

IOWA DEPARTMENT OF TRANSPORTATION  
OFFICE OF CONTRACTS LETTING SUMMARY

July 1, 2021 thru June 30, 2022

Twelve regularly scheduled lettings and 4 emergency/special lettings were held by the Iowa Department of Transportation for construction and maintenance work during the period covered by this report. At these lettings, projects totaling \$1,270,689,496.47 were approved. Projects approved for award totaled:

| Construction Projects                     | Project Count | Project Sum        |
|---|---------------|--------------------|
| <b>Enhancements</b>                       |               |                    |
| Bridge & Culvert Contracts                | 4             | \$6,688,554.11     |
| Road Contracts                            | 27            | \$43,534,232.80    |
| <b>Enhancements Total</b>                 | 31            | \$50,222,786.91    |
| <b>Farm to Market</b>                     |               |                    |
| Bridge & Culvert Contracts                | 61            | \$47,991,770.07    |
| Road Contracts                            | 118           | \$175,036,531.50   |
| <b>Farm to Market Total</b>               | 179           | \$223,028,301.57   |
| <b>Interstate</b>                         |               |                    |
| Bridge & Culvert Contracts                | 34            | \$76,153,000.57    |
| Road Contracts                            | 88            | \$171,897,578.87   |
| <b>Interstate Total</b>                   | 122           | \$248,050,579.44   |
| <b>Local Secondary</b>                    |               |                    |
| Bridge & Culvert Contracts                | 32            | \$19,064,055.13    |
| Road Contracts                            | 5             | \$1,007,751.00     |
| <b>Local Secondary Total</b>              | 37            | \$20,071,806.13    |
| <b>Primary-All</b>                        |               |                    |
| Bridge & Culvert Contracts                | 73            | \$82,124,162.77    |
| Road Contracts                            | 183           | \$424,578,759.57   |
| <b>Primary Total</b>                      | 256           | \$506,702,922.34   |
| <b>Urban</b>                              |               |                    |
| Bridge & Culvert Contracts                | 18            | \$52,506,367.23    |
| Road Contracts                            | 41            | \$129,837,728.32   |
| <b>Urban Total</b>                        | 59            | \$182,344,095.55   |
| <b>Construction Total</b>                 | 684           | \$1,230,420,491.94 |
| <b>Maintenance Projects</b>               |               |                    |
| <b>Maintenance</b>                        |               |                    |
| Bridge & Culvert Contracts                | 25            | \$7,341,295.47     |
| Road Contracts                            | 184           | \$32,927,709.06    |
| <b>Maintenance Total</b>                  | 209           | \$40,269,004.53    |
| <b>Construction and Maintenance Total</b> | 893           | \$1,270,689,496.47 |

| <b>Work Types by Road System</b>  | <b>Project Count</b> | <b>Project Sum</b>      |
|-----------------------------------|----------------------|-------------------------|
| <b>Enhancements</b>               |                      |                         |
| Alternative Pavements             | 1                    | \$14,807,421.65         |
| Bridge Repair                     | 1                    | \$676,557.25            |
| Bridges and Culverts              | 3                    | \$6,011,996.86          |
| Earth/Granular Surface Trail      | 1                    | \$609,763.50            |
| HMA Sidewalk Trail                | 3                    | \$5,669,653.25          |
| Miscellaneous                     | 1                    | \$259,258.54            |
| PCC Sidewalk/Trail                | 19                   | \$15,007,976.95         |
| Portland Cement Concrete Pavement | 2                    | \$7,180,158.91          |
| <b>Enhancements Total</b>         | <b>31</b>            | <b>\$50,222,786.91</b>  |
| <b>Farm to Market</b>             |                      |                         |
| Alternative Pavements             | 1                    | \$3,107,635.73          |
| Asphalt Concrete Pavement         | 1                    | \$6,007,811.67          |
| Asphalt Concrete Resurfacing      | 59                   | \$120,256,581.63        |
| Bridge Repair                     | 16                   | \$6,616,268.98          |
| Bridges and Culverts              | 45                   | \$41,375,501.09         |
| Flexible Base & Bitum. Surfacing  | 10                   | \$3,547,902.57          |
| Grading                           | 3                    | \$2,854,732.71          |
| Miscellaneous                     | 30                   | \$6,373,713.21          |
| Pavement Repair                   | 2                    | \$473,922.01            |
| Portland Cement Concrete Pavement | 10                   | \$31,673,168.95         |
| Surfacing                         | 2                    | \$741,063.02            |
| <b>Farm to Market Total</b>       | <b>179</b>           | <b>\$223,028,301.57</b> |
| <b>Interstate</b>                 |                      |                         |
| Asphalt Concrete Resurfacing      | 18                   | \$47,782,994.55         |
| Bridge Painting                   | 2                    | \$961,409.50            |
| Bridge Repair                     | 15                   | \$38,066,637.27         |
| Bridges and Culverts              | 14                   | \$36,704,480.26         |
| Flexible Base & Bitum. Surfacing  | 2                    | \$1,802,824.59          |
| Grading                           | 2                    | \$10,299,792.45         |
| Miscellaneous                     | 59                   | \$28,579,585.03         |
| Pavement Repair                   | 3                    | \$6,145,054.18          |
| Portland Cement Concrete Pavement | 7                    | \$77,707,801.61         |
| <b>Interstate Total</b>           | <b>122</b>           | <b>\$248,050,579.44</b> |
| <b>Local Secondary</b>            |                      |                         |
| Asphalt Concrete Resurfacing      | 2                    | \$280,573.92            |
| Bridges and Culverts              | 32                   | \$19,064,055.13         |
| Miscellaneous                     | 3                    | \$727,177.08            |
| <b>Local Secondary Total</b>      | <b>37</b>            | <b>\$20,071,806.13</b>  |

| <b>Work Types by Road System</b>  | <b>Project Count</b> | <b>Project Sum</b>        |
|-----------------------------------|----------------------|---------------------------|
| <b>Primary-All</b>                |                      |                           |
| Asphalt Concrete Pavement         | 5                    | \$4,744,995.73            |
| Asphalt Concrete Resurfacing      | 60                   | \$159,758,687.82          |
| Bridge Repair                     | 42                   | \$28,429,437.21           |
| Bridges and Culverts              | 23                   | \$53,108,280.56           |
| Flexible Base & Bitum. Surfacing  | 3                    | \$2,754,464.67            |
| Grading                           | 2                    | \$31,875,156.56           |
| Miscellaneous                     | 85                   | \$43,243,793.77           |
| Pavement Repair                   | 5                    | \$8,196,517.89            |
| PCC Sidewalk/Trail                | 7                    | \$3,616,669.55            |
| Portland Cement Concrete Pavement | 24                   | \$170,974,918.58          |
| <b>Primary-All Total</b>          | <b>256</b>           | <b>\$506,702,922.34</b>   |
| <b>Urban</b>                      |                      |                           |
| Asphalt Concrete Pavement         | 2                    | \$17,617,120.64           |
| Asphalt Concrete Resurfacing      | 4                    | \$6,221,501.09            |
| Bridge Repair                     | 4                    | \$16,942,451.07           |
| Bridges and Culverts              | 14                   | \$35,563,916.16           |
| Grading                           | 1                    | \$2,918,024.20            |
| Miscellaneous                     | 7                    | \$7,976,967.30            |
| PC Widening with AC Resurfacing   | 1                    | \$3,418,732.80            |
| Portland Cement Concrete Pavement | 26                   | \$91,685,382.29           |
| <b>Urban Total</b>                | <b>59</b>            | <b>\$182,344,095.55</b>   |
| <b>Maintenance</b>                |                      |                           |
| Asphalt Concrete Resurfacing      | 23                   | \$4,206,183.60            |
| Bridge Painting                   | 7                    | \$1,873,032.41            |
| Bridge Repair                     | 18                   | \$5,468,263.06            |
| Flexible Base & Bitum. Surfacing  | 14                   | \$3,854,939.90            |
| Miscellaneous                     | 30                   | \$2,871,027.21            |
| Pavement Repair                   | 116                  | \$21,863,808.35           |
| Surfacing                         | 1                    | \$131,750.00              |
| <b>Maintenance Total</b>          | <b>209</b>           | <b>\$40,269,004.53</b>    |
| <b>Grand Total</b>                | <b>893</b>           | <b>\$1,270,689,496.47</b> |

**PROJECTS LET BY THE IOWA DEPARTMENT OF TRANSPORTATION**

| State Fiscal Year | Primary Roads | Interstate Roads | State Park & Inst Roads | Farm to Market Roads | Urban Roads  | Local Secondary Roads | Maintenance  | Airports | Enhancements | Buildings & Grounds | Total         |
|-------------------|---------------|------------------|-------------------------|----------------------|--------------|-----------------------|--------------|----------|--------------|---------------------|---------------|
| 1946              | \$8,638,518   |                  |                         | \$2,327,213          |              |                       |              |          |              |                     | \$10,965,731  |
| 1947              | \$8,433,921   |                  |                         | \$4,817,434          |              |                       |              |          |              |                     | \$13,251,355  |
| 1948              | \$12,759,517  |                  |                         | \$5,969,006          |              |                       |              |          |              |                     | \$18,728,523  |
| 1949              | \$11,548,335  |                  |                         | \$11,272,021         |              |                       |              |          |              |                     | \$22,820,356  |
| 1950              | \$16,041,926  |                  |                         | \$15,610,947         |              |                       |              |          |              |                     | \$31,652,873  |
| 1951              | \$28,085,176  |                  |                         | \$20,912,134         |              |                       |              |          |              |                     | \$48,997,310  |
| 1952              | \$28,642,719  |                  |                         | \$18,526,720         |              |                       |              |          |              |                     | \$47,169,439  |
| 1953              | \$11,352,669  |                  |                         | \$12,775,514         |              |                       |              |          |              |                     | \$24,128,183  |
| 1954              | \$30,286,342  |                  |                         | \$11,736,049         |              |                       |              |          |              |                     | \$42,022,391  |
| 1955              | \$29,980,893  |                  |                         | \$14,841,613         |              |                       |              |          |              |                     | \$44,822,506  |
| 1956              | \$58,686,572  |                  |                         | \$17,105,685         |              |                       |              |          |              |                     | \$75,792,257  |
| 1957              | \$37,430,070  | \$13,466,527     |                         | \$19,892,686         |              |                       |              |          |              |                     | \$70,789,283  |
| 1958              | \$27,766,905  | \$26,482,571     |                         | \$24,208,133         |              |                       |              |          |              |                     | \$78,457,609  |
| 1959              | \$43,555,001  | \$49,541,430     |                         | \$26,923,934         |              |                       |              |          |              |                     | \$120,020,365 |
| 1960              | \$29,872,809  | \$18,833,449     |                         | \$21,908,904         |              |                       |              |          |              |                     | \$70,615,162  |
| 1961              | \$40,075,988  | \$11,048,875     |                         | \$21,427,446         |              |                       |              |          |              |                     | \$72,552,309  |
| 1962              | \$22,417,356  | \$19,496,718     | \$360,102               | \$19,799,193         |              |                       |              |          |              |                     | \$62,073,369  |
| 1963              | \$30,350,268  | \$21,551,555     | \$939,128               | \$24,366,536         |              |                       |              |          |              |                     | \$77,207,487  |
| 1964              | \$43,187,627  | \$35,842,586     | \$303,427               | \$22,721,379         |              |                       |              |          |              |                     | \$102,055,019 |
| 1965              | \$25,171,981  | \$31,077,641     | \$121,607               | \$21,730,757         |              |                       |              |          |              |                     | \$78,101,986  |
| 1966              | \$38,449,469  | \$57,713,524     | \$868,416               | \$23,740,849         |              |                       |              |          |              |                     | \$120,772,258 |
| 1967              | \$47,508,850  | \$52,000,456     | \$485,418               | \$26,354,688         |              |                       |              |          |              |                     | \$126,349,412 |
| 1968              | \$33,889,647  | \$31,241,967     | \$1,088,633             | \$25,657,852         |              |                       |              |          |              |                     | \$91,878,099  |
| 1969              | \$37,199,320  | \$43,705,879     | \$1,141,888             | \$27,332,571         |              |                       |              |          |              |                     | \$109,379,658 |
| 1970              | \$54,797,876  | \$47,081,770     | \$629,922               | \$26,248,893         |              |                       |              |          |              |                     | \$128,758,461 |
| 1971              | \$71,516,579  | \$44,568,497     | \$921,445               | \$30,401,418         |              |                       |              |          |              |                     | \$147,407,939 |
| 1972              | \$77,174,848  | \$30,055,936     | \$834,473               | \$28,922,870         |              |                       |              |          |              |                     | \$136,988,127 |
| 1973              | \$56,389,721  | \$20,572,545     | \$727,417               | \$29,055,532         |              |                       |              |          |              |                     | \$106,745,215 |
| 1974              | \$73,583,054  | \$51,466,725     | \$1,355,569             | \$32,305,557         |              |                       |              |          |              |                     | \$158,710,905 |
| 1975              | \$93,693,469  | \$28,921,888     | \$839,234               | \$38,643,382         |              |                       |              |          |              |                     | \$162,097,973 |
| 1976              | \$74,349,436  | \$24,923,643     | \$655,277               | \$31,019,921         |              |                       |              |          |              |                     | \$130,948,277 |
| 1977              | \$99,076,327  | \$43,357,379     | \$679,271               | \$33,989,926         |              |                       |              |          |              |                     | \$177,102,903 |
| 1978              | \$121,110,115 | \$15,007,379     | \$805,732               | \$45,051,623         | \$7,561,191  | \$8,137,119           |              |          |              |                     | \$197,673,159 |
| 1979              | \$105,277,146 | \$54,518,440     | \$1,437,092             | \$47,287,367         | \$15,084,603 | \$10,172,861          |              |          |              |                     | \$233,777,509 |
| 1980              | \$75,739,584  | \$20,875,799     | \$1,873,688             | \$49,772,220         | \$12,225,747 | \$7,615,775           |              |          |              |                     | \$168,102,813 |
| 1981              | \$74,174,384  | \$33,638,590     | \$2,011,011             | \$64,563,285         | \$8,394,854  | \$6,637,044           |              | \$38,632 |              |                     | \$189,457,800 |
| 1982              | \$73,162,427  | \$51,858,856     | \$968,299               | \$48,909,611         | \$8,600,326  | \$6,851,025           |              |          |              |                     | \$190,350,544 |
| 1983              | \$118,742,694 | \$68,773,027     | \$1,572,331             | \$57,221,855         | \$9,553,711  | \$8,805,302           | \$12,690,690 |          |              |                     | \$277,359,610 |
| 1984              | \$146,252,049 | \$48,725,646     | \$781,825               | \$72,355,028         | \$9,763,785  | \$16,677,388          | \$14,930,039 |          |              |                     | \$309,485,760 |
| 1985              | \$156,796,567 | \$46,457,144     | \$2,280,999             | \$75,107,808         | \$13,845,619 | \$15,907,143          | \$17,871,597 |          |              |                     | \$328,266,877 |
| 1986              | \$118,269,858 | \$38,369,654     | \$1,520,499             | \$68,649,970         | \$30,283,669 | \$10,075,999          | \$17,490,871 |          |              |                     | \$284,660,520 |
| 1987              | \$113,760,057 | \$38,270,973     | \$1,657,830             | \$61,980,219         | \$13,580,926 | \$9,039,398           | \$19,909,104 |          |              |                     | \$258,198,507 |
| 1988              | \$127,297,886 | \$83,273,906     | \$1,929,253             | \$53,092,146         | \$30,387,970 | \$9,747,609           | \$18,089,004 |          |              |                     | \$323,817,774 |
| 1989              | \$166,391,520 | \$44,106,075     | \$2,451,395             | \$61,337,123         | \$15,460,131 | \$11,619,343          | \$19,853,929 |          |              |                     | \$321,219,516 |

**PROJECTS LET BY THE IOWA DEPARTMENT OF TRANSPORTATION**

| State Fiscal Year | Primary Roads | Interstate Roads | State Park & Inst Roads | Farm to Market Roads | Urban Roads   | Local Secondary Roads | Maintenance  | Airports      | Enhancements | Buildings & Grounds | Total           |
|-------------------|---------------|------------------|-------------------------|----------------------|---------------|-----------------------|--------------|---------------|--------------|---------------------|-----------------|
| 1990              | \$170,912,884 | \$58,869,724     | \$1,209,131             | \$57,374,922         | \$6,099,476   | \$8,930,453           | \$18,456,496 |               |              |                     | \$321,853,086   |
| 1991              | \$193,247,619 | \$91,634,090     | \$2,973,892             | \$71,750,154         | \$22,788,385  | \$13,207,037          | \$18,016,987 |               |              |                     | \$413,618,164   |
| 1992              | \$236,707,641 | \$74,912,666     | \$2,866,844             | \$79,743,409         | \$14,782,374  | \$14,953,585          | \$16,052,418 |               |              |                     | \$440,018,937   |
| 1993              | \$166,419,174 | \$49,633,590     | \$3,365,461             | \$85,226,799         | \$13,665,152  | \$10,871,003          | \$19,990,345 |               |              |                     | \$349,171,524   |
| 1994              | \$236,611,016 | \$59,659,275     | \$2,004,346             | \$61,455,649         | \$14,303,940  | \$9,024,469           | \$21,090,681 |               |              |                     | \$404,149,376   |
| 1995              | \$197,725,930 | \$57,824,881     | \$2,834,485             | \$73,268,625         | \$23,404,017  | \$9,613,425           | \$18,029,690 | \$255,236     | \$992,809    | \$811,102           | \$384,760,200   |
| 1996              | \$241,580,711 | \$38,185,109     | \$674,405               | \$83,328,205         | \$18,987,080  | \$11,178,849          | \$20,205,661 | \$61,372      | \$4,828,808  |                     | \$419,030,200   |
| 1997              | \$259,745,338 | \$60,773,165     | \$617,229               | \$78,247,604         | \$18,182,835  | \$15,718,579          | \$15,166,036 | \$71,971      | \$7,411,447  | \$1,500             | \$455,935,704   |
| 1998              | \$250,271,008 | \$52,397,315     | \$802,103               | \$97,336,835         | \$20,558,165  | \$8,823,641           | \$14,202,681 | \$98,046      | \$12,222,773 |                     | \$456,712,567   |
| 1999              | \$282,794,614 | \$101,502,375    | \$752,845               | \$86,005,721         | \$25,519,096  | \$15,592,170          | \$14,249,562 | \$78,316      | \$6,558,440  |                     | \$533,053,139   |
| 2000              | \$325,254,457 | \$72,819,914     | \$3,491,985             | \$108,606,980        | \$24,763,502  | \$12,157,212          | \$13,720,017 | \$74,671      | \$7,339,569  |                     | \$568,228,307   |
| 2001              | \$322,704,279 | \$21,750,951     | \$3,211,089             | \$88,546,124         | \$53,444,363  | \$12,729,377          | \$8,684,574  | \$111,239     | \$5,722,305  |                     | \$516,904,301   |
| 2002              | \$314,519,459 | \$96,810,851     | \$1,440,931             | \$95,316,481         | \$44,552,650  | \$13,783,956          | \$10,092,655 | \$0           | \$8,312,575  | \$0                 | \$584,829,558   |
| 2003              | \$182,217,748 | \$147,261,284    | \$1,538,015             | \$113,353,126        | \$58,318,106  | \$18,345,311          | \$12,597,193 | \$0           | \$11,145,824 | \$0                 | \$544,776,607   |
| 2004              | \$198,245,183 | \$80,489,743     | \$2,150,692             | \$131,557,679        | \$75,858,753  | \$23,707,574          | \$11,878,167 | \$0           | \$10,875,557 | \$0                 | \$534,763,348   |
| 2005              | \$229,418,362 | \$172,954,653    | \$240,870               | \$138,271,259        | \$43,493,286  | \$21,183,529          | \$13,827,059 | \$189,891     | \$8,458,844  | \$0                 | \$628,037,753   |
| 2006              | \$265,172,832 | \$178,816,949    | \$767,319               | \$143,558,190        | \$48,053,586  | \$21,585,193          | \$12,303,530 | \$84,345      | \$7,920,651  | \$0                 | \$678,262,595   |
| 2007              | \$220,118,812 | \$83,735,240     | \$1,045,549             | \$80,592,768         | \$68,662,534  | \$15,416,544          | \$11,567,386 | \$171,626     | \$10,989,412 | \$0                 | \$492,299,871   |
| 2008              | \$221,073,155 | \$197,686,506    | \$847,899               | \$101,997,636        | \$66,914,635  | \$17,087,525          | \$19,900,984 | \$129,789     | \$17,460,086 | \$0                 | \$643,098,215   |
| 2009              | \$430,324,385 | \$263,709,798    | \$1,408,115             | \$196,978,118        | \$92,678,582  | \$16,670,776          | \$19,272,350 | \$41,526      | \$9,500,916  | \$0                 | \$1,030,584,566 |
| 2010              | \$271,379,715 | \$102,871,727    | \$3,507,626             | \$95,256,317         | \$86,891,081  | \$12,155,404          | \$28,643,077 | \$0           | \$24,781,667 | \$0                 | \$625,486,614   |
| 2011              | \$350,660,076 | \$160,517,281    | \$2,276,718             | \$113,058,531        | \$52,057,791  | \$26,950,472          | \$17,784,214 | \$0           | \$17,984,150 | \$0                 | \$741,289,234   |
| 2012              | \$363,785,355 | \$215,823,664    | \$1,519,285             | \$150,694,256        | \$45,873,559  | \$14,994,325          | \$29,656,511 | \$0           | \$17,722,066 | \$0                 | \$840,069,021   |
| 2013              | \$307,138,242 | \$263,008,696    | \$2,171,041             | \$117,342,374        | \$73,622,250  | \$15,320,351          | \$29,859,902 | \$0           | \$7,305,656  | \$0                 | \$815,768,512   |
| 2014              | \$373,632,327 | \$299,410,636    | \$386,483               | \$146,636,482        | \$66,623,524  | \$17,120,985          | \$42,922,390 | \$0           | \$13,751,015 | \$154,102           | \$960,637,944   |
| 2015              | \$323,152,581 | \$355,294,637    | \$249,270               | \$153,615,091        | \$54,317,229  | \$29,094,866          | \$37,766,449 | \$0           | \$10,077,298 | \$0                 | \$963,567,421   |
| 2016              | \$387,212,073 | \$325,113,226    | \$0                     | \$161,717,371        | \$142,388,822 | \$21,435,926          | \$30,231,479 | \$0           | \$14,414,286 |                     | \$1,082,513,183 |
| 2017              | \$425,635,586 | \$532,025,456    | \$649,210               | \$191,524,905        | \$76,762,671  | \$24,738,044          | \$28,366,376 | \$0           | \$15,299,738 | \$197,486           | \$1,295,199,472 |
| 2018              | \$377,230,926 | \$268,214,881    | \$145,644               | \$199,523,365        | \$95,026,008  | \$23,353,916          | \$27,036,643 | \$0           | \$17,655,775 | \$0                 | \$1,008,187,158 |
| 2019              | \$304,159,564 | \$341,434,568    | \$88,010                | \$184,504,077        | \$66,268,557  | \$26,026,947          | \$50,255,791 | \$0           | \$16,762,089 | \$0                 | \$989,499,604   |
| 2020              | \$475,784,061 | \$241,549,076    | \$581,329               | \$200,814,057        | \$88,872,665  | \$27,480,632          | \$38,680,727 | \$0           | \$33,895,234 | \$0                 | \$1,107,657,781 |
| 2021              | \$313,625,376 | \$559,862,767    | \$0                     | \$178,048,942        | \$127,112,633 | \$30,047,290          | \$36,311,880 | \$127,112,633 | \$38,507,090 | \$0                 | \$1,283,515,977 |
| 2022              | \$506,702,922 | \$248,050,579    | \$0                     | \$223,028,302        | \$182,344,096 | \$20,071,806          | \$40,269,005 | \$0           | \$50,222,787 | \$0                 | \$1,270,689,496 |