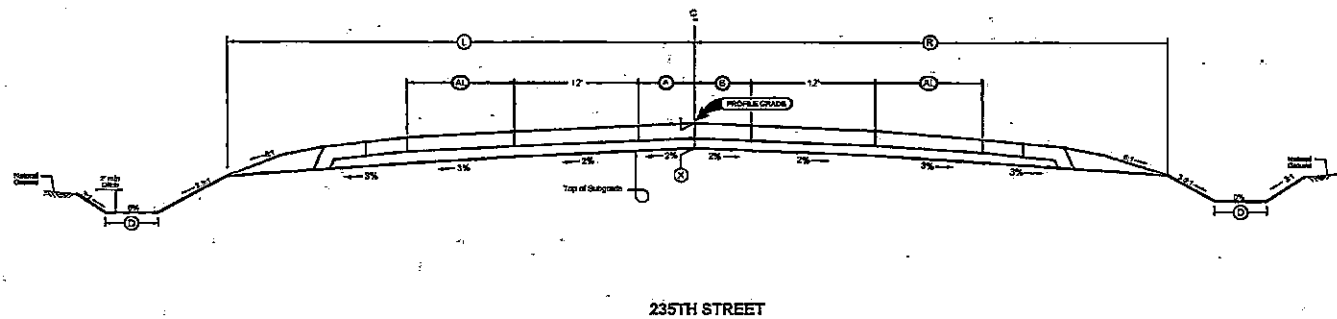
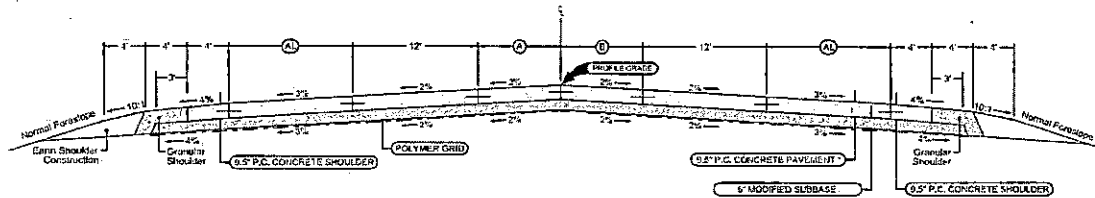


Exhibit B

PCC Auxiliary Lane And Shoulder

Shoulder Jointing
Longitudinal joint: L-2
Transverse joints: C/D. Match flange

ROAD IDENTIFICATION	BEGIN STATION	END STATION	AD Fee
235th Street	5005+12.00	5001+77.00	12
235th Street	5001+77.00	5002+72.41	12-0
235th Street	5002+72.41	5009+00.00	0
235th Street	5019+75.00	5020+18.40	12
235th Street	5020+18.40	5021+03.40	12-0
235th Street	5021+03.40	5036+01.57	0



Jointing:
Transverse joints: CD at 15' spacing
Longitudinal joint: 1-2

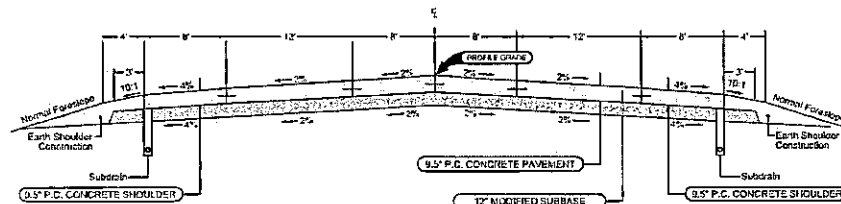
STATION TO STATION		(A) Feet	(B) Feet
5000-12.00	5001-77.00	12	6
5001-77.00	5003-72.41	12-8	5
5002-72.41	5009-60.00	8	8
5018-75.00	5022-98.40	8	6
5022-98.40	5027-38.40	6-0	3-0
5027-38.40	5056-05.45	0	0
5056-05.45	5057-26.00	0-4	0
5057-26.00	5058-91.57	4	0

*Note: The area east of the UPRR (Sta. 5050+30.00 to 5050+41.50), use 9" P.C. CONCRETE PAVEMENT to match the Old US 75 pavement section.

PCC Auxiliary Lane And Shoulder

PCC Shoulder Joining:
Longitudinal joints: 1-2
Transverse joints: CO, Match Ramp

ROAD IDENTIFICATION	BEGIN STATION	END STATION	AL Feet
235th Street	5039+12.00	5006+29.05	0
235th Street	5056+29.05	5008+00.11	0-12
235th Street	5008+00.11	5009+00.00	12
235th Street	5018+75.00	5009+00.00	0
235th Street	5055+00.00	5057+20.00	0-12
235th Street	5057+20.00	5058+01.57	12



Jointing:
Transverse joints: CD at 17' spacing
Longitudinal joint: L-2

STATION TO STATION	
5009+60.00	5012+54.99
5014+93.20	5010+75.00

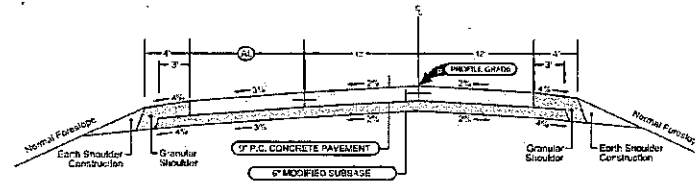
**SIDEROAD PAVING
235TH STREET**

Exhibit B

Auxiliary Lane

Transverse joints: CD, Match Mainline
Longitudinal joints: L-2 or KT-2

STATION TO STATION		(A) Feet
339+02.59	343+50.00	12



Section shown in the direction of stationing.

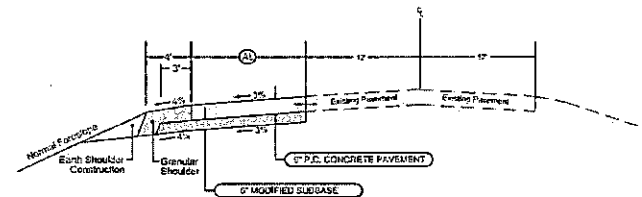
Joints:
 Transverse joints: CD at 15 spacing.
 Longitudinal joints: L-2

ROAD IDENTIFICATION	BEGIN STATION	END STATION
GR US 75	335-25.00	343-50.00

Auxiliary Lane

Transverse joints: CD, Match Blindline
Longitudinal joints: KT-2

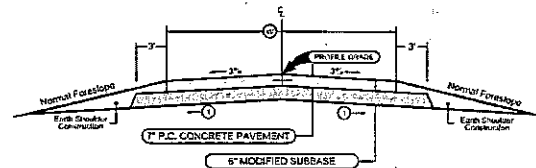
STATION TO STATION		(AL) Feet
343+50.00	345+60.00	12
345+60.00	347+40.00	12+0



Section shown in the direction of striking.

SIDEROAD PAVING
OLD US 75

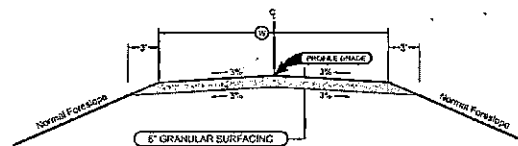
Exhibit B



① Subgrade profiled pavement shown. See L Sheets for details.

Joining:
Transverse joints: CD at 15' spacing
Longitudinal joints: L-3

LOCATION		DIMENSIONS
ROAD IDENTIFICATION	STATION TO STATION	② Feet
Banner Avenue	8000+12.00 - 8000+74.03	25
Barker Avenue	9002+41.89 - 9003+01.84	32



LOCATION		DIMENSIONS
ROAD IDENTIFICATION	STATION TO STATION	② Feet
Banner Avenue	9003+74.03 - 9006+12.00	25
Barker Avenue	9001+85.00 - 9002+41.89	32
ENTR5026	0+22.51 - 1+45.60	40
ENTL5048	0+20.00 - 0+95.00	60
ENTR5048	0+20.00 - 0+75.00	40
ENTL5055	0+20.00 - 0+70.00	40
ENTR5057	0+32.00 - 0+78.00	15
ENTL5057	0+78.00 - 1+05.00	12-31
ENTL3096	0+12.00 - 0+78.00	40
ENTL3016	0+12.50 - 0+33.00	40

SIDEROAD PAVING
BANNER AVENUE
BARKER AVENUE
FIELD ENTRANCES

Exhibit B

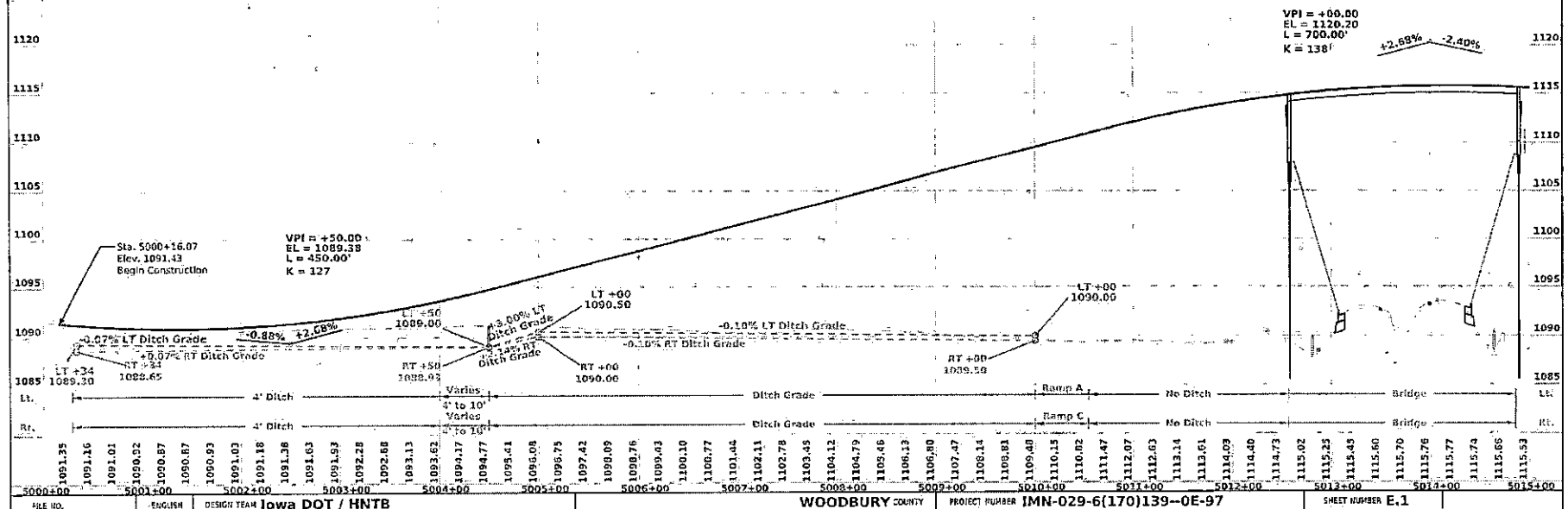
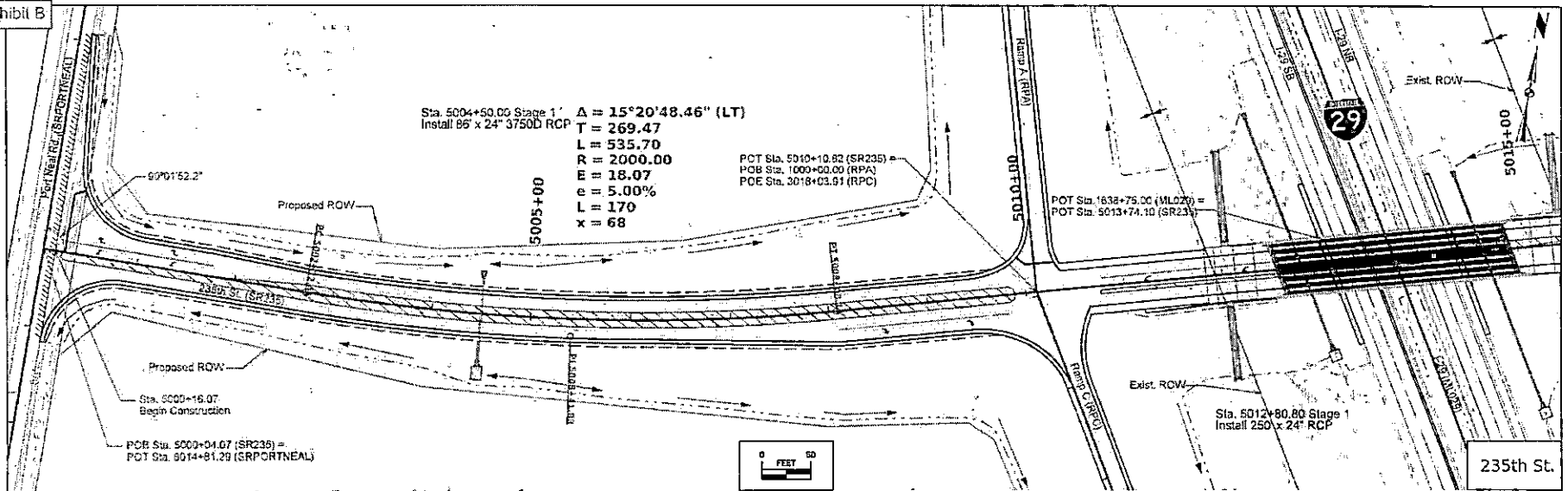


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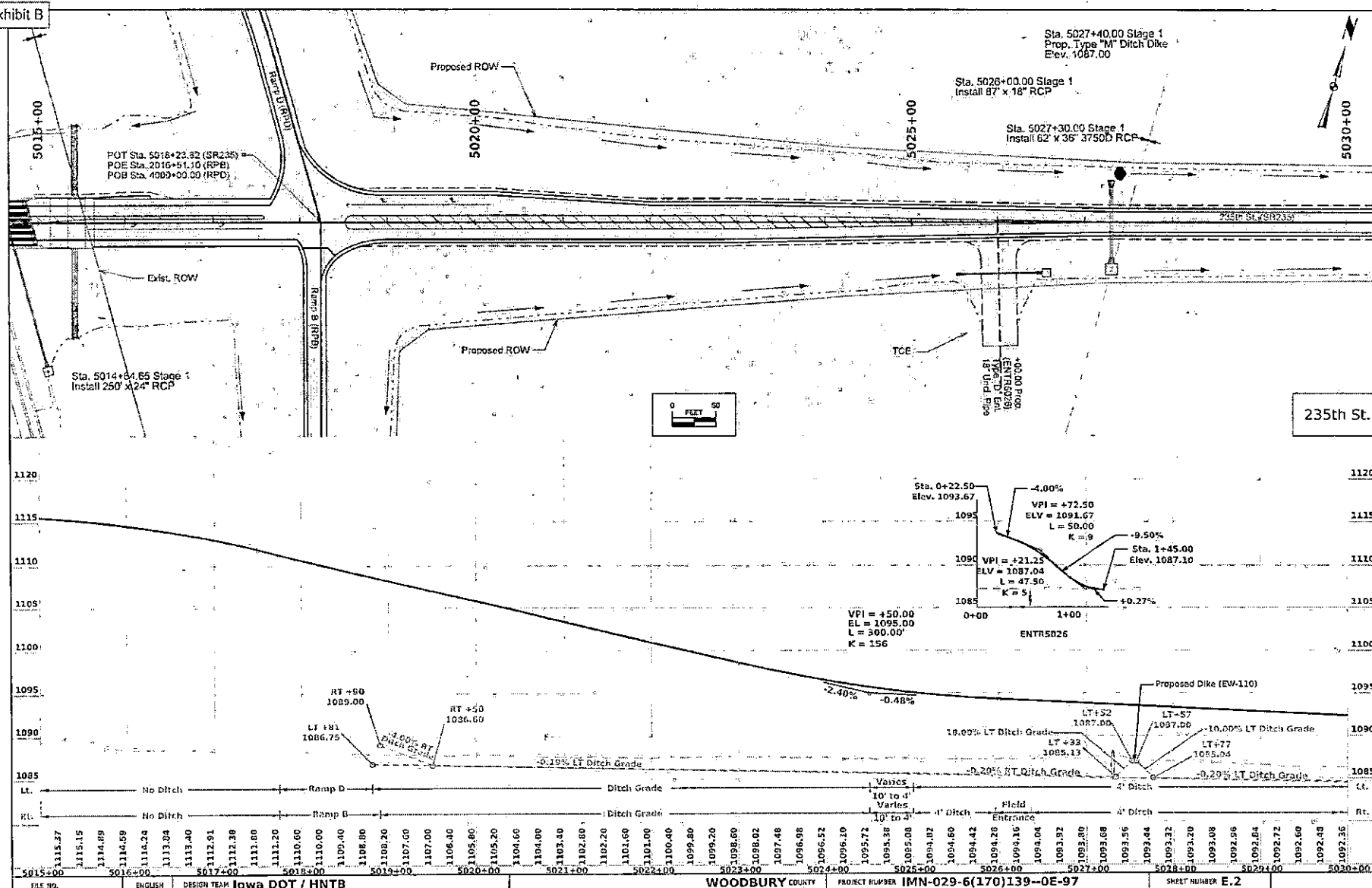


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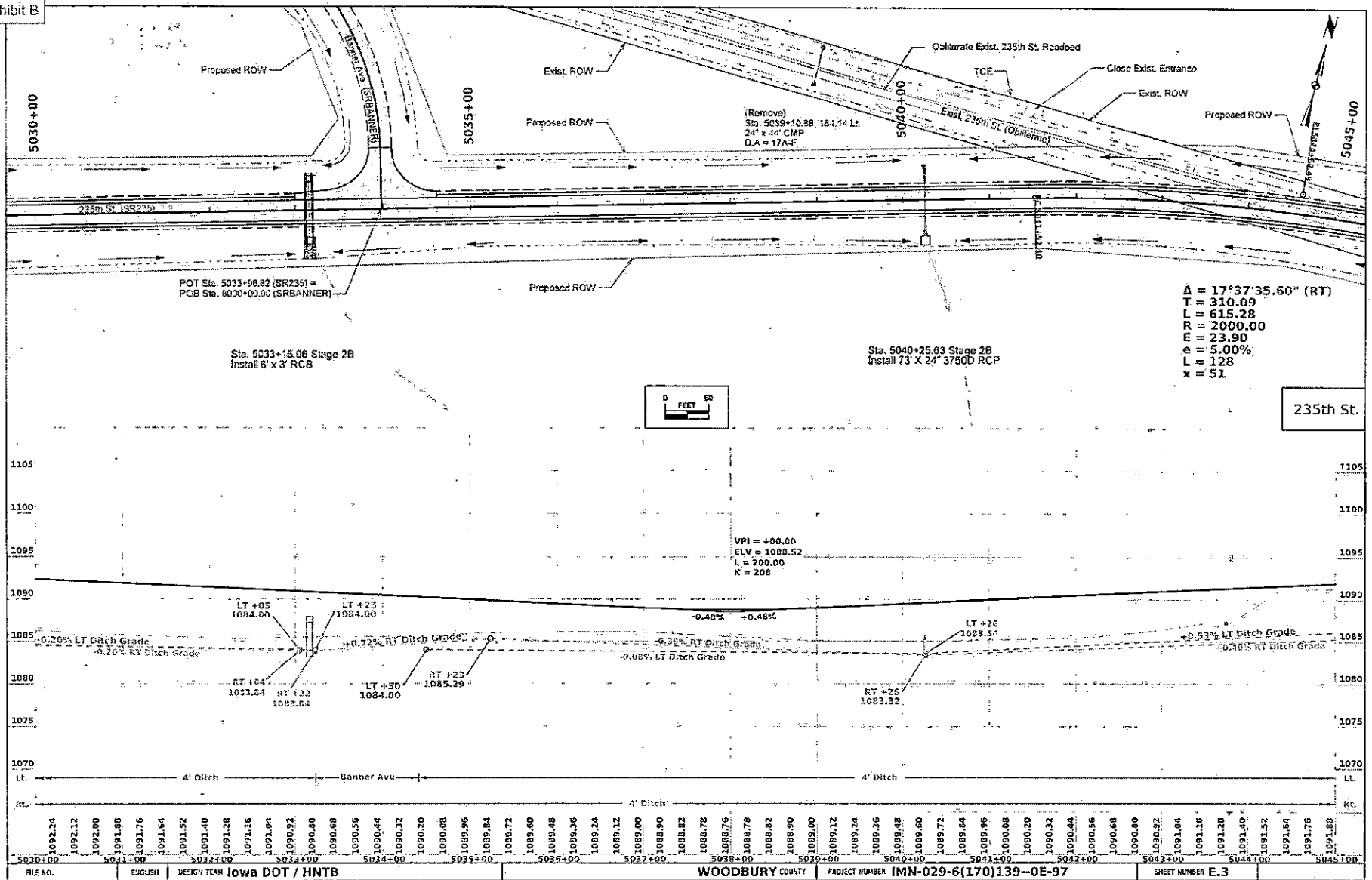
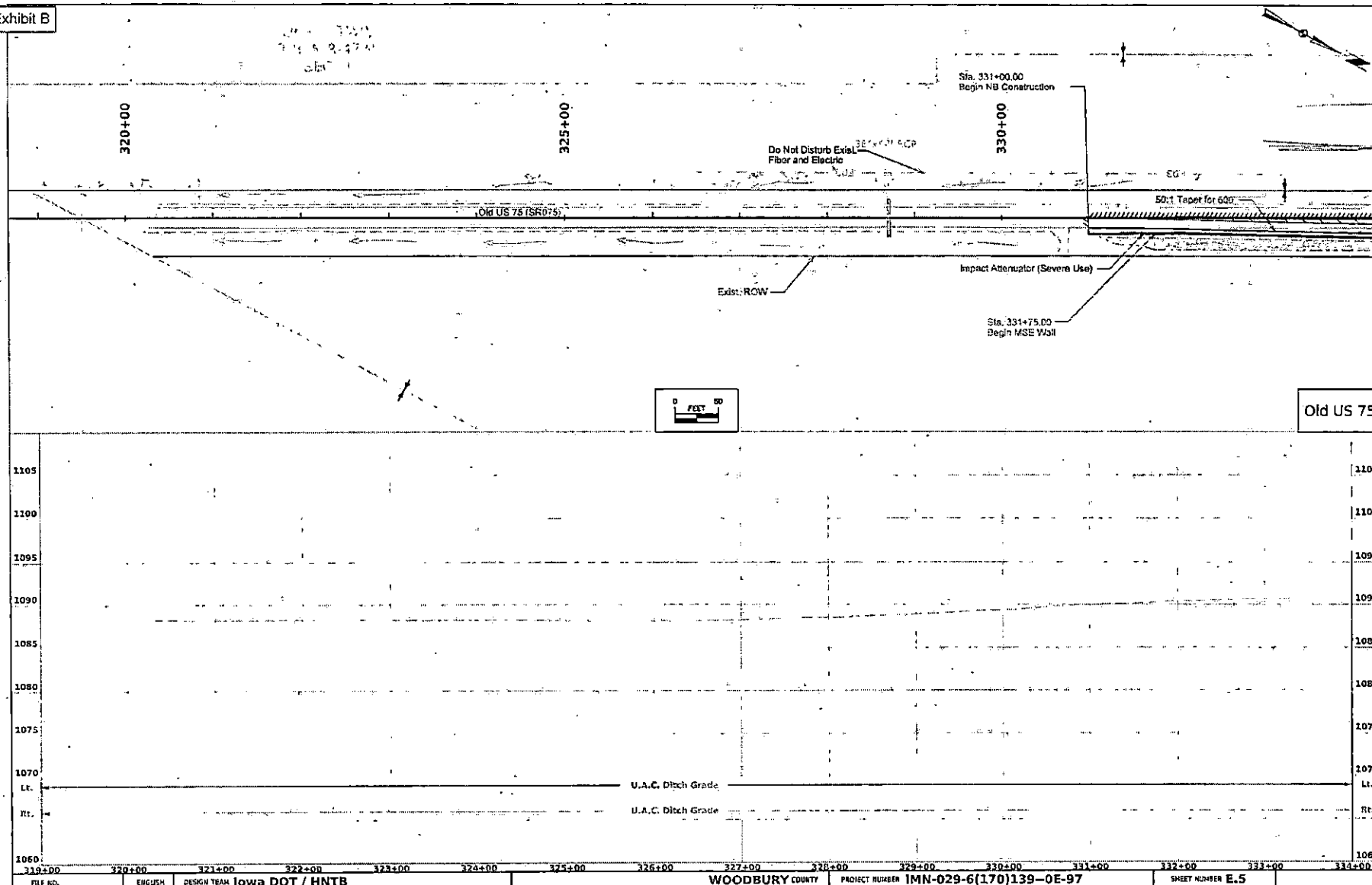


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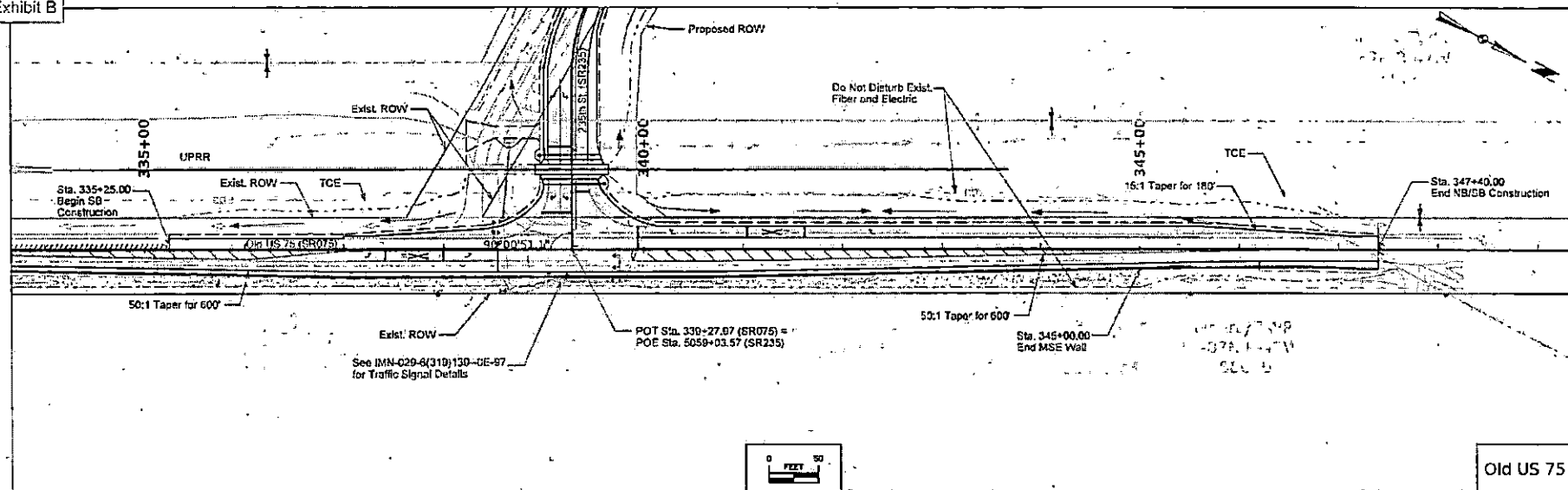
Exhibit B



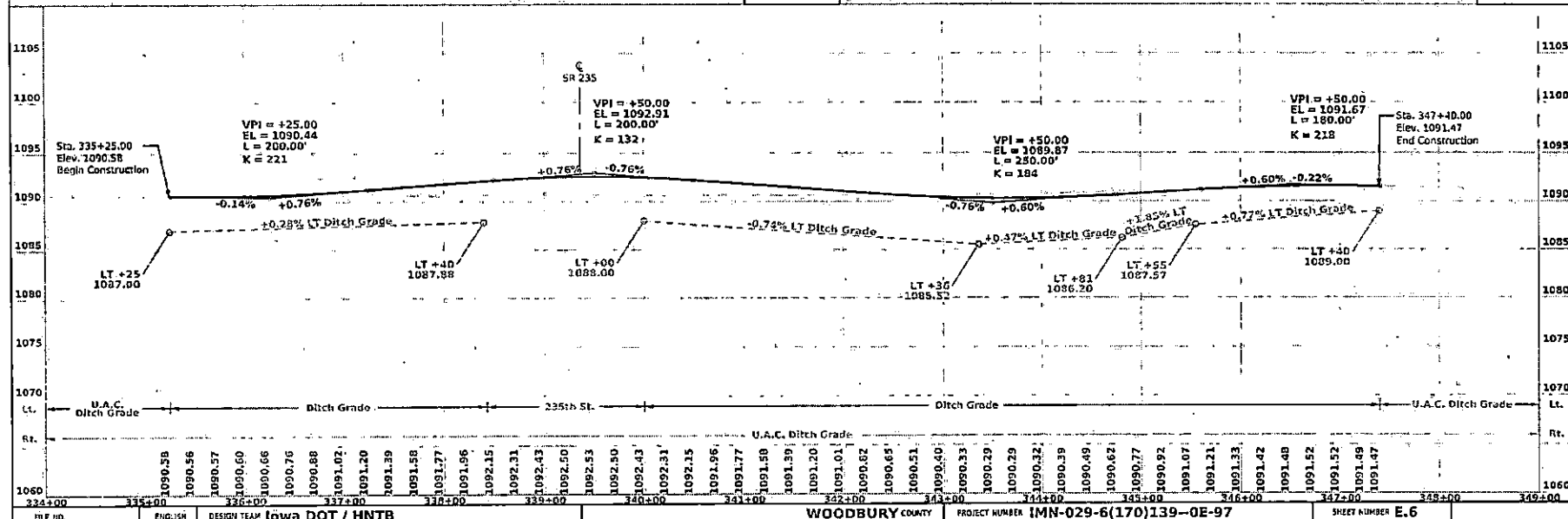
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2026-C-040_WoodburyCo

Exhibit B



Old US 75



FILE NO.	ENGLISH	DESIGN TEAM	Iowa DOT / HNTB	WOODBURY COUNTY	PROJECT NUMBER	IMN-029-6(170)139-0E-97	SHEET NUMBER	E.6
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2026-C-040_WoodburyCo

Exhibit B

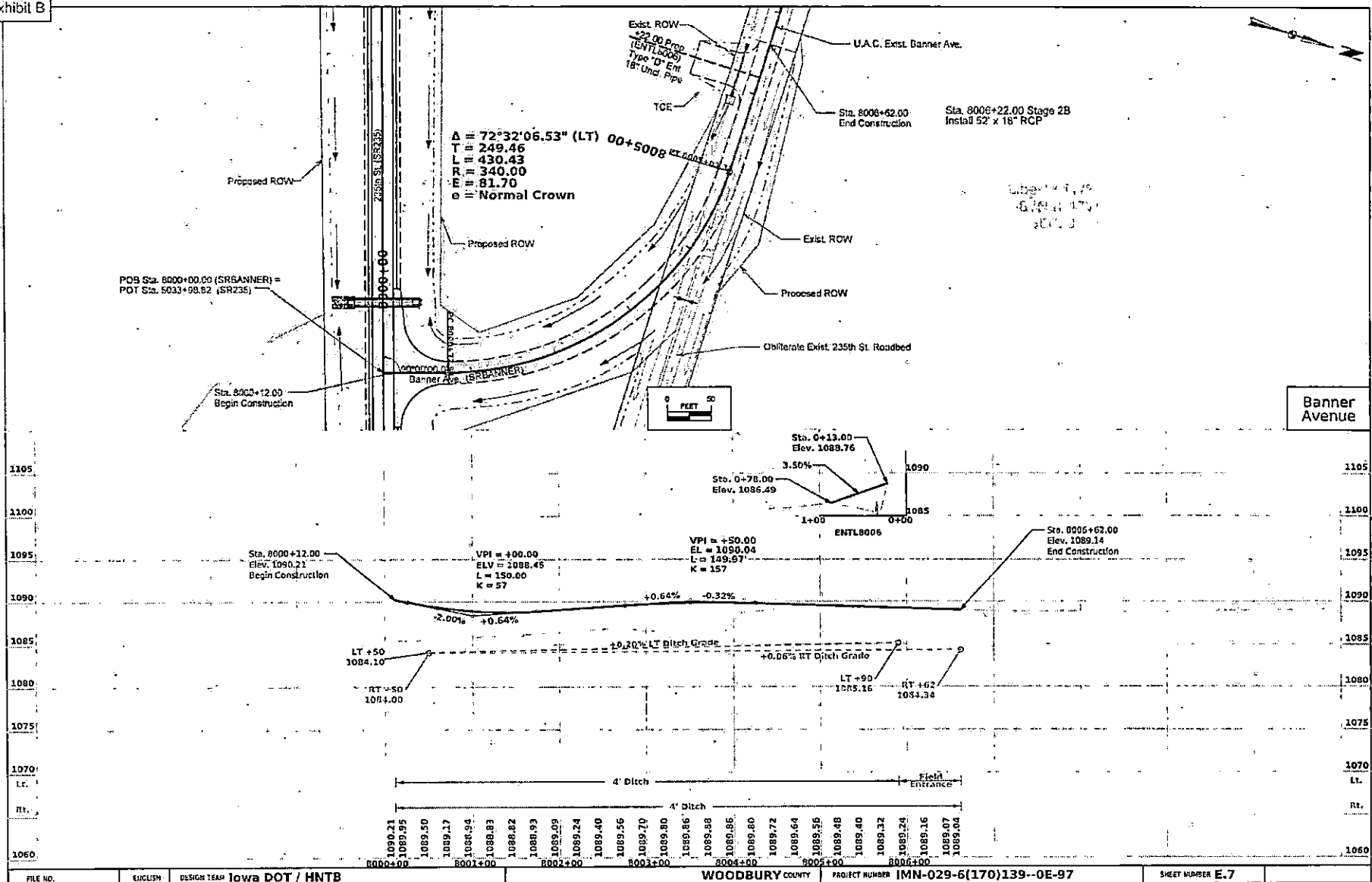
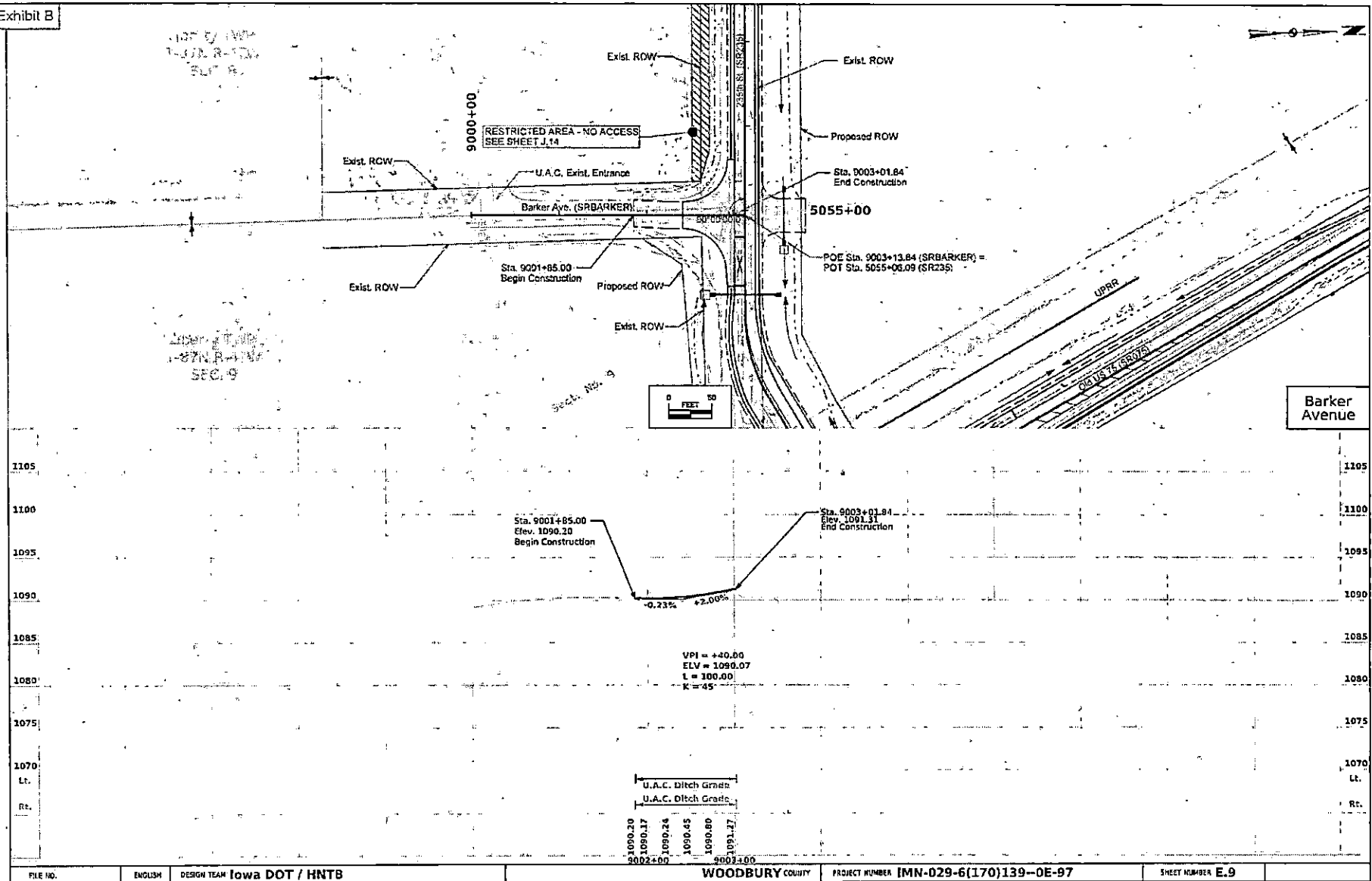


Exhibit B



FILE NO.	ENGLISH	DESIGN TEAM	Iowa DOT / HNTB	WOODBURY COUNTY	PROJECT NUMBER	IMN-029-6(170)139-0E-97	SHEET NUMBER	E.9
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2026-C-040_WoodburyCo

ESTIMATED ROADWAY QUANTITIES

IMN-029-6(170)139--0E-97

S-29 Southbridge Interchange
11/7/2025
Includes (170) Grade and Pave, (314) Bridge, (315) Signs, (316) Lighting (By Others), and (319) Signal

Item Code	Item	Unit	Total	Unit Cost Used	Stage 1A		Stage 1B		Stage 2A		Stage 2B	
					FY26 (Jan. - Jun. 2026)	Cost	FY27 (Jul. - Dec. 2026)	Cost	FY27 (Jan. 2027 - Jun. 2027)	Cost	FY28 (Jul. 2027 - Dec. 2027)	Cost
WOODBURY COUNTY - Division 1 - Roadway												
2182-0450801	CLEANING AND GRUBBING	ACRS	49.0	\$2,791.00	33.3	\$87,189.20			2.4	\$6,700.78	15.3	\$42,577.85
2182-0425670	SPECIAL BACKFILL	TON	136.5	\$34.89	136.5	\$4,724.29						
2182-2615001	EMPAVEMENT-IN-PLACE, CONTRACTOR FURNISHED	CY	202367.0	\$7.65	277831.5	\$2,278,410.08					4335.5	\$34,696.58
2182-2718870	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	38819.0	\$4.57	8515.0	\$42,319.35			6085	\$30,242.45	22319.0	\$120,340.43
2182-2710880	EXCAVATION, CLASS 10, WASTE	CY	9086.0	\$8.73							6996.0	\$79,488.84
2182-2733890	EXCAVATION, CLASS 11, WASTE	CY	27.0	\$37.22							22.8	\$708.84
2182-1604000	LOCATING TIE LINES	SIA	195.90	\$109.75	81.08	\$8,565.75					24.60	\$2,538.00
2182-5820010	ORBITATE OLD ROADWAY	SIA	12.00	\$523.89							12.00	\$6,277.00
2182-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	50875.0	\$4.59					25812.0	\$118,477.88	24803.0	\$114,321.37
2182-0874300	COMPACTION WITH MOISTURE CONTROL	CY	122107.0	\$0.44	100134.0	\$131,378.08			20970.0	\$880.00	33073.0	\$14,332.12
2122-0000100	WICK DRAIN	LF	134592.0	\$1.00								
2122-0000100	HORIZONTAL STRIP DRAIN	LF	14151.0	\$3.00	14151.0	\$42,453.00						
2122-0100000	MODIFIED SUBBASE	CY	20150.3	\$96.88					13218.6	\$488,444.48	6931.7	\$225,088.50
2122-7425010	GRANULAR SHOULDER, TYPE A	TON	3045.3	\$29.80					2195.7	\$65,431.86	850.2	\$28,535.96
2122-5300009	PAVED SHOULDER, P.C. CONCRETE, 9 IN.	SY	145.3	\$65.00					145.3	\$9,444.50		
2122-5300009	PAVED SHOULDER, P.C. CONCRETE, 9.5 IN.	SY	5025.8	\$60.53					2807.2	\$169,075.98	2218.6	\$134,334.33
2122-5300110	PAVED SHOULDER, P.C. CONCRETE, 11 IN.	SY	13865.8	\$72.25	205.0	\$14,811.25			5520.6	\$392,863.35	6140.2	\$443,829.45
2123-7450360	SHOULDER CONSTRUCTION, EARTH	SIA	335.04	\$133.91					213.00	\$45,562.83	122.04	\$26,185.38
2123-5070322	PATCHES, PARTIAL-DEPTH REPAIR, HOT MIX ASPHALT	SY	3155.1	\$31.64	3305.2	\$198,473.76						
2381-1003890	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, OM-C, CLASS 3 DURABILITY, 9 IN.	SY	6987.3	\$68.73					6587.3	\$448,661.09		
2381-1003995	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, OM-C CLASS 3 DURABILITY, 9.5 IN.	SY	20497.8	\$53.00					6518.3	\$345,489.90	13979.5	\$740,913.50
2381-1004110	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, OM-C CLASS 3 DURABILITY, 11 IN.	SY	13118.5	\$78.07					8751.7	\$693,038.15	11956.0	\$849,023.80
2382-7380110	PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE FOR PCC PAVEMENT THICKNESS (BY SCHEDULE)	EACH	\$7188	\$0.06					26743	\$32,673.78	30357	\$29,342.72
2312-8200051	GRANULAR SURFACING ON ROAD, CLASS A CRUSHED STONE	TON	665.9	\$23.96							665.9	\$15,954.90
2315-8725075	SURFACING, DRIVEWAY, CLASS A CRUSHED STONE	TON	681.1	\$26.90					286.7	\$7,738.83	394.4	\$10,644.86
2317-7005110	PAYMENT ADJUSTMENT INCENTIVE/DISINCENTIVE FOR PCC PAVEMENT SMOOTHNESS (BY SCHEDULE)	EACH	18693	\$0.07					17143	\$16,028.71	15460	\$18,876.20
2482-0425040	EXCAVATION, CLASS 20	CY	600.0	\$40.05	418.5	\$20,527.43			26.9	\$1,319.45	245.5	\$12,084.78
2482-2720000	EXCAVATION, CLASS 20, FOR ROADWAY PIPE CULVERT	CY	1102.0	\$12.92							1102.0	\$14,237.64
2482-2720100	EXCAVATION, CLASS 20, FOR ROADWAY PIPE CULVERT	CY	751.3	\$14.53	394.2	\$5,727.73			91.0	\$1,953.79	365.1	\$3,837.37
2482-3825075	GRANULAR MATERIAL FOR BLANKET	CY	38.0	\$112.05							38.0	\$3,361.50
2482-0100020	STRUCTURAL CONCRETE (FOR CULVERT)	CB	60.1	\$807.32							60.1	\$53,016.81
2484-7725060	REINFORCING STEEL	LB	7664.8	\$1.95							7664.0	\$14,827.88
2416-0100010	APRONS, CONCRETE, 18 IN. DIA.	EACH	12	\$1,174.85	2	\$2,349.70					10	\$11,748.48
2416-0100024	APRONS, CONCRETE, 18 IN. DIA.	EACH	37	\$1,700.46	14	\$23,886.44			2	\$3,400.92	1	\$1,758.46
2416-0100030	APRONS, CONCRETE, 30 IN. DIA.	EACH	2	\$1,786.35							2	\$3,572.70
2416-0100036	APRONS, CONCRETE, 36 IN. DIA.	EACH	2	\$1,892.37							2	\$3,684.74
2416-1160010	CULVERT, CONCRETE ENTRANCE PIPE, 18 IN. DIA.	LF	317.0	\$64.00	87.0	\$5,568.00					230.0	\$14,730.00
2416-1160024	CULVERT, CONCRETE ENTRANCE PIPE, 24 IN. DIA.	LF	587.0	\$92.81	580.0	\$46,405.60					87.0	\$8,074.47
2416-1160030	CULVERT, CONCRETE ENTRANCE PIPE, 30 IN. DIA.	LF	376.0	\$189.51							376.0	\$18,353.78
2417-0225074	APRONS, METAL, 24 IN. DIA.	EACH	4.0	\$511.60	4	\$2,046.76						
2417-1060024	CULVERT, CORRUGATED METAL ROADWAY PIPE, 24 IN. DIA.	LF	168.0	\$88.62	168.0	\$13,544.16						
2432-0000000	MECHANICALLY STABILIZED EARTH RETAINING WALL	SF	0155.0	\$47.42					835.0	\$434,130.18		
2432-0000501	GRANULAR BACKFILL, MSE WALL	TON	6802.7	\$35.74					6502.7	\$243,128.50		
2501-0210014	SUBDRAIN, LONGITUDINAL (SHOULDER) 4 IN. DIA.	LF	27847.0	\$7.86					14898.0	\$105,386.88	12959.0	\$114,576.64
2501-0221006	SUBDRAIN OUTLET, 8 IN. DIA.	EACH	136	\$462.53					76	\$3,512.78	60	\$27,751.80
2503-0000016	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 76 IN.	LF	44.8	\$19.91							44.8	\$878.04
2503-0500402	WEDGE END DRAIN, 8 IN. DIA.	EACH	4	\$3,458.88					4	\$13,832.32		
2505-2000300	STEEL BEAM GUARDRAIL	LF	62.5	\$76.77					62.5	\$5,873.13		
2505-2000410	STEEL BEAM GUARDRAIL, BARRIER TRANSITION SECTION, BA-205	EACH	1	\$2,831.55					1	\$2,831.55		
2505-2000415	STEEL BEAM GUARDRAIL, BARRIER TRANSITION SECTION, BA-205	EACH	2	\$5,107.15					2	\$6,734.30		
2505-0021010	STEEL BEAM GUARDRAIL END ANCHOR, BOLTED	EACH	3	\$393.13					3	\$599.33		
2505-2023720	STEEL BEAM GUARDRAIL TANGENT END TERMINAL, BA-205	EACH	3	\$5,839.13					3	\$9,117.33		
2505-6000111	HIGH TENSION CABLE GUARDRAIL	LF	750.8	\$31.39					750.0	\$23,562.50		
2505-6000121	HIGH TENSION CABLE GUARDRAIL, END ANCHOR	EACH	4	\$3,471.14					4	\$13,684.56		
2505-6000131	HIGH TENSION CABLE GUARDRAIL, SPARE PARTS KIT	EACH	2	\$5,472.54							2	\$6,945.08
2506-0000000	PLUMBABLE MORTAR	CY	52.5	\$128.41	27.1	\$6,180.81			8.3	\$1,899.80	17.1	\$1,900.41
2518-0725050	REMOVAL OF PAVEMENT	SY	12128.7	\$9.88					3288.3	\$32,230.89	8940.4	\$84,570.36
2517-0225120	RAILROAD APPROACH SECTION, P.C.C.	SY	89.6	\$198.08					89.6	\$17,224.08		
2517-0225120	RAILROAD APPROACH SECTION, HMA	SY	87.6	\$55.00					87.6	\$1,718.08		
2519-1100000	FACE, FIELD	LF	9007.1	\$4.63								
2519-1100040	FIELD FENCE BRACE PANELS	EACH	48	\$264.53							48	\$12,697.44
2520-3150015	FIELD OFFICE	EACH	1	\$12,297.71	1	\$11,207.71						
2528-8183006	CONSTRUCTION SURVEY	LS	1.0	\$78,524.63	0.3	\$7,313.16	0.3	\$7,131.76	0.4	\$2,331.36	0.3	\$7,133.16
2527-0725137	PAINTED SYMBOLS AND LEGENDS, WATERBORNE OR SOLVENT-BASED	EACH	23	\$123.75					23	\$2,846.25		
2527-0725137	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT-BASED	SIA	817.81	\$29.85					315.5	\$11,507.18	437.31	\$12,004.45
2527-0725137	PAINTED PAVEMENT MARKINGS, WATERBORNE OR SOLVENT-BASED	SIA	853.18	\$27.68					426.29	\$11,799.71	426.89	\$11,877.31
2527-0725137	PAINTED PAVEMENT MARKINGS, MULTI-COMPONENT LIQUID	SIA	563.34	\$183.58							563.34	\$103,412.86
2527-0725137	PAINTED PAVEMENT MARKINGS, PREFORMED THERMOPLASTIC MARKING MATERIAL	SIA	10.76	\$192.82							10.76	\$10,542.86
2527-0725137	REMOVABLE TAPE MARKINGS, WET RETROREFLECTIVE	SIA	31.52	\$198.09							31.52	\$6,372.82
2527-0725137	GROOVES CUT FOR PAVEMENT MARKINGS	SIA	981.18	\$11.90							981.38	\$32,305.62
2527-0725120	GROOVES CUT FOR SYMBOLS AND LEGENDS	EACH	23	\$177.65							23	\$4,086.85
2528-2510000	SAFETY CLOSURE	EACH	9	\$191.69					4	\$766.76	5	\$958.65
2528-8400048	TEMPORARY BARRIER WALL, CONCRETE	LF	20837.5	\$15.47	6312.3	\$97,654.4					14525.2	\$224,701.79
2528-8400157	TEMPORARY FLOODLIGHTING LUMINAIRE	EACH	2	\$4,217.69					2	\$8,435.38		
2528-8405110	TRAFFIC CONTROL	LS	1.0	\$51,803.35	0.3	\$15,450.84	0.3	\$15,450.84	0.3	\$15,450.84	0.3	\$15,450.84
2528-8445111	FLAGGERS	EACH	10.0	\$518.33					10.0	\$5,183.30		

2528-2529000	PORTABLE DYNAMIC MESSAGE SIGN (PDMS)	QWY	100	529.58	28	\$2,021.22	0.5	\$250,778.97	18	\$2,151.43	60	\$1,439.48
2533-4000000	SCALING BELLS	EACH	1.0	\$501,552.24	0.5	\$500,778.97	0.5	\$250,778.97				
2533-5975110	SCALING BELLS	EACH	1.0	\$5,527.21	1.0	\$5,527.21						
2544-0000000	MILLED SHOULDER RUBBLE STRIPS, HMA SURFACE		351.43	\$39.00							151.43	\$5,751.14
2544-0000010	ASPHALT PAVEMENT FOR SHOULDER RUBBLE STRIPS		200.1	\$9.84							200.1	\$1,976.92
2547-0000000	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000010	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000020	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000030	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000040	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000050	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000060	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000070	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000080	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000090	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000100	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000110	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000120	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000130	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000140	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000150	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000160	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000170	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000180	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000190	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000200	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000210	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000220	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000230	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000240	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000250	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000260	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000270	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000280	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000290	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-0000300	CONCRETE CURB (12" HIGH) (12' LONG)		4	\$27,052.16							4	\$36,314.28
2547-000031												

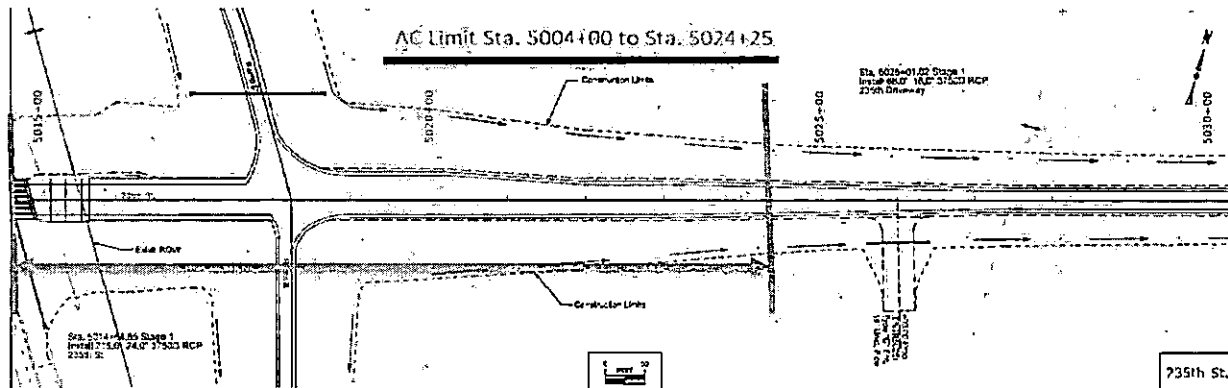
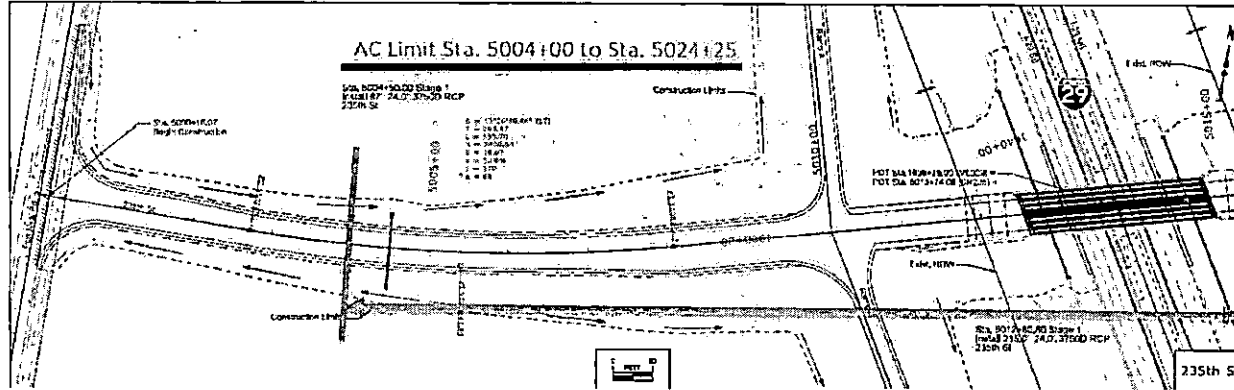
Exhibit C

[illegible]

RDW Cost				
Paid	Debit	Date of Purchase	Acct	Cost
	Line: AA Johnson Rowland Trust	5/8/2025		275,100.00
	Line: EL Johnson and Linda L. Johnson	5/8/2025		9,500.00
	Bit & C Farm, LLC	5/28/2025		315,000.00
	Affred L. Godfredson and Margaret A. Godfredson Revocable Trust	5/25/2025		181,812.00
	Affred L. Godfredson, a single person	5/30/2025		26,700.00
			RDW Subtotal	\$756,112.00

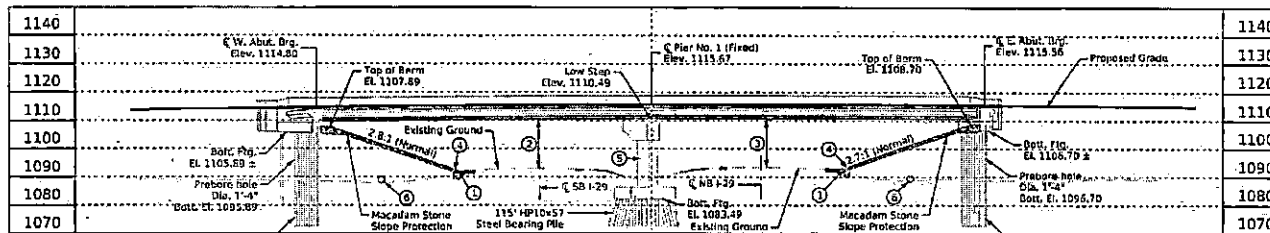
Final Project Estimate (Woodbury County Only)	\$10,909,999.61
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ACCESS CONTROL DIAGRAM:



Control Point 97K25023: N 8542503.05, E 14089682.04; CP FENO Monument set in N edge of field entrance on east side K25 approx. 450 ft. S. Intersection K25 and 235th St. Elev. 1091.12

Exhibit E



Longitudinal Section Along C 235th Street

Note:
Top of bridge deck at centerline roadway is 0.03' below the profile grade to account for parabolic crown. Profile grade line (PGL) is at C.

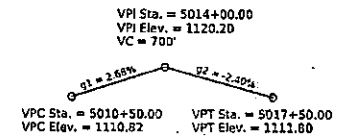
Minimum Vertical Clearance

SB I-29

Overhead Station = 5013+28.81, 26.08' LT.
Overhead Elevation = 1114.95
Depth of Superstructure = 4.63'
Underpass Station = 1639+11.92, 37' RT.
Underpass Elevation = 1093.12
Minimum Vertical Clearance = 17.20'

NB I-29

Overhead Station = 5014+05.42, 26.08' LT.
Overhead Elevation = 1115.24
Depth of Superstructure = 4.63'
Underpass Station = 1638+92.09, 37' RT.
Underpass Elevation = 1093.54
Minimum Vertical Clearance = 17.07'



Proposed Profile Grade 235th St.

Traffic Estimate

I-29	
2022 AADT	20,600 V.P.D.
2050 AADT	31,400 V.P.D.
20+ DHV	- V.P.H.
TRUCKS	25.1 %
Total Design ESALs	-

Traffic Estimate

235th Street (E. of I-29)	
2022 AADT	51 V.P.D.
2050 AADT	1470 V.P.D.
20+ DHV	- V.P.H.
TRUCKS	13.0 %
Total Design ESALs	-

Traffic Estimate

235th Street (W. of I-29)	
2022 AADT	- V.P.D.
2050 AADT	4490 V.P.D.
20+ DHV	- V.P.H.
TRUCKS	- %
Total Design ESALs	-

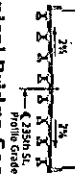
Utilities Note:

Utilities shown on this sheet are for information only. See Road Design sheets for utility information.

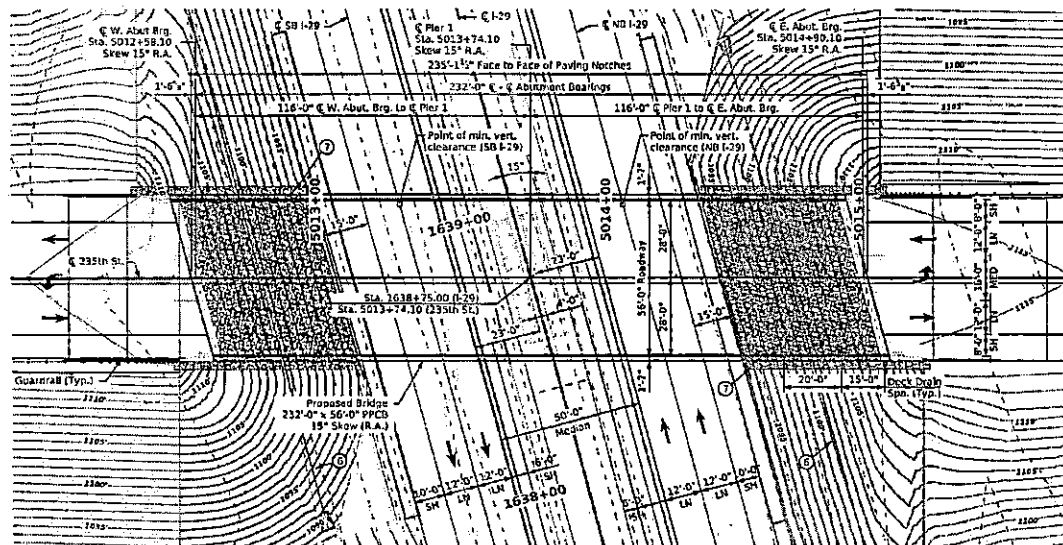
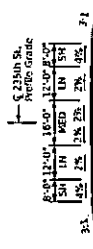
General Utility Symbols:

E - Electric Line
G - Gas Line
SAN - Sanitary Sewer
T - Telephone Line
W - Water Line
FO - Fiber Optic Line
GHP - Gas High Pressure
ST S - Storm Sewer
TV - TV
Power Poles

Typical Bridge Section



Typical Approach Section



Situation Plan

Design For 15° Skew (I.A.)
**232'-0" x 56'-0" Prestensioned
Prestressed Conc. Beam Bridge**
116'-0" End Spans
SITC Debris
Situation Plan
STA. 5013+74.10 (235th St.)
Turn-in Date: Nov 2025
Woodbury County
IOWA DEPARTMENT OF TRANSPORTATION
Design No. 626 Design Sheet No. 5 of 30 FHWA No. 701220

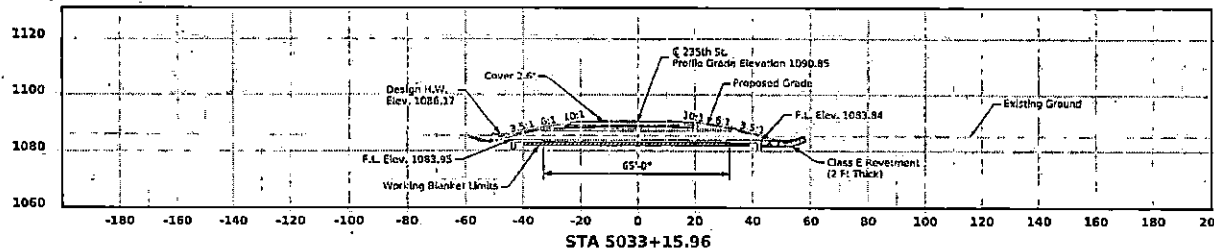
FILE NO. 32510	ENGLISH	DESIGN TEAM 10178	WOODBURY COUNTY	PROJECT NUMBER 646-038-6331-4139-07-07	SHEET NUMBER V.5
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2026-C-040_WoodburyCo

Control Point: 97K25023, CP FENO MONUMENT SET IN N EDGE OF FIELD ENT ON EAST SIDE K25 APPROX 450 FT S INTERSECTION K25 & 235TH ST N. 8542503.047, E. 14089982.042, Elev. 1091.125

Exhibit E



General Notes:

This design is for the design of a new Single 6'-0" x 3'-0" x 65'-0" RCB Culvert.

Design Notes:

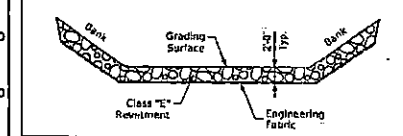
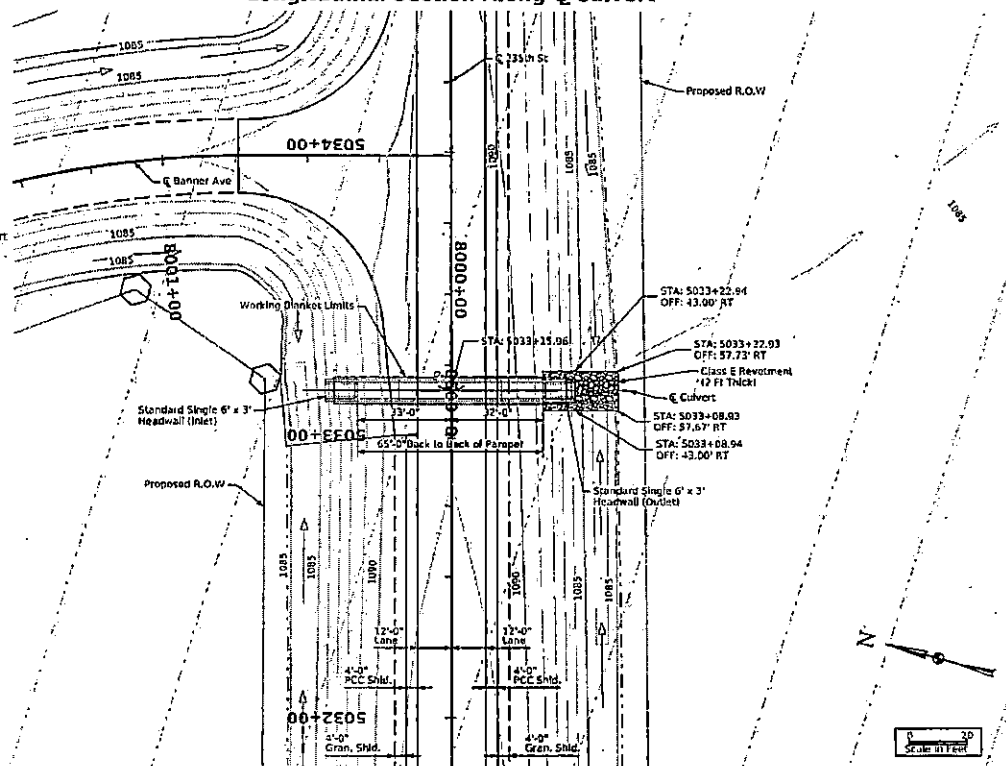
1. Fill for this C.I.P. Culvert is 2.6'.
2. Anticipated Settlement has been addressed by surcharge and wick drains. See "J" Sheets For more information.
3. Density used for Class E quantity calculations is 1.5 Tons/CY.
4. Revetment is proposed at the culvert outlet.
5. Due to anticipated future loads, utilize the "zero cover" thickness top slab for this culvert from the RCB standard detail.

Plan Notes:

1. Drainage through culvert/channel must be maintained throughout construction.

Hydraulic Data

Drainage Area = 5.5 Acres
Stream Slope = 10.13 FC/Mi.
 $Q_{50} = 32.3$ cfs
HW Elev. = 1086.17
Exit Velocity = 0.45 fps
 $Q_{100} = 40.0$ cfs
HW Elev. = 1086.33
Exit Velocity = 0.49 fps



Typical Channel Protection

Estimated Revetment Quantities Included With Road Plans

Location	Revetment Class "E" (Ton)	Engineering Fabric (SY)	CL 13 Channel Excavation (CY)
Inlet			
Outlet	33	33	22
Totals	33	33	22

Excavation quantity calculated from grading surface. Excavation quantity is for embedded revetment core cut only, and does not include excavation to the grading surface. Excavation quantity to the grading surface is determined by Road Design and included in the Road Plans. Quantities shown for information only. See Road Sheets.

VPI Sta. = 5026+00.00
VPI Elev. = 1094.28
VPI Sta. = 5037+00.00
VPI Elev. = 1089.00
0.48 %

Proposed Profile Grade 235th St.

Location

235th Street over ditch
T-87N R-47W
Section 8
Liberty Township
Woodbury County
Latitude 42.365789°
Longitude -96.339014°

Traffic Estimate

2025 AADT 51 V.P.D.
2025 AADT 1420 V.P.D.
TRUCKS 13 %

Utilities Note:

Utilities shown on this sheet are for information only. See Road Design sheets for utility information.

General Utility Symbols:

E - Electric Line
G - Gas Line
SAN - Sanitary Sewer
T - Telephone Line
W - Water Line
FO - Fiber Optic Line
GHP - Gas High Pressure
ST S - Storm Sewer
TV - TV
P - Power Poles

Single 6'-0" x 3'-0" x 65'-0" Reinforced Concrete Box Culvert

Situation Plan C.I.P.

STA 5033+15.96 (235th St.)
Turn-In Date: November 2025
Woodbury County

Design No. Design Sheet No. 3 of 4 FHWAA/akt

FILE NO.	ENGLISH	DESIGN TEAM	Iowa DOT / MNTB	WOODBURY COUNTY	PROJECT NUMBER	UNH-029-4-(170)139-0-47	SHEET NUMBER	V.4
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