MPOJC
Metropolitan Planning Organization of Johnson County

MEETING AGENDA

MPO Regional Trails & Bicycling Committee
Tuesday, March 12, 2019 – 1:00 PM

Emma Harvat Hall, City Hall
410 East Washington Street
Iowa City IA

1. Call to order; recognize alternates; consider approval of minutes
2. Public discussion*
3. Consider recommendation to the MPO Transportation Technical Advisory Committee (TTAC) on the apportionment of Transportation Alternatives Program funds and discuss applications for Surface Transportation Block Grants
4. Update on Metro Bicycle Master Plan and discuss next steps and future public input
5. Adjournment

To request any disability-related accommodations, please contact MPOJC staff at 319.356.5230 or email Sarah Walz@Iowa-City.org.

*Public input is permitted on any agenda item during discussion of the item. Please indicate to the Chair if you wish to comment.

MINUTES
MPO REGIONAL TRAILS AND BICYCLING COMMITTEE
TUESDAY, OCTOBER 9th, 2018
CITY HALL, UNIVERSITY HEIGHTS

DRAFT

MEMBERS PRESENT:	Louise From (University Heights), Becky Soglin (Johnson County), Shelly Simpson (North Liberty), Bob Oppliger (Bicyclists of Iowa City), Jay Geisen (University of Iowa), Sherri Proud (Coralville), Doug Boldt (Tiffin)
OTHERS PRESENT:	Brad Freidhof (Johnson County)
STAFF PRESENT:	Sarah Walz, Emily Bothell, Frank Waisath

1. CALL TO ORDER; RECOGNIZE ALTERNATES; CONSIDER APPROVAL OF MINUTES

   Walz called the meeting to order at 1:00 P.M.

   There was one alternate; Jay Geisen served as an alternate for Michelle Ribble (University of Iowa).

   Motion to approve meeting minutes was made by Simpson; From seconded. **The motion carried unanimously.**

2. Public Discussion

   Oppliger stated that he was nominated to the Board of Directors for the League of American Bicyclists.

3. Discuss Update to the 2009 Metro Bicycle Plan

   Walz informed the group that staff is moving forward with the Metro Bicycle Master Plan. The previous plan was adopted in 2009, and a number of the major goals included in the previous plan have been implemented since its adoption: a system of wayfinding signage has been installed, and most of the off-street trails identified have been built or extended. Additionally, the MPOJC, Iowa City, and Coralville have all adopted complete streets policies. Scoring criteria for MPO road funding has also been changed to favor road projects that include bike and pedestrian infrastructure, including sidepaths (wide sidewalks). A number of MPO communities and the County have received Bike Friendly designations from the League of American Bicyclists.

   Iowa City adopted its own bicycle master plan in 2017 and the University of Iowa is currently working on a bikeway plan. University Heights included bicycle facilities in their community visioning process, which will bring facilities to Melrose Avenue.

   The Metro Bicycle Plan will focus mainly on North Liberty and Coralville and the connectivity between the new metro bicycle plan and existing bicycle master plans.

Walz also stressed the opportunity to look for policies and programs that match up or are complementary to each other so that there is consistency across jurisdictional boundaries. Staff will meet with member entities to discuss individual needs.

Freidhof questioned the linkages between metro and county trails. He stated that Johnson County is on track to have bike lanes on the Herbert Hoover Highway bridge and questioned how that trail may be connected to existing trails.

Soglin asked whether having public input meetings in January and February and would provide opportunity for adequate feedback given that the weather would be a factor for bicyclists. She suggested providing copies of drafts and other information on line so that people have easy access to the various stages of the plan.

Proud indicated that Coralville wanted to move forward with the plan on an aggressive timeline to adopt by summer.

Oppliger suggested methods to reach low-income and non-English speaking groups.

A few suggestions were made for wording changes on the survey.

4. Review Annual Trail Counts

Walz informed the group that trail counts are beginning to show trends as there are 10 years of data for some locations. Ridership on most trails, especially regional trails, are growing over time.

Bothell added that member entities should contact staff with requests for 2019 counts.

Johnson County and Coralville have also purchased trail counters and plan to start counting trails in addition to the MPO counts.

5. Updates on local trail/bike/pedestrian projects and activities from MPO entities

Simpson informed the group that trail construction along Highway 965 is ongoing. Trails within Penn Meadows park are being paved. Trail connectivity and wide sidewalk projects are occurring throughout North Liberty.

Soglin informed the group that through the wellness program, the board of supervisors will be informed about a potential application for Bike Friendly Community status.

Oppliger informed the group that he has been working on encouraging businesses to apply for Bike Friendly Business status. Applications are accepted three times per year.

Freidhof noted that the county is constructing around $5 million worth of hard surface trails. The trail along Herbert Hoover Highway from 7 Sisters Road to Ely Road is paved. This was phase two of the project. Phase one exiting Solon is underway. Concrete work for Herbert Hoover Highway should be done this year and phase three will go out for bidding in January. Phase three goes from Polk Avenue to Ely Road. Construction of the Mehaffey Bridge Road trail is moving slowly due to poor soil quality. Previous plans included a retaining wall along the road that is now cost prohibitive due to poor soil quality. The new plan includes paving the trail within 5-feet of the road for 300-400 feet. Land acquisition for the Clear Creek Trail from Tiffin to Kent Park is complete and engineering will begin soon.

Geisen informed the group that the University of Iowa is currently working on their bicycle master plan. The plan is being created internally and will include an emphasis on identifying major routes, bicycle parking locations, and reduced pedestrian and cyclist conflict.

Oppliger asked about the status of the bike share program in Iowa City.

Geisen and Walz responded that several vendors have presented products but a decision has not been made. The system will likely be dockless.

Proud informed the group that the Clear Creek Trail is awaiting paving. Due to the $50 million advancement grant, paving under the I-80/I-380 interchange may not occur until after project completion. The trail along the west side of Highway 965 from Oakdale Boulevard to Forevergreen Road is nearing completion.

From informed the group that the Swisher Tract in University Heights has been purchased by the city. The tract is about 11.5 acres and potential for a trail has been discussed.

Walz notified the group that paving on Dodge Street and Governor Street is underway and both will include on-street bike lanes. At the intersection of Governor Street and Brown Street, there will be a bike boulevard that connects to North Dodge Street. Intersection improvements at Myrtle Avenue and Riverside Drive will include a pedestrian refuge island for people crossing Riverside Drive. Four to three lane conversions on Mormon Trek Boulevard and Clinton Street are underway.

Brad Friedhof asked about the tunnel under the Iowa Interstate Railroad on Riverside.

Walz noted that progress had been delayed by a lawsuit but that construction was planned for 2019.

6. Other Business

   None.

7. Adjournment

   Meeting Adjourned 2:00 PM.

   Motion to adjourn was made by Proud. **The motion carried unanimously.**

MINUTES
MPO REGIONAL TRAILS AND BICYCLING COMMITTEE
TUESDAY, JANUARY 15, 1:00 PM
NORTH RIDGE PAVILION, 2250 HOLIDAY RD CORALVILLE

DRAFT

MEMBERS PRESENT: Becky Soglin (Johnson County), Sherri Proud (Coralville), Jay Geisen (University of Iowa), Louise From (University Heights)

OTHERS PRESENT: Brad Freidhof (Johnson County), Mark Wyatt (Iowa Bicycle Coalition)

STAFF PRESENT: Sarah Walz, Emily Bothell, Frank Waisath

1. CALL TO ORDER; RECOGNIZE ALTERNATES; CONSIDER APPROVAL OF MINUTES

Walz called the meeting to order at 1:00 P.M.

There was one alternate; Jay Geisen served as an alternate for Michelle Ribble (University of Iowa).

Minutes from previous meeting unable to be approved as quorum was not met. Minutes will be considered at a subsequent meeting.

2. Public Discussion

Soglin suggested that any and all signage/references to "bike friendly" zones be changed to "bicycle friendly" zones to provide standardization and clarity. This to align with standards enumerated by League of American Bicyclists.

3. Review progress on goals included in the 2009 Metro Bike Plan

Walz noted that in the previous Metro Area Bicycle Plan it was noted that other than in Iowa City, opportunities for on-street facilities are limited on most streets due to the lack of adequate pavement width. More dedicated bike lanes will be introduced in Iowa City as well as along Melrose Ave. in University Heights. As most roads in Coralville and North Liberty lack the minimum pavement width to provide dedicated bicycle lanes, the plan will likely consider "sharrows". While sharrows have fallen out of favor with many bicyclists, these markings still provide important signage for bicyclists. Johnson County is making progress in improving on-street facilities with paved shoulders and striped shoulders on new road projects.

Pertaining to enforcement, the Iowa City Police Department is interested in revisiting past efforts to encourage bicyclists to use lights at night with free or low-cost bike lights. If other metro communities are interested, this could be a useful metro-wide campaign and the MPO could assist with identifying funding sources.

Proud asked about the types of lights that might be used.

Walz indicated she had done some preliminary research and there are a wide range of types and prices, including rechargeable lights.

Friedhof asked about electric assist bicycles out on some of the single-track trails. He asked about enforcement of these bicycles in other areas as well.

Walz said Iowa City's future bike share is likely to include electric assist bicycles and so will be updating its code.

Wyatt stated that 750 watts is the cut-off for most regulations. He indicated that ICORR would have some guidance to offer. Further exploration of the classification of e-bikes will need to be pursued to ensure safe implementation into existing bike infrastructure. These bikes will be oriented around soft- and hard-trail infrastructure.

Walz informed the group that area communities have applied for certified "Bicycle Friendly" status. A long-term goal of the 2009 bicycle plan was to be designated as platinum communities. Iowa City is currently working towards a gold status. The most pertinent component of this effort is increasing ridership, minimizing barriers to riding, and improving riding safety. Emphasis should be put on increasing ridership and safety opposed to simply fulfilling requirements, and different area communities have different infrastructural opportunity to achieve this status.

Wyatt suggested that it is important to measure the effectiveness of programming in order to determine what is working.

Soglin and Friedhof asked about providing updates for new opportunities/facilities that have been identified or improved.

Bothell and Walz responded that written updates can include current municipal projects, improvements to bike infrastructure since 2009, and goals/methods to further bicycle infrastructure. Updates pertaining to connectivity and engineering projects are significant enough to include in written updates.

Walz spoke about on-line mapping and route-planning resources – specifically Google Maps. This technology provides users with much more information and clarity than an independently developed tool would be able to, given local resources and time constraints.

Discussion ensued over the facets of updating Google Maps, with Waisath explaining some issues he has encountered surrounding delays of updating from direct inputs/amendments.

Proud inquired about "Share the Road" public service announcements.

Walz brought attention to the "Bike Shorts" videos currently available on the Iowa City website. These are 60 second educational videos meant for bicyclists and motorists. One details safety basics such as safe passing and road sharing. Other MPO entities could share the online videos . This is an area where communities could share and build off each other's efforts.

Wyatt asked about including advisory bike lanes in lieu of sharrows.

Walz suggested that these will be considered at the public workshops. An advisory climbing lane was recently installed on Myrtle Ave. Myrtle-Greenwood will become a bike boulevard once the pedestrian refuge is finished in accordance with the resurfacing plans. Advisory bike lanes have been primarily used on rural and low-volume roadways, and care will need to be taken to explore how they would work in our urban context.

4. Discuss Update to the 2009 Metro Bike Plan

a. Review preliminary results of the online bicycle surveys

Bothell indicated that the youth Ssurvey solicited feedback from North Central Junior High, Northwest Junior High, and Clear Creek Amana High School, receiving 435 total student responses. The Metro Bike Survey received 469 responses. Bothell said 179 responses of those

responses came from residents of Iowa City who also frequent destinations within Iowa City. For some results the input of these individuals was set aside to focus on the perceptions or opinions of those who live in and/or bicycle to destinations in Coralville, North Liberty, University Heights, or Tiffin.

Bothell shared results from the youth bicycle survey. Of the 435 respondents, 93% know how to ride a bike, and of those who don't, 10% would be interested in learning at school. While 90% of respondents own a bike, 75% never or almost never ride their bikes to school. Connectivity, weather, extracurricular activities may all be impediments to students riding to school. Students overwhelmingly preferred riding on sidewalks and trails as opposed to streets. As for bicycle safety, 60% of students know how to use hand signals. As for opportunities for programming, of those students who do not own a bike, 26 students expressed interest in a bike-earning program and 12 responded negatively.

Bothell shared results from the general bike survey. Most respondents were from Iowa City and frequented locations within Iowa City. A majority of respondents were between 35 and 54 years of age and primarily rode bicycles for recreation. In looking at respondents who live or have a regular destination in one of the four metro communities, the primary use of bicycles was for recreation and social opportunities. Bothell suggested an emphasis on connecting trails for recreation. Respondents are primarily interested in group- and neighborhood-based rides and short educational videos.

Proud stated that they have hosted some classes that were not well attended. She doesn't want to offer a class just to check a box to get bike friendly status but is looking for classes that serve needs or interests. Neighborhood based rides and family-based rides have been more popular that destination based rides for her recreation department.

Bothell reminded the group that the survey was not a random sample and thus the information is more of an impression of the metro than statistically significant results. Additionally, survey respondents did not respond to every question prompted, leading to different response rates from residents. Results will be further explored for future discussion and for use in the Metro Bicycle Plan.

b. Review of current policies within communities:

i. Bicycle parking requirements for multi-family and commercial uses

Walz explained that most multi-family and commercial bike parking is provided by the private sector at little cost to taxpayers. The areas of focus are on installing bike parking in an effective and useable manner, following inspection guidelines to maximize efficiency of long-term and short-term parking measures. Differentiation between short- and long-term parking will be better enumerated, particularly in residential areas. The APBP guidelines, which are included in the packet, should be useful to guide any policy changes communities would make.

Soglin indicated that the county staff is proposing some changes to the county's parking requirements and the guidelines they provide.

i. Bicycle ordinances in MPO communities

Walz explained that her goal with this report was to point out some areas where there are inconsistencies between communities or where there was anything unusual that the communities might want to reconsider. She said that Iowa City was starting its bike share program soon and

that the fleet would likely include e-bikes. She notedly that she has noticed e-bikes already have a presence on the trails and on the streets. Iowa City and other metro communities may need to adjust their definitions of bicycles accordingly. Adjustments to code can be based on Iowa code regarding e-bikes.

Soglin suggested using volunteers to engage pedestrians and educate bicyclists utilizing bike sharing services as to how to properly use bicycles (e.g. not using sidewalks downtown).

Walz explained that in Coralville and North Liberty, the ordinance states that bicyclists are not allowed to ride within roadways if an adjacent off-street pathway is provided. All MPO communities, except for University Heights, allow bicyclists to ride two abreast.

From asked about MPO assistance for University Heights to explore wide sidewalks and other off-street facilities. University Heights currently has a police committee exploring the issue, however the proliferation of small, personal, motorized vehicles is impeding current exploration.

ii. Review of bicycle routes, roadway widths, and connectivity

Waisath brought up roadway widths and opportunities for on-street facilities. Roadways must be at least 30 feet wide and have less than 4 lanes to be considered for providing additional on-street facilities.

Gaps are present in North Liberty and Coralville, and locations were identified in accordance with trail infrastructure to provide more services to area bikers. One opportunity is Camp Cardinal Rd, which was indicated as an area of interest in survey results. This would provide additional connectivity to the Clear Creek Trail.

5. Other Business

Soglin asked about the definition of the MPO boundary.

Bothell indicated definition is based on the census and growth boundaries. The MPO has a shape file that she could provide the county.

Geisen shared updates on University Bike Plan. This included exploring transportation corridors from immediate residential areas to the main campus area. Specific streets of interest are Clinton and Madison, and the possible two-way conversion of Market and Jefferson. Increasing facilities as portions of campus are redeveloped or renovated.

Geisen asked about the progress on the bike share program.

Walz discussed promotion efforts for bike workshops to increase community attendance. She encouraged communities to share announcement on social media and to post posters in community locations. The MPO would provide posters on the buses and would send posters to communities via email.

6. Adjournment

As quorum was not met, no motion was made to adjourn.

Metropolitan Planning Organization of Johnson County

Date: March 6, 2019

To: MPO Regional Trails and Bicycling Committee

From: Sarah Walz, Assistant Transportation Planner

Re: March 12, Agenda Items

Agenda Item #3: Consider recommendation to the MPO Transportation Technical Advisory Committee on the apportionment of Transportation Alternatives Program funds and discuss applications for Surface Transportation Block Grants

The Metropolitan Planning Organization of Johnson County (MPOJC) administers a grant process to apportion two important sources of federal transportation funding:

- The **Transportation Alternatives Program** (TAP) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.
- **Surface Transportation Block Grants** (STBG) provide flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. (In general, STBG projects may not be on local roads or rural minor collectors.)

The MPO is currently administrating the grant application process for FY2023-2024 in which it will apportion $1,450,000 in TAP funds and $6,700,000 in STBG funds. MPO entities identified those projects for which they wish to seek federal funding. The application form spells out the process used to solicit projects for this funding. In summary, the project sponsor must commit to the 20% minimum local match for project implementation.

At your March 12 meeting, please be prepared to make a formal recommendation to the Transportation Technical Advisory Committee (TTAC) on the apportionment of TAP funds. TAP Eligibility Requirements, Scoring Criteria, a summary sheet with staff-assigned scores for both grant programs, and all TAP and STBG applications are attached.

As you discuss the TAP projects to recommend for funding, consider the project score, any public input received, and the merits of each project. Please note that scoring criteria and their assigned point values were adopted by the Urbanized Area Policy Board. The scores are intended to be one piece of information for consideration in your deliberations but do not dictate which projects should be selected. Funds cannot be apportioned according to the population of the MPO municipalities.

Your recommendation on TAP projects will be forwarded to the TTAC for discussion, along with staff scores according to the adopted scoring criteria. The RTBC may, by motion, amend any of the project scores before they are forwarded to the TTAC.

While the RTBC does not make formal recommendations on the STBG applications, the Committee may wish to provide input on whether and how STBG projects benefit the bicycle and pedestrian network as these "roadway" projects include facilities that serve bicyclists and/or pedestrians.

I will be available at your March 12 meeting to describe the projects and answer any questions you may have about the staff scoring for these applications.

Project Eligibility Requirements

1. Transportation Alternatives Program projects must occur within the adopted MPO 20-year transportation planning boundary and be consistent with the *MPO Long Range Transportation Plan* and *Complete Streets Policy*, and the comprehensive plan from the requesting municipality.

2. Transportation Alternatives Program funds may only be used for the following activities:

   - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
   - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
   - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
   - Construction of turnouts, overlooks, and viewing areas.
   - Community improvement activities, including — inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
   - Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to — address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
   - In addition to defined Transportation Alternatives (as described above), the recreational trails program under 23 USC 206 and the safe routes to school program under §1404 of SAFETEA–LU.
   - Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

3. Transportation Alternatives Program funding is for transportation-related capital projects that have a connection to the transportation system.

4. Transportation Alternatives Program projects must be proposed by a member of the MPO Transportation Technical Advisory Committee (TTAC). The sponsoring entity must be one of the following entities: Coralville, Iowa City, North Liberty, Tiffin, or University Heights, Johnson County and The University of Iowa. The community awarded funds for a project must be able to fund the local match and implement the project. This does not preclude projects initially being developed by another staff person from a MPO member organization, MPO staff, a member of the public, or a member of a MPO Policy Board.

5. Transportation Alternatives Program projects will be scored by MPO staff and considered initially by the MPO Regional Trails and Bicycling Committee. The Transportation Technical Advisory Committee (TTAC) will make a recommendation to the MPO Urbanized Area Policy Board for all projects, unless the project is withdrawn by its TTAC sponsor. All projects shall receive subsequent consideration by the MPO Urbanized Area Policy Board.

6. Transportation Alternatives Program projects must be designed to handle all anticipated vehicle types.

7. Transportation Alternatives Program projects must be implemented within three years.

8. Historic preservation projects must be eligible for the National Register of Historic Places and must demonstrate some significant historic connection to the transportation system.

FY23-24 SURFACE TRANSPORTATION BLOCK GRANT & TRANSPORTATION ALTERNATIVES PROGRAM - SCORING CRITERIA

MPOJC Policy Board Approved November 14, 2018

1: Economic Opportunity – *Supports metro area growth, innovation, job creation, and productivity*

A. Project improves/provides direct access to planned growth area, existing jobs, or retail **+5**
B. Project involves more than one MPO jurisdiction **+1 each (Points Possible: 7)**

Total Points Possible: 12 (14%)
Score: _____

2: Environment[1] – *Preserves and protects our natural resources, including land, water and air quality*

A. Project promotes air quality improvements via congestion reduction through one or more of the following: Geometric improvements (physical improvements that improve motorist operations), ITS/signalization improvements, Reduction of Vehicle Miles Traveled (VMT), Improvement to turning movements **+1 each (Points Possible: 4)**

Total Points Possible: 4 (4%)
Score: _____

3: Quality of Life – *Enhances livability and creates vibrant and appealing places that serve residents throughout their lives*

A. Project directly enhances safe route(s) to school, or improves transportation choices for locations specifically serving multi-family developments or elderly populations **+5**

Total Points Possible: 5 (6%)
Score: _____

4: System Preservation – *Maintained in good and reliable condition*

A. Maintenance or improvement to existing facility/infrastructure **+5**

Total Points Possible: 5 (6%)
Score: _____

5: Efficiency – *Builds a well-connected transportation network and coordinating land use patterns to reduce travel demand, miles travelled, and fossil fuel consumption*

A. Project in a corridor with existing congestion (defined as having LOS E or F during peak hours according to the adopted MPO Travel Demand Model) **+7**
B. Project in a corridor with forecasted future congestion (defined as having LOS E or F during peak hours according to adopted MPO Travel Demand Model, LOS map is attached) **+7**

Total Points Possible: 14 (16%)
Score: _____

6: Choice – *Offers multi-modal transportation options that are affordable and accessible*

A. Project is on existing bus route (bus route map is attached) **+3**
B. Separated trail or wide sidewalk (8' or wider) **+3**
C. Project reduces modal conflict (pedestrian hybrid beacons, grade separation, dedicated bicycle lanes or sharrows, bus pull-off, etc.) **+3**

Total Points Possible: 9 (10%)
Score: _____

7: Safety – *Designed and maintained to enhance the safety and security of all users*

A. History involving two or more documented bicycle or pedestrian collisions in the last five years (collision maps are attached) **+7**
B. Top 25 highest MPO accident locations or top 10 highest accident mid-blocks in last three years (accident tables are attached) **+7**

OR

C. Sight distance or related safety issue documented by an expert (planner/engineer) **+7**

Total Points Possible for A&B: 14 (16%)
OR
Total Points Possible for C: 7
Score: _____

8: Health – *Invites and enhances healthy and active lifestyles*

A. Project extends regional trail network (map is attached) **+3**
B. Project addresses critical gap in the regional trail network **+5**

Total Points Possible: 8 (9%)
Score: _____

9: Equity[2] – *Provides access and opportunity for all people and neighborhoods*

A. Project improves transportation network in lower-income neighborhoods **+5**
B. Focus of the project is to correct ADA non-compliance **+3**

Total Points Possible: 8 (9%)
Score: _____

10: Local Commitment – *Gauges local commitment to the project including local and/or state funds pledged*

A. Local match 20.1% - 30% **+1**
B. Local match 30.1% - 40% **+3**
C. Local match 40.1% - 50% **+5**
D. Local match 50.1% - 60% **+7**
E. Local match 60.1% - or more **+9**

Total Points Possible: 9 (10%)
Score: _____

Total Score: _____

[1] Not used to score Transportation Alternatives Program projects
[2] Lower-income neighborhoods are defined as being at or below 80% of Area Median Income (AMI) by block group. Source: American Community Survey 5-Year Estimates (2012-2016)

Summary of Applications for MPOJC
FY21-FY24 Transportation Alternative Program Grant Funds
Funds available $1,450,000
Funds requested $1,570,196

	Projects		FFC	LRTP	Scoring Criteria																			Funding			
	Applicant	Project Description			1a	1b	2	3	4	5a	5b	6a	6b	6c	7a	7b	7c	8a	8b	9a	9b	10	Total	Project Cost	Local Match Pledge	Previous TAP Funds	TAP Funds Requested
1	North Liberty	North Liberty Road Trail	Yes	No	5	1	-	5	0	0	7	0	3	3	0	0	0	0	0	0	0	5	29	$ 1,082,000	$ 443,882		$ 648,118
2	Coralville	Coralville Iowa River Trail - Rocky Shore Dr to Clear Creek	Yes	Yes	5	1	-	0	5	0	7	3	3	3	7	7	0	0	5	5	0	3	54	$ 889,970	$ 275,890	$462,717 TAP	$ 151,363
3	Coralville	Clear Creek Trail Connection - Hwy 6 to Tom Harkin Trailhead	Yes	No	5	1	-	0	0	0	0	0	3	3	7	0	0	0	0	5	0	3	27	$ 482,195	$ 149,480		$ 332,715
4	Iowa City	Hwy 6 Trail - Fairmeadows Blvd to Heinz Rd	Yes	Yes	5	1	-	5	0	0	0	3	3	3	7	7	0	3	0	5	0	1	43	$ 548,000	$ 110,000		$ 438,000
																										Totals	$ 1,570,196

Summary of Applications for MPOJC
FY23 & FY24 Surface Transportation Block Grant Funds
Funds available $6,700,000
Funds requested $18,123,805

	Projects		FFC	LRTP	Scoring Criteria																			Funding			
	Applicant	Project Description			1a	1b	2	3	4	5a	5b	6a	6b	6c	7a	7b	7c	8a	8b	9a	9b	10	Total	Project Cost	Local Match Pledge	Previous STP Funds	STBG Funds Requested
1	Tiffin	North Park Rd Improvements Project	Yes	Yes	5	1	3	5	5	0	0	0	3	3	0	0	0	0	0	0	0	7	32	$ 5,279,472	$ 2,779,472		$ 2,500,000
2	North Liberty	965/Ranshaw Way Reconstruction Phase 6 - Final	Yes	Yes	5	1	4	5	5	0	7	0	3	3	0	0	0	0	0	0	0	1	34	$ 9,595,000	$ 2,398,750		$ 7,196,250
3	Coralville	1st Ave & Oakdale Blvd Roundabout	Yes	Yes	5	1	2	0	5	0	7	0	3	0	0	0	0	0	0	0	0	3	26	$ 1,847,475	$ 572,200		$ 1,275,275
4	Coralville	5th St Improvements - 12th Ave to 20th Ave	Yes	Yes	5	1	0	5	5	0	0	3	3	3	7	0	0	0	0	5	0	3	40	$ 2,856,600	$ 885,546		$ 2,285,280
5	Iowa City	Dodge St Improvements - Burlington St to Governor St	Yes	Yes	5	2	1	5	5	0	0	3	3	3	7	0	0	0	0	5	0	9	48	$ 13,250,000	$ 8,383,000		$ 4,867,000
																										Totals	$ 18,123,805

APPLICATION FORM FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

General Information

Regional Planning Affiliation (RPA)/
Metropolitan Planning Organization (MPO): MPOJC

Eligible Sponsor/ Applicant Agency: City of North Liberty

Contact Person (Name and Title): Dean Wheatley, Planning Director

Street Address and/or P.O. Box Number: 3 Quail Creek Circle, PO Box 77

City: North Liberty State: IA ZIP Code: 52317

Phone Number: 319-626-5747 E-mail: dwheatley@northlibertyiowa.org DUNS No.:

If more than one Agency or Organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second Agency. *(Attach an additional page if more than two agencies are involved.)*
Applicant Agency:

Contact Person
(Name and Title):

Street Address and/
Or P.O. Box number:

City: State: ZIP Code:

Phone Number: E-mail: DUNS No.:

Project Information

Project Title: North Liberty Road Trail

Project Description (Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.)

This project will install an eight foot wide multi-use trail along the south and west side of existing Penn Street and North Liberty Road, separated from the roadway, connecting residents to NL HS.

If this project includes construction of a trail, what is the length of the trail in miles?: 1.5

If this project includes land acquisition, how many acres?: 0

☐ **Safe Routes to School (SRTS)** project (All information required by Attachment B must be included with this application.)

If a construction project, is this project located within 2 miles of a primary or middle school (grades K-8)?: ☐ Yes ☐ No

☐ **Iowa Byways** project

Is proposed to provide access to high school and a planned new elementary school.

Is this project located within a designated scenic or historic byway corridor?: ☐ Yes ☒ No

If yes, has the project been endorsed by the appropriate byway board?: ☐ Yes ☐ No

Will this project be open to the public?: ☒ Yes ☐ No

Do you intend to charge a fee to users?: ☐ Yes ☒ No If yes, how much will the fee be and how will the revenue be used?

Estimated Project Costs

Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.

Right of way acquisition cost 0

Preliminary design/engineering cost $90,000

Utility relocation cost $25,000

Construction engineering cost $90,000

Construction cost $902,000

Indirect cost (if applicable) _____

Noninfrastructure cost (SRTS only) _____

Other (please specify) _____ _____

Total Cost $1,107,000

Iowa's TAP program funding request $664,200 (60%)

Applicant match (20 percent minimum) $442,800 (40%)

	Applicant match source	Amount	Assured or anticipated (date anticipated)
1.	GO Bonds	$442,800	As needed
2.			
3.			

Are any state funds involved in this project? ☐ Yes ☒ No

If yes, please explain the source and conditions.

Are any other federal funds involved in this project? ☐ Yes ☒ No

If yes, please explain the source and conditions. (Please note here if you have previously been awarded funding for this project from the Statewide TAP program or from a Local Project TAP program administered by an MPO or RPA.)

Estimated Project Development Schedule

Design	Start date	Spring CY2020	Completion date	Fall CY2020
Land acquisition (temp easement)	Start date	Summer CY2020	Completion date	Winter CY2020
Construction	Start date	Spring CY2021	Completion date	Fall CY2021
Noninfrastructure	Start date		Completion date	

Has any part of this project been started? ☒ Yes ☐ No

If yes, please explain

During reconstruction of NL Road, preliminary grading was done for this trail in the right-of-way.

Documentation and Narrative Information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

☐ A. A **NARRATIVE** discussion of the project. Please **limit to five pages** in length. Your narrative should incorporate answers to the following questions.

1. What is the project? Provide a clear description of the concept of the proposed project, including such information as existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. For a nonconstruction project, provide a summary of the planned activities to be part of the project with a description of each. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.
2. Why is the project needed? Provide adequate project justification based on existing or estimated future use of the facility. If the project is a SRTS project, your discussion should address the existing hazards to walking or biking to school and how your project will mitigate these hazards.
3. If your project is a trail or sidewalk project, how will it enhance connectivity to other existing transportation facilities or provide linkages with local amenities, activity nodes, or points of interest? This may include a description of how the project will assist older citizens, the economically disadvantaged, persons with disabilities, nondrivers, or other special populations or groups to access the transportation system.
4. How does your project relate to the transportation system and what is its functional relationship, proximity, or impact to an existing or planned transportation facility? If this is a regional project, what is its value to your region and how will it be a functional addition to the transportation system and region as a whole if no additional development funds are received? If this is a statewide or multiregional project, assess the value of this project from a statewide or multiregional perspective.
5. If this project is part of a larger multiphase project, how will your project complement the phases already completed or planned for the future? Keep in mind that the discussion of other completed or future phases of your project should not be the focus of your application or this narrative.
6. How ready is your project to begin? For example, is all funding in place or are some initial steps completed (e.g., environmental studies, preliminary design)? If some parts of the project have already been started, describe how that head start will allow your project to move quickly once awarded.
7. Are there environmentally sensitive or culturally significant areas that may be affected by your project? If so, how might those areas influence your project's ability to gain compliance with Section 106 or National Environmental Policy Act of 1969 requirements?
8. To what degree will the proposed project fulfill the goals and/or priorities of the most recent MPO or RPA long-range transportation plan?

☐ B. A **DETAILED MAP** identifying the location of the project. The project scope should be clear and the map may also include other important information referred to in the narrative such as important transportation linkages, clearly marked completed or future project phases, etc. If the project is a SRTS project, the map shall indicate the K-8 school(s) to be served by the project, show a 2-mile radius of the school, identify neighborhoods served by the school, and hazards for children to walk or bike to school. More than one map may be submitted if the scope of the project is such that the desired detail is not feasible to be included on just one map. **Limit map sizes to no larger than 8.5-by-11-inches**.

☐ C. A **SKETCH PLAN** of the project, including cross section for bicycle or pedestrian facilities. If the cross section of your facility varies across the project (width, number of lanes, etc.) include a cross section for each situation and identify its location. (Required for construction projects only.)

☐ D. **DIGITAL PHOTOGRAPHS (limit to five)** that will help to explain the existing site conditions of the proposed facility. It is not necessary to include photographs of all aspects or the entire route of a project. Photos submitted should be representative of the project as a whole or should support any particularly compelling or complex description included in the narrative provided in item A above.

☐ E. An **ITEMIZED BREAKDOWN** of the total project costs. This documentation does not need to be a detailed, line item type estimate or formal engineer's opinion of probable cost. However, it must accomplish two objectives: 1) it must show the method by which the cost estimate was prepared; and 2) it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A. The itemized breakdown should reflect costs in the planned project execution year estimated in your time schedule provided as part of item F below. It is preferable that this breakdown be provided by a licensed professional. If not, it is the responsibility of the applicant to explain the rationale and source of the assumptions used to develop the cost breakdown to allow a reviewer to have confidence in their accuracy.

☐ F. An estimated **TIME SCHEDULE** for the total project development. Local Project TAP program funded projects will be required to be programmed within the next four-year Transportation Improvement Program (TIP) window. Once programmed, a project funding agreement will be executed and projects will be required to submit a concept statement and initiate preliminary plans within the programmed year. Projects will be required to be let within two years of funds being available (programmed) to the project. Upon award and execution of a project funding agreement, projects that fail to make satisfactory progress may be terminated by the Iowa Department of Transportation.

☐ G. An **OFFICIAL ENDORSEMENT** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the match funds required for the project. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.

☐ H. If applicable, a **LETTER OF SUPPORT** of the project from the scenic or heritage byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will also have a statewide or multiregional impact, and whether the project is included in the byway's current corridor management plan.

☐ I. If applicable, the **ITEMS LISTED IN ATTACHMENT B** shall be provided. If this project application is for a SRTS project, the applicant will complete and address the items provided in Attachment B, which are required only if the project is applying as a SRTS project. Failure to provide this information may result in the project not being considered as a SRTS project under the Statewide TAP program.

☐ J. A **NARRATIVE** discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance. As part of this narrative, also describe local and regional planning efforts related to the project, including whether it is listed in a long-range plan. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.

☐ K. A **LETTER OF SUPPORT** from the Iowa DOT's district office if the project will include construction within Iowa DOT right of way.

☐ L. A completed **MINORITY IMPACT STATEMENT.**

The award of Iowa's TAP program funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification
To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that the attached **official endorsement(s)** binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa DOT is required prior to the authorization of funds.

Representing the City of North Liberty, Iowa

Ryan Heiar, City Administrator

Typed Name and Title

IOWADOT

Form 105101 (3-18)

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

☐ The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians

☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other_____

☐ The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians

☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other_____

☒ The proposed grant project programs or policies are **not expected to have** adisproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

This project largely fronts a large City park and undeveloped land.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Ryan Heiar

Title City Administrator

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) *"Disability"* means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:

(a) Homosexuality or bisexuality.
(b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
(c) Compulsive gambling, kleptomania, or pyromania.
(d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

Documentation for North Liberty TAP Application
2019

A. Narrative

1. This project will construct a new 8' wide paved trail that extends from an existing north-south trail in Penn Meadows Park at Penn Street to an existing 8' wide trail on the west side of North Liberty Road, approximately 8,675 feet (1.64 miles). The entire project will take place within existing rights-of-way on the south side of Penn Street and the west side of North Liberty Road, but will be separated from the paved roadways. No properties are needed for construction, but one temporary construction easement of approximately 7,000 square feet will be needed (acquisition of this easement not part of the grant request). Pedestrian crossings with curb ramps will be reconstructed as shown on the detailed map and the entire project will be ADA compliant.

2. This project was first envisioned some years ago when the ICCSD announced plans to construct a new high school at the corner of North Liberty Road and Dubuque Street. As part of City-funded roadway reconstruction of Dubuque Street in that vicinity, existing poorly-performing trails were reconstructed and connect to the existing Johnson County Dubuque Street trail east and west of the high school. At about the same time, the Dahnovan Estates subdivision platted west of the high school was required by the City to construct a separated 8' wide trail approximately .4 miles long along the west side of North Liberty Road, and this project will connect to that trail on the south end. On the north end, the project will connect to an existing 8' trail that extends from Dubuque Street through Penn Meadows Park and along North Front Street to the Johnson County separated trail under construction along Mehaffey Bridge Road. Along this trail route, in addition to the high school, are the new North Liberty Dog Park (under construction), Penn Meadows Park complex, a new planned ICCSD elementary school for which land has been purchased, and many acres of planned residential development. North Liberty anticipates substantial use of this trail because of current and future potential school use, park access, and recreational opportunities presented by the completion of a large trail loop connection.

3. This project will enhance connectivity to North Liberty High School, a new planned elementary school, a dog park, the Penn Meadows park complex, the existing Dubuque Street and Front Street trail, and a developing part of eastern North Liberty.

4. This project will provide a valuable loop in the 8' trail system and will provide an alternate transportation opportunity for students, commuters, and recreational users. It should be noted that North Liberty removes snow from all designated trails along with snow removal on streets, so facilities are available year-around.

5. This is not a multi-phase project, other than rough grading already done within the right-of-way as North Liberty Road was reconstructed.

6. This project needs only construction engineering and one construction easement to begin. Rough grading completed as part of the North Liberty Road reconstruction project will minimize some costs and more extensive new grading work.

7. There are no known environmentally sensitive or culturally significant areas in the path of the project. It is being constructed within the road right-of-way.

8. North Liberty would request designation of this trail on the Metro Area Trails network.

B. Detailed Location Map attached.

C. Sketch Plan attached.

D. Digital photos attached.

E. Itemized Cost Breakdown attached.

F. Estimated Time Schedule:

	Start Date	Completion Date
Design	Spring CY2020	Fall CY2020
Land Acquisition (temp easement)	Summer CY2020	Winter CY2020
Construction	Spring CY2021	Fall CY2023
Non-infrastructure	NA	NA

G. Official Endorsement, resolution will be forwarded after next Council meeting, February 26.

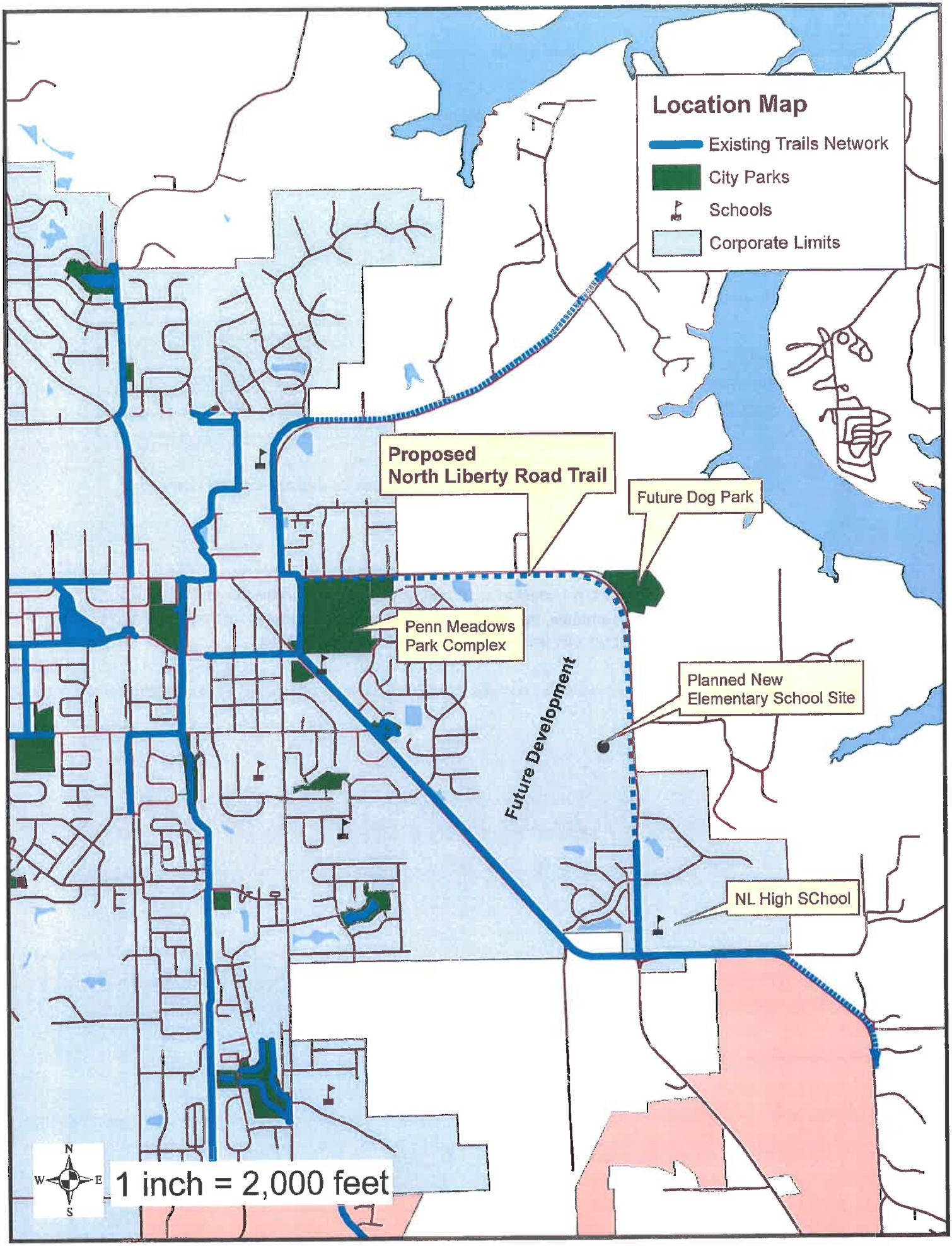
H. NA

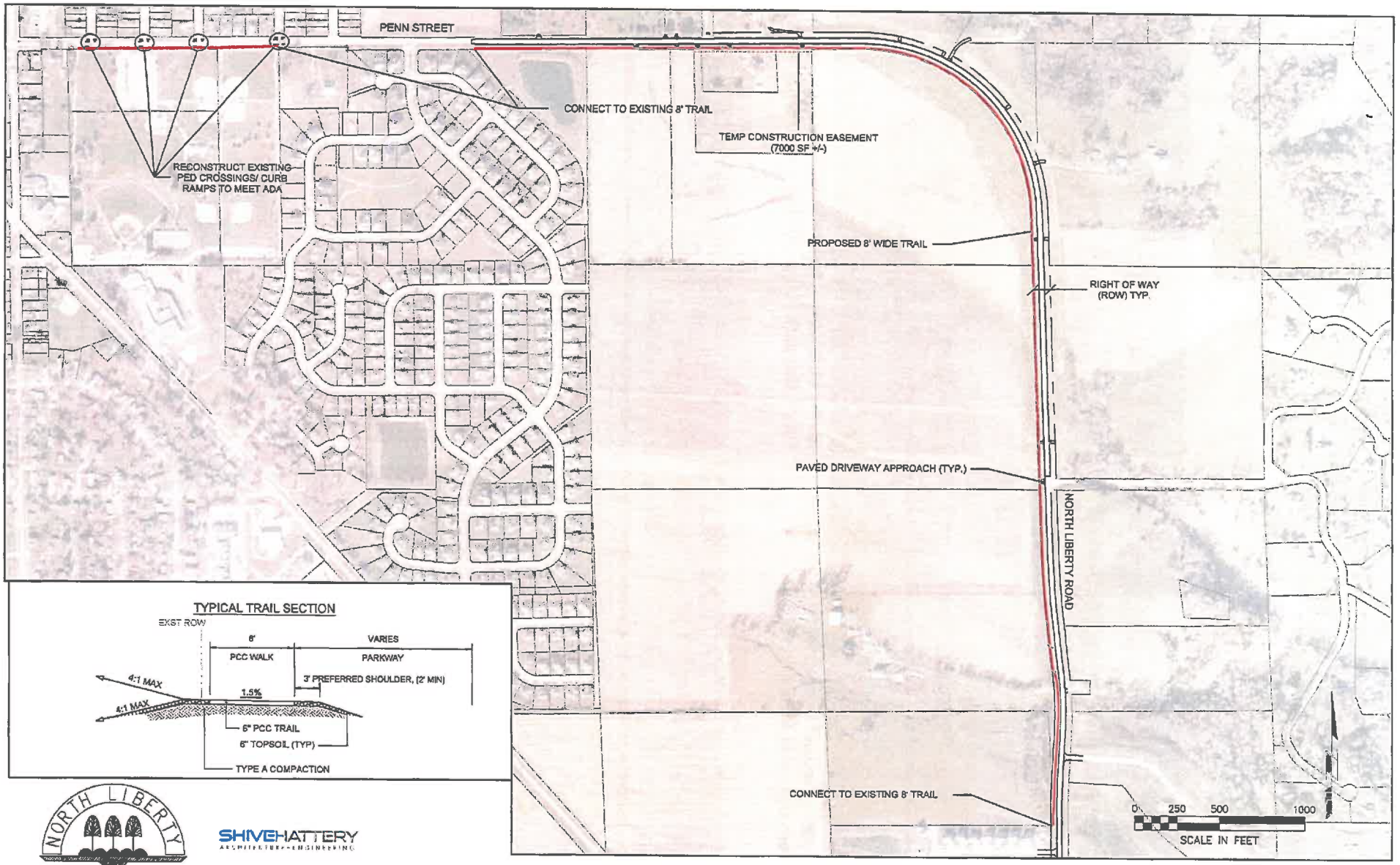
I. NA

J. This project appears in the City budget as a CIP trail, and as such was subject to several public meetings and a public hearing. In addition, the project was presented at an annual construction projects open house hosted by the City at the City Recreation Center on February 19, 2019.

K. NA

L. MIS attached.


Location Map
Existing Trails Network
City Parks
Schools
Corporate Limits
Proposed
North Liberty Road Trail
Future Dog Park
Penn Meadows
Park Complex
Future Development
Planned New
Elementary School Site
NL High SChool
N
W
E
S
1 inch = 2,000 feet



NORTH LIBERTY

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

NORTH LIBERTY ROAD TRAIL

Pictures along the project route

2/15/2019

From south end of project looking north.
End of Dahnovan Estates subdivision on left.

At Oak Lane looking generally northwest.
Future dog park at high point at upper right.

On W Penn looking west.
Arlington Ridge subdivision on left.

On W Penn looking west.
Baseball outfield fence at Penn Meadows on left.
End of project near sign at center of picture.

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

North Liberty Road Trail
OPINION OF ANTICIPATED CONSTRUCTION COSTS
Concept Phase - 2/4/2019

DESCRIPTION: 8-ft wide trail along the south and west side of North Liberty Road & on the south side of Penn Street adjacent to Penn Meadows Park (approx. 8,675-feet). See Concept phase map.

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED COST
1	CLEARING & GRUBBING	UNIT	500	$ 19	$ 9,500
2	EXCAVATION, CL 10, ROADWAY AND BORROW	CY	4,000	$ 20	$ 80,000
3	SPECIAL COMPACTION OF SUBGRADE FOR TRAIL	STA	87	$ 240	$ 20,880
4	TOPSOIL, STRIP, SALVAGE & RESPREAD	CY	1,500	$ 15	$ 22,500
5	FES APRONS, CONCRETE	EACH	3	$ 2,500	$ 7,500
6	STORM SEWER, RCP, 2000D (CIII)	LF	70	$ 75	$ 5,250
7	REMOVAL OF CONCRETE	SY	800	$ 8	$ 6,400
8	8' TRAIL, P.C. CONCRETE, 6 IN.	SY	7,850	$ 55	$ 431,750
9	5' SIDEWALK, P.C. CONCRETE, 5 IN.	SY	75	$ 45	$ 3,375
10	DETECTABLE WARNINGS	SF	160	$ 65	$ 10,400
11	P.C. CONCRETE, 9 IN.	SY	130	$ 65	$ 8,450
12	DRIVEWAY, P.C. CONCRETE, 6 IN.	SY	390	$ 50	$ 19,500
13	TRAFFIC CONTROL	LS	1	$ 20,000	$ 20,000
14	UTILITY ADJUSTMENTS	LS	1	$ 25,000	$ 25,000
15	MOBILIZATION	LS	1	$ 45,000	$ 45,000
16	EROSION CONTROL AND SEEDING	ACRE	4	$ 9,000	$ 36,000
17	CONTINGENCY (20%)	LS	1	$ 150,000	$ 150,000
				Sub-Total Construction	$ 902,000
				Design/Bidding Engineering, Legal, Administration	$ 90,000
				Construction Administration / Engineering	$ 90,000
				***TOTAL**	**$ 1,082,000**

***Does not include costs for easements and acquisitions.**

February 21, 2019

Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington St. Iowa City. IA 52240

Brad:

This letter is to confirm that the City of North Liberty is prepared to fund the local match portion of the North Liberty Road Trail project that is the subject of a TAP Grant application, as well as to maintain the trail in perpetuity once completed. Intended funding source will be General Obligation Bonds. If additional information is necessary please contact me.

Thank you.

Truly,

Ryan Heiar, City Administrator
City of North Liberty
3 Quail Creek Court, PO Box 77 52317
319-626-5747

rheiar@northlibertyiowa.org

TAP Application
#2 Coralville
Iowa River Trail
Rocky Shore to Clear Creek Trail

IOWA DOT
Form 240004 (10-18)

APPLICATION FORM FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

General Information

Regional Planning Affiliation (RPA)/
Metropolitan Planning Organization (MPO): Metropolitan Planning Organization of Johnson County

Eligible Sponsor/
Applicant Agency: City of Coralville, IA

Contact Person
(Name and Title): Dan Holderness, P.E., City Engineer

Street Address and/
or P.O. Box Number: 1512 7th Street

City: Coralville State: IA ZIP Code: 52241

Phone Number: 319-248-1720 E-mail: dholderness@coralville.org DUNS No.: 080289036

If more than one Agency or Organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second Agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency:

Contact Person
(Name and Title):

Street Address and/
or P.O. Box number:

City: State: ZIP Code:

Phone Number: E-mail: DUNS No.:

Project Information

Project Title: Coralville Iowa River Trail - Rocky Shore Drive to Clear Creek

Project Description (Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.)

This project will construct a 0.47 mile long, 10 foot wide concrete trail from west of Rocky Shore Drive in Iowa City to the north side of Clear Creek in Coralville. The project includes a pre-engineered bridge spanning Clear Creek.

If this project includes construction of a trail, what is the length of the trail in miles?: 0.47

If this project includes land acquisition, how many acres?: 0

☐ **Safe Routes to School (SRTS)** project (All information required by Attachment B must be included with this application.)
If a construction project, is this project located within 2 miles of a primary or middle school (grades K-8)?: ☐ Yes ☐ No

☐ **Iowa Byways** project
Is this project located within a designated scenic or historic byway corridor?: ☐ Yes ☒ No
If yes, has the project been endorsed by the appropriate byway board?: ☐ Yes ☐ No

Will this project be open to the public?: ☒ Yes ☐ No

Do you intend to charge a fee to users?: ☐ Yes ☐ No If yes, how much will the fee be and how will the revenue be used?

Estimated Project Costs

Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.

Right of way acquisition cost	
Preliminary design/engineering cost	
Utility relocation cost	
Construction engineering cost	
Construction cost	$889,970.00
Indirect cost (if applicable)	
Noninfrastructure cost (SRTS only)	
Other (please specify)	
Total cost	$889,970.00
Iowa's TAP program funding request	$151,363.00
Applicant match (20 percent minimum)	$275,890.00

	Applicant match source	Amount	Assured or anticipated (date anticipated)
1.	General Fund	$275,890.00	July 2020
2.			
3.			

Are any state funds involved in this project? ☐ Yes ☐ No

If yes, please explain the source and conditions.

Are any other federal funds involved in this project? ☑ Yes ☐ No

If yes, please explain the source and conditions. (Please note here if you have previously been awarded funding for this project from the Statewide TAP program or from a Local Project TAP program administered by an MPO or RPA.)

$462,717 in TAP funds have previously been awarded to this project.

Estimated Project Development Schedule

Design	Start date	June 2020	Completion date	December 2020
Land acquisition	Start date		Completion date	
Construction	Start date	April 2021	Completion date	December 2021
Noninfrastructure	Start date		Completion date	

Has any part of this project been started? ☒ Yes ☐ No

If yes, please explain.

The initial trail design was completed as part of the CRANDIC Flood Protection Project in 2014. Funding was not available to complete the project. The trail alignment was rough graded and a bridge pier was built in the center of Clear Creek.

Documentation and Narrative Information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

☒ A. A **NARRATIVE** discussion of the project. Please **limit to five pages** in length. Your narrative should incorporate answers to the following questions.

1. What is the project? Provide a clear description of the concept of the proposed project, including such information as existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. For a nonconstruction project, provide a summary of the planned activities to be part of the project with a description of each. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.
2. Why is the project needed? Provide adequate project justification based on existing or estimated future use of the facility. If the project is a SRTS project, your discussion should address the existing hazards to walking or biking to school and how your project will mitigate these hazards.
3. If your project is a trail or sidewalk project, how will it enhance connectivity to other existing transportation facilities or provide linkages with local amenities, activity nodes, or points of interest? This may include a description of how the project will assist older citizens, the economically disadvantaged, persons with disabilities, nondrivers, or other special populations or groups to access the transportation system.
4. How does your project relate to the transportation system and what is its functional relationship, proximity, or impact to an existing or planned transportation facility? If this is a regional project, what is its value to your region and how will it be a functional addition to the transportation system and region as a whole if no additional development funds are received? If this is a statewide or multiregional project, assess the value of this project from a statewide or multiregional perspective.
5. If this project is part of a larger multiphase project, how will your project complement the phases already completed or planned for the future? Keep in mind that the discussion of other completed or future phases of your project should not be the focus of your application or this narrative.
6. How ready is your project to begin? For example, is all funding in place or are some initial steps completed (e.g., environmental studies, preliminary design)? If some parts of the project have already been started, describe how that head start will allow your project to move quickly once awarded.
7. Are there environmentally sensitive or culturally significant areas that may be affected by your project? If so, how might those areas influence your project's ability to gain compliance with Section 106 or National Environmental Policy Act of 1969 requirements?
8. To what degree will the proposed project fulfill the goals and/or priorities of the most recent MPO or RPA long-range transportation plan?

☒ B. A **DETAILED MAP** identifying the location of the project. The project scope should be clear and the map may also include other important information referred to in the narrative such as important transportation linkages, clearly marked completed or future project phases, etc. If the project is a SRTS project, the map shall indicate the K-8 school(s) to be served by the project, show a 2-mile radius of the school, identify neighborhoods served by the school, and hazards for children to walk or bike to school. More than one map may be submitted if the scope of the project is such that the desired detail is not feasible to be included on just one map. **Limit map sizes to no larger than 8.5-by-11-inches.**

☒ C. A **SKETCH PLAN** of the project, including cross section for bicycle or pedestrian facilities. If the cross section of your facility varies across the project (width, number of lanes, etc.) include a cross section for each situation and identify its location. (Required for construction projects only.)

☒ D. **DIGITAL PHOTOGRAPHS (limit to five)** that will help to explain the existing site conditions of the proposed facility. It is not necessary to include photographs of all aspects or the entire route of a project. Photos submitted should be representative of the project as a whole or should support any particularly compelling or complex description included in the narrative provided in item A above.

☒ E. An **ITEMIZED BREAKDOWN** of the total project costs. This documentation does not need to be a detailed, line-item type estimate or formal engineer's opinion of probable cost. However, it must accomplish two objectives: 1) it must show the method by which the cost estimate was prepared; and 2) it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A. The itemized breakdown should reflect costs in the planned project execution year estimated in your time schedule provided as part of item F below. It is preferable that this breakdown be provided by a licensed professional. If not, it is the responsibility of the applicant to explain the rationale and source of the assumptions used to develop the cost breakdown to allow a reviewer to have confidence in their accuracy.

☒ F. An estimated **TIME SCHEDULE** for the total project development. Local Project TAP program funded projects will be required to be programmed within the next four-year Transportation Improvement Program (TIP) window. Once programmed, a project funding agreement will be executed and projects will be required to submit a concept statement and initiate preliminary plans within the programmed year. Projects will be required to be let within two years of funds being available (programmed) to the project. Upon award and execution of a project funding agreement, projects that fail to make satisfactory progress may be terminated by the Iowa Department of Transportation.

☒ G. An **OFFICIAL ENDORSEMENT** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the match funds required for the project. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.

☐ H. If applicable, a **LETTER OF SUPPORT** of the project from the scenic or heritage byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will also have a statewide or multiregional impact, and whether the project is included in the byway's current corridor management plan.

☐ I. If applicable, the **ITEMS LISTED IN ATTACHMENT B** shall be provided. If this project application is for a SRTS project, the applicant will complete and address the items provided in Attachment B, which are required only if the project is applying as a SRTS project. Failure to provide this information may result in the project not being considered as a SRTS project under the Statewide TAP program.

☒ J. A **NARRATIVE** discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance. As part of this narrative, also describe local and regional planning efforts related to the project, including whether it is listed in a long-range plan. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.

☐ K. A **LETTER OF SUPPORT** from the Iowa DOT's district office if the project will include construction within Iowa DOT right of way.

☒ L. A completed **MINORITY IMPACT STATEMENT.**

The award of Iowa's TAP program funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that the attached **official endorsement(s)** binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa DOT is required prior to the authorization of funds.

Representing the City of Coralville, IA

Dan Holderness, P.E., City Engineer

Typed Name and Title

A

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 22, 2019

Subject: Project Narrative for Coralville Iowa River Trail – Rocky Shore Drive to Clear Creek Transportation Alternatives Program for FY 2021-24

NARRATIVE

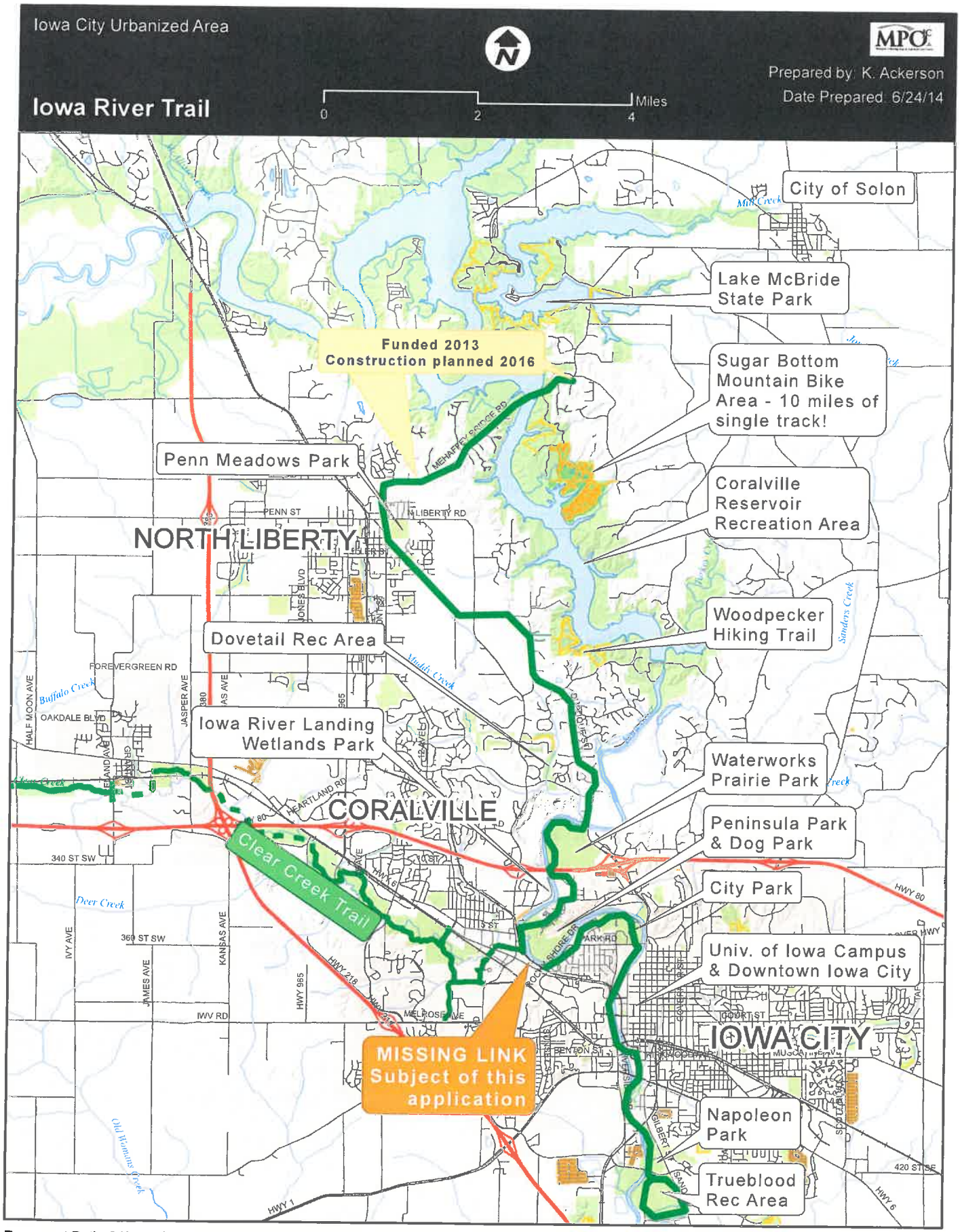
This project will construct a 0.47 mile long section of 10 foot wide concrete trail along the south side of the Iowa River from west of Rocky Shore Drive in Iowa City to the north side of Clear Creek in Coralville. A pre-engineered 2 span bridge will be constructed to cross Clear Creek. A trail previously existed along this route which was destroyed during the 2008 Iowa River Flood.

This section is the proverbial 'missing link' of the 17.4 mile long Iowa River Trail between Iowa City, University of Iowa, Coralville, North Liberty and Johnson County. This trail section also connects to Coralville's Clear Creek Trail which in turn connects to the Coral Ridge Mall, North Liberty, soon to Tiffin, and eventually to Kent Park.

Citizens using the Iowa River Trail now have to detour onto the overwidth sidewalk along Highway 6 between Rocky Shore Drive and 1st Avenue. This section of Highway 6 has very high vehicular traffic volumes and multiple business driveways to cross which causes safety concerns for bicyclists and pedestrians. The Highway 6 detour route has experienced multiple bicycle and pedestrian collisions in the 2014 – 2018 Metro Area Bicycle and Pedestrian Collisions Map. The construction of this section of the Iowa River Trail will reduce future bicycle and pedestrian collisions by providing a safer, off-street alignment. The reduced bicycle and pedestrian volumes on Highway 6 will also promote a safer travel environment for vehicles.

The initial design and construction of this trail has been completed with Coralville's CRANDIC Flood Protection Project in 2014. The trail alignment has been rough graded and the center bridge pier has been constructed in Clear Creek. All necessary easements have already been secured. Environmental permits were obtained for this project in 2014 and the necessary wetlands mitigation is already ongoing. The 2014 environmental permits would need to be renewed but we anticipate this to be a relatively straight forward process since they were originally approved for the same project scope.

This project has previously been awarded $462,717 in TAP funding. The additional $151,363 TAP funds requested at this time will make this project become a reality. The Iowa River Trail in the Iowa City/Coralville/North Liberty metro area will then be complete.



Document Path: S:\Iowa City GIS\JCCOG_Maps\Bike Ped Trails\20090624_Trail Grant Apps\20140608_IRT Crandic Link.mxd

C

CORALVILLE

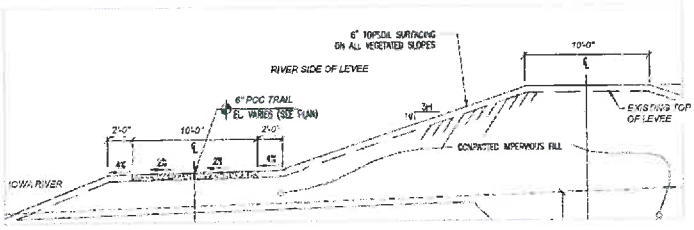
Coralville Iowa River Trail - Rocky Shore Drive to Clear Creek

Sketch Plan

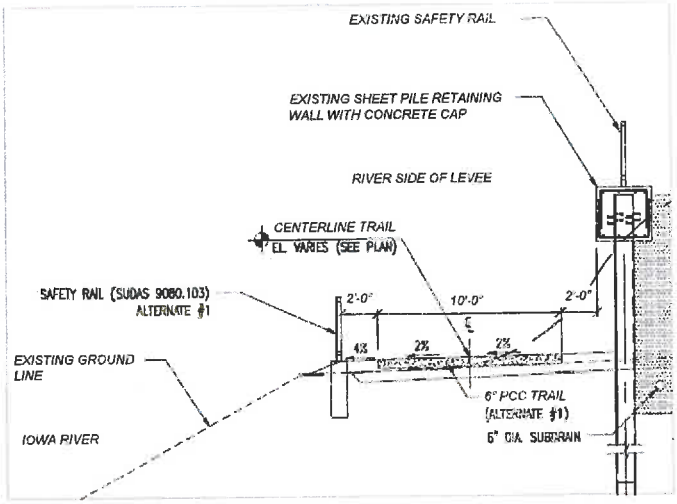
NORTH

no scale

TRAIL CROSS SECTION



TRAIL CROSS SECTION



11/22/2017

11/22/2017

11/22/2017

Coralville Iowa River Trail - Rocky Shore Drive to Clear Creek

Cost Estimate
Revised 2/21/2019

	QTY	Unit	Unit Price	Sub-total
Mobilization, Traffic Control, and Staging (Alternate 1)	1	LS	$ 100,000.00	$ 102,000.00
Clear and Grub	1	EA	$ 10,000.00	$ 10,200.00
Removal of Existing Trail	100	SY	$ 6.00	$ 612.00
Topsoil, Furnish and Spread	650	CY	$ 35.00	$ 23,205.00
Below Grade Excavation (Core Out)	300	CY	$ 25.00	$ 7,650.00
6" PCC Recreational Trail	1700	SY	$ 50.00	$ 86,700.00
6" Color PCC Recreational Trail	77	SY	$ 150.00	$ 11,781.00
Class 10 Excavation	700	CY	$ 20.00	$ 14,280.00
Granular Subbase	1700	SY	$ 6.00	$ 10,404.00
Special Subgrade Preparation for Recreational Trail	2700	SY	$ 20.00	$ 55,080.00
Plants, Lump Sum	1	LS	$ 15,000.00	$ 15,300.00
Limestone Landscape Boulders	65	TON	$ 355.00	$ 23,536.50
Rip Rap (Class E Revetment)	200	Tons	$ 35.00	$ 7,140.00
Limestone Retaining Wall	1050	SF	$ 30.00	$ 32,130.00
Safety Rail	330	LF	$ 180.00	$ 60,588.00
Pre-Engineered Steel Truss Recreational Trail Bridge	2	EA	$ 100,000.00	$ 204,000.00
Recreational Trail Bridge Abutments	2	LS	$ 30,000.00	$ 61,200.00
Steel H-Piles	285	LF	$ 40.00	$ 11,628.00
Silt Fence	2000	LF	$ 5.00	$ 10,200.00
Signs	3	SF	$ 75.00	$ 229.50
Limestone Seat Area	1	LS	$ 20,000.00	$ 20,400.00
Railroad Insurance and Flagger	1	LS	$ 25,000.00	$ 25,500.00
Hydraulic Seeding, Fertilizing and Mulching	1	AC	$ 5,000.00	$ 5,100.00
SWPPP Inspection and Management	1	LS	$ 10,000.00	$ 10,200.00
			Construction Subtotal	$ 809,064.00
			10% Contingency	$ 80,906.40
			TOTAL	**$ 889,970.40**

F

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

CORALVILLE

Date: February 22, 2019

Project: Coralville Iowa River Trail – Rocky Shore Drive to Clear Creek

TIME SCHEDULE

Design	June 2020 to December 2020
Bid	March 2021
Construction	April 2021 to December 2021
Completion	December 2021

G

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 20, 2019

Project: Coralville Iowa River Trail Project - Rocky Shore Drive to Clear Creek

OFFICIAL ENDORSEMENT

The City of Coralville agrees to adequately maintain and operate the Coralville Iowa River Trail Project - Rocky Shore Drive to Clear Creek for its intended public use for a minimum of 20 years after project completion.

The City of Coralville agrees to provide the local match funding for any grant amount awarded.

Based on the grant application period, our council agenda items submittal requirements, and our council meeting schedule, a resolution endorsing this grant application was not able to be provided by the Februray 22nd submittal date. The endorsement resolution is on our February 26th council agenda for approval and will be submitted as soon as the paperwork is signed.

Sincerely,

Kelly J. Hayworth
City Administrator

J

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 22, 2019

Project: Coralville Iowa River Trail – Rocky Shore Drive to Clear Creek

PUBLIC INPUT

This project is included in the 2017 – 2025 Fiscally Constrained Bicycle and Pedestrian Projects section of the approved MPOJC Future Forward 2045 Long Range Transportation Plan (2017-2045). A variety of public input opportunities were provided throughout the LRTP approval process.

The City of Coralville receives regular inquiries about the the reconstruction of this trail segment. When this trail segment is reconstructed , it will allow Iowa River Trail users to stay on the river front trail and not have to bypass to the overwidth sidewalk on Highway 6 between Rocky Shore Drive and 1st Avenue.

A public open house will be held to review the preliminary roundabout design and the public will have access to both City and Consultant staff during the entire design process.

A public hearing on the final plans and specifications will be held at a Council Meeting prior to the City Council recommending final approval of the design and setting the bid date.

IOWADOT

Form 105101 (12-16)

Minority Impact Statement

L

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grants applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

☑ The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

The Coralville Iowa River Trail Project - Rocky Shore Drive to Clear Creek will have a positive impact on persons with disabilities because it will create and maintain a safe, ADA-compliant, 10-foot wide trail on the south side of the Iowa River from Rocky Shore Drive to Clear Creek, ADA compliant trail connections to the Clear Creek Trail and other Coralville area trail systems, and will provide a safe pedestrian/bicycle access from Iowa City to Coralville without having to cross vehicluar driveways on Highway 6.

Indicate which groups are impacted.

☐ Women ☑ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians

☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other

☐ The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians
☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other _____

Present the rationale for determining no impact.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Dan Holderness, P.E.

Title City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):
b. As used in this subsection:

(1) *"Disability"* means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:
(a) Homosexuality or bisexuality.
(b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
(c) Compulsive gambling, kleptomania, or pyromania.
(d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

TAP Application
#3 Coralville
Clear Creek Trail Connection
Hwy 6 to Tom Harkin Trailhead

IOWADOT
Form 240004 (10-18)

APPLICATION FORM FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

General Information

Regional Planning Affiliation (RPA)/
Metropolitan Planning Organization (MPO): Metropolitan Planning Organization of Johnson County

Eligible Sponsor/
Applicant Agency: City of Coralville

Contact Person
(Name and Title): Dan Holderness, P.E., City Engineer

Street Address and/
or P.O. Box Number: 1512 7th Street

City: Coralville State: IA ZIP Code: 52241

Phone Number: 319-248-1720 E-mail: dholderness@coralville.org DUNS No.: 080289036

If more than one Agency or Organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second Agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency:

Contact Person
(Name and Title):

Street Address and/
or P.O. Box number:

City: State: ZIP Code:

Phone Number: E-mail: DUNS No.:

Project Information

Project Title: Clear Creek Trail Connection - Highway 6 to the Tom Harkin Trailhead

Project Description (Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.)

This project will construct a 0.35 mile long section of 10 foot wide concrete shared use path along the east side of Camp Cardinal Boulevard from Highway 6 to the Tom Harkin Trailhead on the mainline of the Clear Creek Trail.

If this project includes construction of a trail, what is the length of the trail in miles?: 0.35

If this project includes land acquisition, how many acres?: 0.13

☐ **Safe Routes to School (SRTS)** project (All information required by Attachment B must be included with this application.)

If a construction project, is this project located within 2 miles of a primary or middle school (grades K-8)?: ☐ Yes ☐ No

☐ **Iowa Byways** project

Is this project located within a designated scenic or historic byway corridor?: ☐ Yes ☒ No

If yes, has the project been endorsed by the appropriate byway board?: ☐ Yes ☐ No

Will this project be open to the public?: ☒ Yes ☐ No

Do you intend to charge a fee to users?: ☐ Yes ☒ No If yes, how much will the fee be and how will the revenue be used?

Estimated Project Costs

Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.

Right of way acquisition cost	$85,000.00
Preliminary design/engineering cost	
Utility relocation cost	
Construction engineering cost	
Construction cost	$397,195.00
Indirect cost (if applicable)	
Noninfrastructure cost (SRTS only)	
Other (please specify)	
Total cost	$482,195.00
Iowa's TAP program funding request	$332,715.00
Applicant match (20 percent minimum)	$149,480.00

	Applicant match source	Amount	Assured or anticipated (date anticipated)
1.	General Fund	$149,480.00	FY2021
2.			
3.			

Are any state funds involved in this project? ☐ Yes ☒ No

If yes, please explain the source and conditions.

Are any other federal funds involved in this project? ☐ Yes ☒ No

If yes, please explain the source and conditions. (Please note here if you have previously been awarded funding for this project from the Statewide TAP program or from a Local Project TAP program administered by an MPO or RPA.)

Estimated Project Development Schedule

Design	Start date	June 2020	Completion date	December 2020
Land acquisition	Start date	n/a	Completion date	
Construction	Start date	April 2021	Completion date	December 2021
Noninfrastructure	Start date		Completion date	

Has any part of this project been started? ☑ Yes ☐ No

If yes, please explain.

Documentation and Narrative Information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

☒ A. A **NARRATIVE** discussion of the project. Please **limit to five pages** in length. Your narrative should incorporate answers to the following questions.

1. What is the project? Provide a clear description of the concept of the proposed project, including such information as existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. For a nonconstruction project, provide a summary of the planned activities to be part of the project with a description of each. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.
2. Why is the project needed? Provide adequate project justification based on existing or estimated future use of the facility. If the project is a SRTS project, your discussion should address the existing hazards to walking or biking to school and how your project will mitigate these hazards.
3. If your project is a trail or sidewalk project, how will it enhance connectivity to other existing transportation facilities or provide linkages with local amenities, activity nodes, or points of interest? This may include a description of how the project will assist older citizens, the economically disadvantaged, persons with disabilities, nondrivers, or other special populations or groups to access the transportation system.
4. How does your project relate to the transportation system and what is its functional relationship, proximity, or impact to an existing or planned transportation facility? If this is a regional project, what is its value to your region and how will it be a functional addition to the transportation system and region as a whole if no additional development funds are received? If this is a statewide or multiregional project, assess the value of this project from a statewide or multiregional perspective.
5. If this project is part of a larger multiphase project, how will your project complement the phases already completed or planned for the future? Keep in mind that the discussion of other completed or future phases of your project should not be the focus of your application or this narrative.
6. How ready is your project to begin? For example, is all funding in place or are some initial steps completed (e.g., environmental studies, preliminary design)? If some parts of the project have already been started, describe how that head start will allow your project to move quickly once awarded.
7. Are there environmentally sensitive or culturally significant areas that may be affected by your project? If so, how might those areas influence your project's ability to gain compliance with Section 106 or National Environmental Policy Act of 1969 requirements?
8. To what degree will the proposed project fulfill the goals and/or priorities of the most recent MPO or RPA long-range transportation plan?

☒ B. A **DETAILED MAP** identifying the location of the project. The project scope should be clear and the map may also include other important information referred to in the narrative such as important transportation linkages, clearly marked completed or future project phases, etc. If the project is a SRTS project, the map shall indicate the K-8 school(s) to be served by the project, show a 2-mile radius of the school, identify neighborhoods served by the school, and hazards for children to walk or bike to school. More than one map may be submitted if the scope of the project is such that the desired detail is not feasible to be included on just one map. **Limit map sizes to no larger than 8.5-by-11-inches.**

☒ C. A **SKETCH PLAN** of the project, including cross section for bicycle or pedestrian facilities. If the cross section of your facility varies across the project (width, number of lanes, etc.) include a cross section for each situation and identify its location. (Required for construction projects only.)

☒ D. **DIGITAL PHOTOGRAPHS (limit to five)** that will help to explain the existing site conditions of the proposed facility. It is not necessary to include photographs of all aspects or the entire route of a project. Photos submitted should be representative of the project as a whole or should support any particularly compelling or complex description included in the narrative provided in item A above.

☒ E. An **ITEMIZED BREAKDOWN** of the total project costs. This documentation does not need to be a detailed, line-item type estimate or formal engineer's opinion of probable cost. However, it must accomplish two objectives: 1) it must show the method by which the cost estimate was prepared; and 2) it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A. The itemized breakdown should reflect costs in the planned project execution year estimated in your time schedule provided as part of item F below. It is preferable that this breakdown be provided by a licensed professional. If not, it is the responsibility of the applicant to explain the rationale and source of the assumptions used to develop the cost breakdown to allow a reviewer to have confidence in their accuracy.

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☒ K. A **LETTER OF SUPPORT** from the Iowa DOT's district office if the project will include construction within Iowa DOT right of way.

☒ L. A completed **MINORITY IMPACT STATEMENT.**

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Certification
To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that the attached **official endorsement(s)** binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa DOT is required prior to the authorization of funds.

Representing the City of Coralville, IA

Dan Holderness, P.E., City Engineer

Typed Name and Title

A

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 22, 2019

Subject: Project Narrative for Clear Creek Trail Connection – Highway 6 to the Tom Harkin Trailhead
Transportation Alternatives Program for FY 2021-24

NARRATIVE

This project will construct a 0.35 mile long section of 10 foot wide concrete shared use path along the east side of Camp Cardinal Boulevard from Highway 6 to the Tom Harkin Trailhead on the mainline of the Clear Creek Trail.

This shared use path will provide safe access to the Clear Creek Trail system for citizens living in the residential core of Coralville north of Highway 6. The Clear Creek Trail provides access to Iowa City, University of Iowa, North Liberty, soon to Tiffin and to Kent Park in the future. This project will also provide safe bicycle and pedestrian access to the recently relocated US Post Office at 2150 James Street, on the corner of Camp Cardinal Boulevard and James Street.

The city has received numerous complaints about the lack of safe access for bicyclists and pedestrians along this section of Camp Cardinal Boulevard, especially since the Post Office relocation.

From a regional perspective, this shared use path will provide a much needed connection to the Clear Creek Trail, midway between the current connections at 12th Avenue and 25th Avenue which are 1.4 miles apart.

Conceptual design has been completed on this project which will assist with completion of the final design. Three sliver parcels adjacent to existing rights-of-ways will be required for construction and no known environmentally sensitive areas will be disturbed for this project.

This project is not currently included in the MPOJC Future Forward Long Range Transportation Plan 2017 – 2045. Two Coralville projects included in the LRTP Fiscally Constrained Bicycle & Pedestrian Projects 2017 – 2025 are currently funded and in construction (Clear Creek Trail Phases 6 & 7) or are completed (Clear Creek Trail – 1st Ave. to Biscuit Creek). Since Coralville has been aggressive at completing trail projects in the LRTP with other funds, we are requesting consideration of this project for TAP funding. This project can be amended into the LRTP as soon as the process would allow. Many citizens of Coralville have requested this shared use path project be constructed since the 2017 – 2045 LRTP was approved.

City of Coralville
Engineering Department

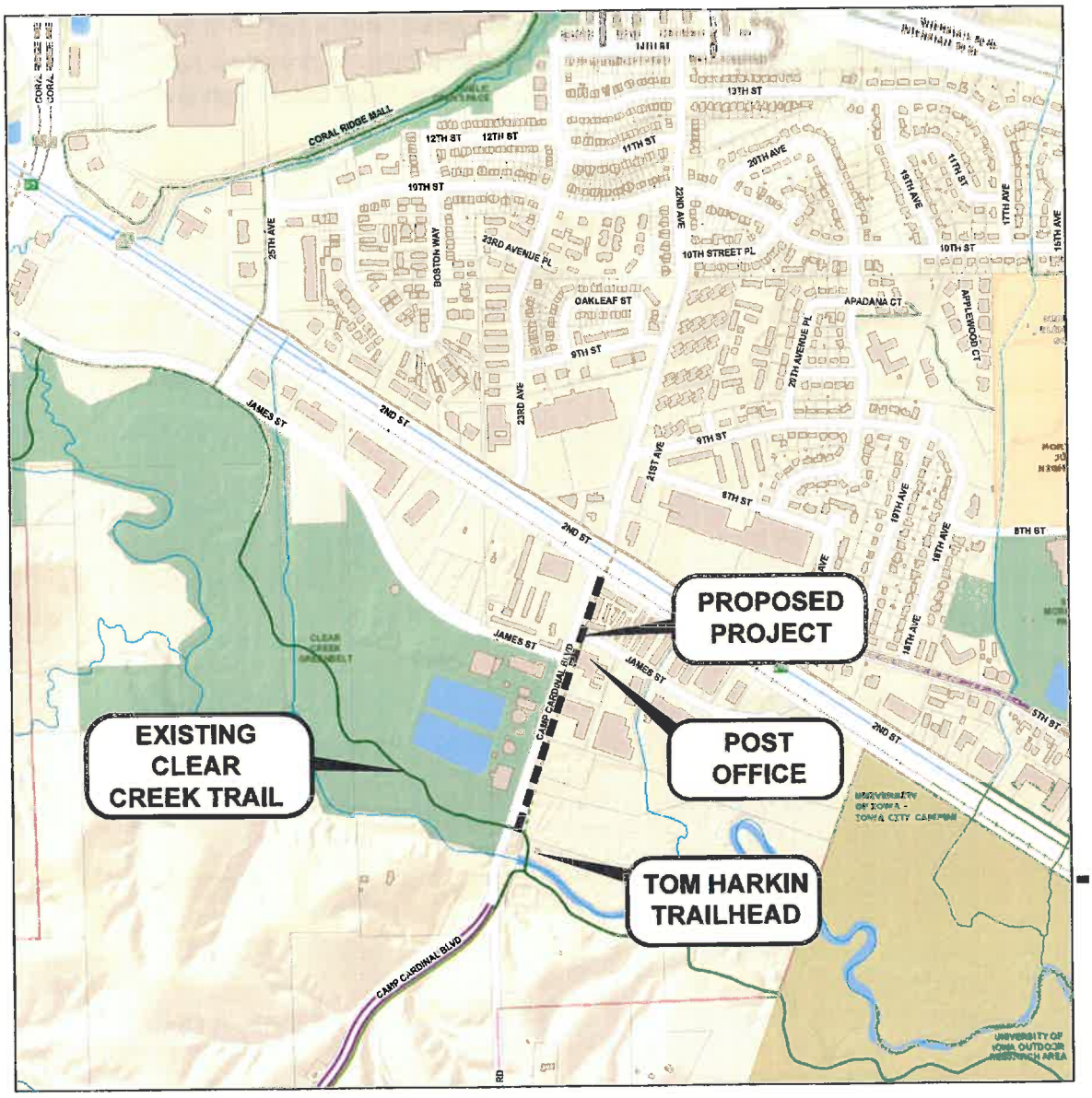
The urgency for this project has significantly increased since the US Post Office relocate to 2150 James Street which has no accommodations for bicyclists or pedestrians and is not on a bus route. We request consideration of our TAP funding request for this project to provide a safe access for bicyclists and pedestrians to the Tom Harkin Trailhead on the Clear Creek Trail and the US Post Office.

B

CORALVILLE

Clear Creek Trail Connection - Highway 6 to Tom Harkin Trailhead

Location Map



NORTH

no scale

LEGEND

Proposed 10' Overwidth Sidewalk Connection

C

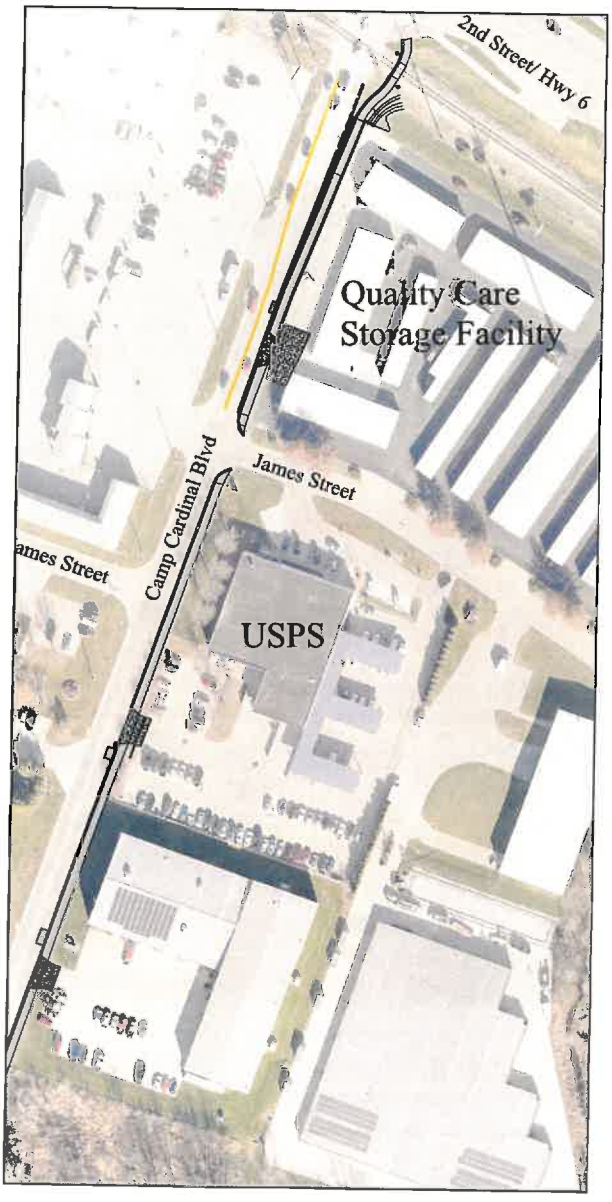
CORALVILLE

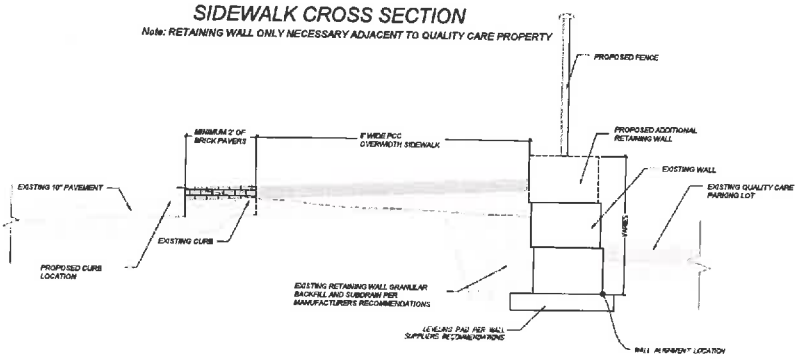
Clear Creek Trail Connection - Highway 6 to Tom Harkin Trailhead

Sketch Plan

NORTH

no scale





Photographs of Existing Conditions

11/21/2017

11/21/2017

11/21/2017

Coralville Engineering Department
1512 7th Street, Coralville, Iowa 52241
ph: 319.248.1720
fax: 319.248.1894
www.coralville.org

February 20, 2019

Clear Creek Trail Connection - Highway 6 to Tom Harkin Trailhead

ESTIMATED PROJECT QUANTITIES

Item No.	SUDAS Item Code	Item	Unit	Estimates		
				Quantity	Unit Price	Extended Price
DIVISION 1 - GENERAL						
1	1070-206-A-0	Traffic Control	LS	1.0	$ 10,000.00	$ 10,000.00
2	1090-105-D-0	Mobilization	LS	1.0	$ 15,000.00	$ 15,000.00
DIVISION 2 - EARTHWORK						
3	2010-108-D-3	Topsoil, Offsite (4-in. depth)	CY	110.0	$ 35.00	$ 3,850.00
4	2010-108-E-0	Excavation, Class 10	CY	650.00	$ 18.00	$ 11,700.00
5	2010-108-G-0	Subgrade Preparation	SY	125.0	$ 20.00	$ 2,500.00
DIVISION 4 - SEWERS AND DRAINS						
6	4020-108-A-1	Storm Sewer, Trenched, RCP Class III, 18-in.	LF	32.0	$ 90.00	$ 2,880.00
7	4040-108-A-0	Subdrain, Type 1, Case B	LF	80.0	$ 15.00	$ 1,200.00
8	4040-108-D-0	Subdrain Outlets and Connections, 6-in.	EA	8.0	$ 200.00	$ 1,600.00
DIVISION 6 - STRUCTURES FOR SANITARY AND STORM SEWERS						
9	6010-108-B-0	Intake, Type SW-541	EA	4.0	$ 5,000.00	$ 20,000.00
10	6010-108-H-0	Remove Intake, Type SW-507	EA	1.0	$ 2,000.00	$ 2,000.00
11	6010-108-H-0	Remove Intake, Type SW-509	EA	3.0	$ 2,000.00	$ 6,000.00
DIVISION 7 - STREETS AND RELATED WORK						
12	7010-108-A-0	Pavement, PCC, C-3, 10-in.	SY	42.0	$ 120.00	$ 5,040.00
13	7030-108-E-0	Sidewalk Ramp, PCC, 6-in.	SY	61.0	$ 75.00	$ 4,575.00
14	7030-108-G-0	ADA Detectable Warning Plates, Cast Iron (Brick Red)	SF	112.0	$ 30.00	$ 3,360.00
15	7030-108-A-0	Sidewalk Removal	SY	0.0	$ -	$ -
16	7030-108-A-0	Driveway Removal	SY	400.0	$ 9.00	$ 3,600.00
17	7030-108-E-0	Sidewalk, PCC, C-3, 6-in.	SY	1385.0	$ 50.00	$ 69,250.00
18	7030-108-H-1	Driveway, Paved, PCC, Type A, 7-in.	SY	400.0	$ 75.00	$ 30,000.00
19	7040-108-H-0	Pavement Removal, PCC	SY	247.0	$ 15.00	$ 3,705.00
20	7040-108-I-0	24" Curb and Gutter Section, PCC, C-3, 10-in. slab	LF	370.0	$ 50.00	$ 18,500.00
21	7030-108-F-2	Sub-slab for Brick Pavers, PCC, 6-in.	SY	380.0	$ 50.00	$ 19,000.00
22	7030-108-F-2	Brick Pavers with 3/4-in. sand base	SY	380.0	$ 115.00	$ 43,700.00
DIVISION 9 - SITEWORK AND LANDSCAPING						
23	9010-108-B-0	Hydraulic Seeding, Seeding, Fertilizing, and Mulching (SUDAS Type 1)	AC	0.18	$ 20,000.00	$ 3,600.00
24	9040-108-T-1	Inlet Protection Device	EA	4.00	$ 150.00	$ 600.00
25	9040-108-T-2	Inlet Protection Device, Maintenance	EA	4.00	$ 50.00	$ 200.00
26	9060-108-B-0	Chain Link Security Gate (Post Office)	EA	1.00	$ 4,200.00	$ 4,200.00
27	9060-108-B-0	Installation of Chain Link Security Gate (Post Office)	EA	1.00	$ 4,200.00	$ 4,200.00
28	9060-108-C-0	Barbed Wire Installation on Gate, 3 strands (Post Office)	LF	32.00	$ 5.00	$ 160.00
29	9060-108-E-0	Removal of Existing Chain Link Swing Gates (Post Office)	LF	32.00	$ 30.00	$ 960.00
30	9070-108-A-0	Modular Block Retaining Wall, Kastle Blocks	EA	137.00	$ 95.00	$ 13,015.00
31	9070-108-A-0	Installation of Modular Block Retaining Wall	SF	730.00	$ 20.00	$ 14,600.00
32	9080-108-C-0	Safety Rail	LF	220.00	$ 60.00	$ 13,200.00

Estimated Contract Total: $ 332,195.00

ADDITIONAL COSTS TO COMPLETE PROJECT

33		Installation of pedestrian gates by Iowa Interstate Railroad	LS	1.0	$ 50,000.00	$ 50,000.00
34		Precast concrete crossing panel by Iowa Interstate Railroad	LS	1.0	$ 15,000.00	$ 15,000.00

Estimated Project Total: $ 397,195.00

F

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 22, 2019

Project: Clear Creek Connection – Highway 6 to the Tom Harkin Trailhead

TIME SCHEDULE

Design	June 2020 to December 2020
Bid	March 2021
Construction	April 2021 to December 2021
Completion	December 2021

G

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

CORALVILLE

Date: February 20, 2019

Project: Clear Creek Connection Project – Highway 6 to the Tom Harkin Trailhead

OFFICIAL ENDORSEMENT

The City of Coralville agrees to adequately maintain and operate the Clear Creek Connection Project – Highway 6 to the Tom Harkin Trailhead for its intended public use for a minimum of 20 years after project completion.

The City of Coralville agrees to provide the local match funding for any grant amount awarded.

Based on the grant application period, our council agenda items submittal requirements, and our council meeting schedule, a resolution endorsing this grant application was not able to be provided by the Februray 22nd submittal date. The endorsement resolution is on our February 26th council agenda for approval and will be submitted as soon as the paperwork is signed.

Sincerely,

Kelly J. Hayworth
City Administrator

J

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 22, 2019

Project: Clear Creek Trail Connection – Highway 6 to Tom Harkin Trailhead

PUBLIC INPUT

The City of Coralville receives regular inquiries about the schedule for permanent bicyle/pedestrian improvements on Camp Cardinal Boulevard between Highyway 6 and the Tom Harkin Trailhead on the mainline of the Clear Creek Trail. An added bonus of this shared use path project is safe bicycle and pedestrian access to the US Post Office on the corner of Camp Cardinal Boulevard and James St. which doesn't exist today.

A public open house will be held to review the preliminary roundabout design and the public will have access to both City and Consultant staff during the entire design process.

A public hearing on the final plans and specifications will be held at a Council Meeting prior to the City Council recommending final approval of the design and setting the bid date.

IOWA DOT

SMARTER | SIMPLER | CUSTOMER DRIVEN www.iowadot.gov

Highway Division | District 6 Office
5455 Kirkwood Blvd. | Cedar Rapids, IA 52404
Phone: 319-364-0235 | Email: catherine.cutler@iowadot.us

February 22, 2019

Mr. Dan Holderness
Coralville City Engineer
1512 7th St.
P.O. Box 5127
Coralville, IA 52241

Dear Mr. Holderness,

I am pleased to provide a letter of support for the proposed overwidth sidewalk along the east side of Camp Cardinal Boulevard from U.S. 6 to the Tom Harkin Trailhead on the Clear Creek Trail. This connection will provide a safe pedestrian and bicycle connection between a heavily populated residential area of Coralville to the Clear Creek Trail and areas beyond.

Sincerely,

Catherine Cutler
Transportation Planner, Iowa DOT

IOWA DOT
SMARTER | SIMPLER | CUSTOMER DRIVEN www.iowadot.gov

IOWA DOT
Form 103101 (12-16)

Minority Impact Statement

L

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grants applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

☑ The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

The Clear Creek Trail Connection - Highway 6 to the Tom Harkin Trailhead will have a positive impact on persons with disabilities because it will create a safe, ADA-compliant, 10-foot wide over width sidewalk on the east side of Camp Cardinal Boulevard from Highway 6 to the Tom Harkin Trailhead on the mainline Clear Creek Trail, as well as ADA compliant street crossings. This project will also provide safe bicycle and pedestrian access to the US Post Office on the corner of Camp Cardinal Boulevard and James Street which does not currently exist.

Indicate which groups are impacted.

☐ Women ☑ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians
☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other

☐ The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians
☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other _____

Present the rationale for determining no impact.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Dan Holderness, P.E.

Title City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):
b. As used in this subsection:

(1) *"Disability"* means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:
(a) Homosexuality or bisexuality.
(b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
(c) Compulsive gambling, kleptomania, or pyromania.
(d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

IOWA DOT
Form 240004 (10-18)

TAP Application
#4 Iowa City
Hwy 6 Trail
Fair Meadows Blvd to Heinz Road

APPLICATION FORM FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

General Information

Regional Planning Affiliation (RPA)/
Metropolitan Planning Organization (MPO): Metropolitan Planning Organization of Johnson County

Eligible Sponsor/
Applicant Agency: City of Iowa City

Contact Person
(Name and Title): Jason Havel, City Engineer

Street Address and/
or P.O. Box Number: 410 E. Washington Street

City: Iowa City State: IA ZIP Code: 52240

Phone Number: 319-356-5410 E-mail: jason-havel@iowa-city.org DUNS No.:

If more than one Agency or Organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second Agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency:

Contact Person
(Name and Title):

Street Address and/
or P.O. Box number:

City: State: ZIP Code:

Phone Number: E-mail: DUNS No.:

Project Information

Project Title:

Project Description (Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.)

The project includes approximately 0.8 miles of 10-foot wide trail along the south side of Highway 6, from Fairmeadows Boulevard to Heinz Road.

If this project includes construction of a trail, what is the length of the trail in miles?:

If this project includes land acquisition, how many acres?:

☐ **Safe Routes to School (SRTS)** project (All information required by Attachment B must be included with this application.)
If a construction project, is this project located within 2 miles of a primary or middle school (grades K-8)?: ☒ Yes ☐ No

☐ **Iowa Byways** project
Is this project located within a designated scenic or historic byway corridor?: ☐ Yes ☐ No
If yes, has the project been endorsed by the appropriate byway board?: ☐ Yes ☐ No

Will this project be open to the public?: ☒ Yes ☐ No

Do you intend to charge a fee to users?: ☐ Yes ☒ No If yes, how much will the fee be and how will the revenue be used?

Estimated Project Costs

Provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project.

Right of way acquisition cost	$25,000.00
Preliminary design/engineering cost	$63,000.00
Utility relocation cost	
Construction engineering cost	$42,000.00
Construction cost	$418,000.00
Indirect cost (if applicable)	
Noninfrastructure cost (SRTS only)	
Other (please specify)	
Total cost	$548,000.00
Iowa's TAP program funding request	$438,000.00
Applicant match (20 percent minimum)	$110,000.00

	Applicant match source	Amount	Assured or anticipated (date anticipated)
1.	General Obligation Bonds	$110,000.00	Assured
2.			
3.			

Are any state funds involved in this project? ☐ Yes ☒ No

If yes, please explain the source and conditions.

Are any other federal funds involved in this project? ☐ Yes ☒ No

If yes, please explain the source and conditions. (Please note here if you have previously been awarded funding for this project from the Statewide TAP program or from a Local Project TAP program administered by an MPO or RPA.)

Estimated Project Development Schedule

Design	Start date	11/1/2020	Completion date	12/31/2021
Land acquisition	Start date	5/1/2021	Completion date	12/31/2021
Construction	Start date	4/1/2022	Completion date	11/1/2022
Noninfrastructure	Start date		Completion date	

Has any part of this project been started? ☐ Yes ☒ No

If yes, please explain.

Documentation and Narrative Information

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

☒ A. A **NARRATIVE** discussion of the project. Please **limit to five pages** in length. Your narrative should incorporate answers to the following questions.

1. What is the project? Provide a clear description of the concept of the proposed project, including such information as existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. For a nonconstruction project, provide a summary of the planned activities to be part of the project with a description of each. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.
2. Why is the project needed? Provide adequate project justification based on existing or estimated future use of the facility. If the project is a SRTS project, your discussion should address the existing hazards to walking or biking to school and how your project will mitigate these hazards.
3. If your project is a trail or sidewalk project, how will it enhance connectivity to other existing transportation facilities or provide linkages with local amenities, activity nodes, or points of interest? This may include a description of how the project will assist older citizens, the economically disadvantaged, persons with disabilities, nondrivers, or other special populations or groups to access the transportation system.
4. How does your project relate to the transportation system and what is its functional relationship, proximity, or impact to an existing or planned transportation facility? If this is a regional project, what is its value to your region and how will it be a functional addition to the transportation system and region as a whole if no additional development funds are received? If this is a statewide or multiregional project, assess the value of this project from a statewide or multiregional perspective.
5. If this project is part of a larger multiphase project, how will your project complement the phases already completed or planned for the future? Keep in mind that the discussion of other completed or future phases of your project should not be the focus of your application or this narrative.
6. How ready is your project to begin? For example, is all funding in place or are some initial steps completed (e.g., environmental studies, preliminary design)? If some parts of the project have already been started, describe how that head start will allow your project to move quickly once awarded.
7. Are there environmentally sensitive or culturally significant areas that may be affected by your project? If so, how might those areas influence your project's ability to gain compliance with Section 106 or National Environmental Policy Act of 1969 requirements?
8. To what degree will the proposed project fulfill the goals and/or priorities of the most recent MPO or RPA long-range transportation plan?

☒ B. A **DETAILED MAP** identifying the location of the project. The project scope should be clear and the map may also include other important information referred to in the narrative such as important transportation linkages, clearly marked completed or future project phases, etc. If the project is a SRTS project, the map shall indicate the K-8 school(s) to be served by the project, show a 2-mile radius of the school, identify neighborhoods served by the school, and hazards for children to walk or bike to school. More than one map may be submitted if the scope of the project is such that the desired detail is not feasible to be included on just one map. **Limit map sizes to no larger than 8.5-by-11-inches.**

☒ C. A **SKETCH PLAN** of the project, including cross section for bicycle or pedestrian facilities. If the cross section of your facility varies across the project (width, number of lanes, etc.) include a cross section for each situation and identify its location. (Required for construction projects only.)

☒ D. **DIGITAL PHOTOGRAPHS (limit to five)** that will help to explain the existing site conditions of the proposed facility. It is not necessary to include photographs of all aspects or the entire route of a project. Photos submitted should be representative of the project as a whole or should support any particularly compelling or complex description included in the narrative provided in item A above.

☒ E. An **ITEMIZED BREAKDOWN** of the total project costs. This documentation does not need to be a detailed, line-item type estimate or formal engineer's opinion of probable cost. However, it must accomplish two objectives: 1) it must show the method by which the cost estimate was prepared; and 2) it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope, and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A. The itemized breakdown should reflect costs in the planned project execution year estimated in your time schedule provided as part of item F below. It is preferable that this breakdown be provided by a licensed professional. If not, it is the responsibility of the applicant to explain the rationale and source of the assumptions used to develop the cost breakdown to allow a reviewer to have confidence in their accuracy.

☒ F. An estimated **TIME SCHEDULE** for the total project development. Local Project TAP program funded projects will be required to be programmed within the next four-year Transportation Improvement Program (TIP) window. Once programmed, a project funding agreement will be executed and projects will be required to submit a concept statement and initiate preliminary plans within the programmed year. Projects will be required to be let within two years of funds being available (programmed) to the project. Upon award and execution of a project funding agreement, projects that fail to make satisfactory progress may be terminated by the Iowa Department of Transportation.

☒ G. An **OFFICIAL ENDORSEMENT** of the project from the authority to be responsible for the project's maintenance and operation. The authority must provide written assurance it will adequately maintain the completed project for its intended public use following project completion. For most construction projects, this will be a minimum of 20 years. The endorsement must also acknowledge the intent of the authority to provide the match funds required for the project. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board, as applicable.

☐ H. If applicable, a **LETTER OF SUPPORT** of the project from the scenic or heritage byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will also have a statewide or multiregional impact, and whether the project is included in the byway's current corridor management plan.

☐ I. If applicable, the **ITEMS LISTED IN ATTACHMENT B** shall be provided. If this project application is for a SRTS project, the applicant will complete and address the items provided in Attachment B, which are required only if the project is applying as a SRTS project. Failure to provide this information may result in the project not being considered as a SRTS project under the Statewide TAP program.

☒ J. A **NARRATIVE** discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance. As part of this narrative, also describe local and regional planning efforts related to the project, including whether it is listed in a long-range plan. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.

☒ K. A **LETTER OF SUPPORT** from the Iowa DOT's district office if the project will include construction within Iowa DOT right of way.

☒ L. A completed **MINORITY IMPACT STATEMENT.**

The award of Iowa's TAP program funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand that the attached **official endorsement(s)** binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa DOT is required prior to the authorization of funds.

Representing the City of Iowa City

Jason Havel, City Engineer

Typed Name and Title

IOWADOT
Form 105101 (3-18)

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

☒ The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.
The trail is being constructed in a low income area of Iowa City. It will have a unique positive impact on minority persons due to its location. It will provide bicycle and pedestrian access from multi-family and mobile home housing areas to major areas of employment and retail.

The primary residential areas served by this trail are 25-30% and 30-54% non-white.

Indicate which groups are impacted.

☒ Women ☒ Persons with a disability ☒ Blacks ☒ Latinos ☐ Asians
☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other_____

☐ The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.
Non-white population is based on block group level race data from the US Census Bureau's 2011-2015 American Community Survey 5-Year Estimates.

This trail segment has been identified as a priority in a number of City of Iowa City planning efforts. Each planning effort includes additional outreach through use of a Racial and Social Equity toolkit to ensure that underserved residents have a voice in City of Iowa City projects and services.

Provide evidence of consultation with representatives of the minority groups impacted.

The 2017 Bicycle Master Plan included specific outreach to underserved populations, including junior high students who attend Southeast Junior High. This is the school that serves the neighborhoods adjacent to this trail segment.

The 2017 Park Master Plan included stakeholder meetings with a specific emphasis on non-white residents as well as service groups, agencies and homeowner associations from low income and high non-white residential neighborhoods.

The 2015 South District Plan included outreach, interviews and stakeholder meetings with South District residents, including emphasis on outreach through the Broadway Neighborhood Center.

Indicate which groups are impacted.

☒ Women ☒ Persons with a disability ☒ Blacks ☒ Latinos ☒ Asians

☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other _____

☐ The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Jason Havel

Title City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):
b. As used in this subsection:
(1) *"Disability"* means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:
(a) Homosexuality or bisexuality.
(b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
(c) Compulsive gambling, kleptomania, or pyromania.
(d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

REQUEST FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction costs
These may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost per mile of trail (e.g., $XXX,XXX per mile for moderate terrain and limited number of structures).
- Typical cost per square foot of bridge deck.
- Typical cost per square foot of new or renovated building space.
- Typical cost per lineal foot of sidewalk.

Design/Inspection costs
These may be estimated based on the following typical percentages of construction costs, such as:

- 8 to 10 percent for preliminary up through final design and letting activities.
- 12 to 15 percent for construction inspection activities.

Right of way acquisition costs
These may be estimated based on:

- Impact and description of impact.
- Typical cost per square foot for permanent right of way.
- Typical cost per square foot for temporary easements.

Utility and railroad costs
These may be estimated based on:

- Impact and description of impact.
- Typical cost per linear foot of relocated or reconstructed facility (i.e., track, pipe, electrical lines).
- Typical cost per installation (i.e., railroad switches, utility poles, transformers, control boxes).

Indirect costs
If indirect costs are involved (e.g., wages):

- Estimated hours.
- Estimated hourly rate, salary.
- Estimated fringe, direct.
- Other direct cost estimate.
- Other indirect cost estimate.

REQUEST FOR IOWA'S TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

ATTACHMENT B

For Safe Routes to School (SRTS) projects only.

1. Provide the following information about the affected school and student population. (To answer items f, g, h, and i below, use the data collection forms, tips, and instructions provided at http://www.saferoutesinfo.org/data-central/data-collection-forms to gather the necessary data. **Do not** send your survey forms with this application.)

   a) School name
   b) Grades of students at school
   c) Number of students at school
   d) Number of K-8 students at school
   e) Distance eligibility for riding a bus (radius) in miles
   f) Number of K-8 students who currently walk to school
   g) Number of K-8 students who currently bicycle to school
   h) Number of K-8 students currently driven to school
   i) Number of K-8 students currently bused to school
   j) Number of K-8 children eligible for busing
   k) Number of K-8 students who attend this school and live within 2 miles of the school

2. A narrative discussing your plans for evaluating the success of the project. The SRTS program goal is to enable and encourage more children to walk and bicycle to school. How will you measure your success? What method will you use to determine whether more children are walking and bicycling to school? What are your specific user goals for this project? Your plans for measurement should minimally include using the student survey forms provided at http://www.saferoutesinfo.org/data-central/data-collection-forms **to gather before and after figures for the number of K-8 students who are**:

   a) Walking to school.
   b) Bicycling to school.
   c) Driven to school.
   d) Bused to school.

Item A – Narrative

What is the project?:

The Highway 6 Trail - Fairmeadows Boulevard to Heinz Road project includes construction of approximately a 0.8-mile segment of 10-foot wide trail in Iowa City. The trail is proposed to be located along the south side of Highway 6, between Fairmeadows Boulevard and Heinz Road.

Why is the project needed?:

The project will construct a paved trail segment along Highway 6. This trail segment is a prioritized in-fill section, which address a gap in the City of Iowa City's side path network. A side path is necessary in this area due to the high volume and high speeds of vehicular traffic on Highway 6.

This concept has been developed, refined and confirmed in the 2009 Metropolitan Bicycle Master Plan, the 2015 Iowa City South District Plan, the 2012 Johnson County Bicycling & Multi-use Plan, the 2017 Iowa City Bicycle Master Plan and the 2017 Iowa City Park Master Plan. In addition, it supports the City of Iowa City's Strategic Goals of "Promoting a Strong and Resilient Local Economy", "Fostering Healthy Neighborhoods" and "Advancing Social Justice and Racial Equity". It is further supported by the City's 2015 Complete Streets Policy.

The trail provides a paved surface which allows for access by users with a wide range of physical abilities as well as users of assistive devices. This is important as the trail will become a link for people living in the neighborhoods to the south of the trail to access a number of services and businesses to the north of Highway 6.

If your project is a trail or sidewalk project, how will it enhance connectivity to other existing transportation facilities or provide linkages with local amenities, activity nodes, or points of interest?:

This segment of trail will provide benefits to a wide range of pedestrians and bicyclists by increasing safety and ease of access in an underserved area of the City. This trail has special significance in the City's efforts toward social and racial equity due to its location near neighborhoods with lower income families who represent a higher percentage of black and Latino populations than many other areas of Iowa City.

Access from the neighborhoods south of Highway 6 to a grocery store, medical clinic, Southeast Junior High, Kirkwood Community College, numerous restaurants and retail stores, as well as some of Iowa City's largest employers has been difficult. This is important to provide services to these residents, as well as providing a work force for the large businesses, restaurants and retail businesses located just north of Highway 6. Enhancing this access specifically supports the lower income residents who may not have ready access to a car. Improvements have been made to cross walks and signalized crossings at Fairmeadows Boulevard, but many from the neighborhoods to the east do not use this, as there isn't a safe path along Highway 6. This trail provides that access.

Currently, there is no trail or sidewalk in this area. The area is mowed grass right-of-way that is maintained by the Iowa Department of Transportation and the City of Iowa City. Highway 6 is a heavily traveled highway in the SE section of Iowa City, with average daily traffic volumes ranging from 13,400 to 15,200 vehicles per day (2014 Iowa DOT) and 85th percentile speeds of 47-49 mph (2015). The area to the south of the trail includes multi-family, manufactured home and single family residential.

This segment of trail provides an opportunity for walking, running and bicycling near a higher density lower income neighborhood. Having a safe place to walk and bike will likely increase neighborhood resident's participation in these activities. In addition, this trail segment provides connection to the larger Iowa City trail network. This trail network connects parks, athletic facilities, schools, retail and service areas. The greater Iowa City community is positive and supportive of bicycling. Connecting these neighborhoods to the trail system will allow residents to learn to ride and grow their use of a bicycle for recreation and transportation.

How does your project relate to the transportation system and what is its functional relationship, proximity, or impact to an existing or planned transportation facility?:

The project is proposed adjacent to Highway 6 in Iowa City, in an area that does not currently have sidewalk or trail facilities. The City of Iowa City has made it a priority to provide safe and convenient opportunities that promote the use of non-vehicular modes of travel, such of walking or biking. This project would expand opportunities throughout the corridor for walking, biking and other uses.

This project includes a new trail segment from Fairmeadows Boulevard to Heinz Road, and will provide additional access to the surrounding neighborhoods in this area. However, this trail is also part of the larger plan to provide trail/sidewalk access along Highway 6 throughout the corridor in Iowa City. Additional trail segments, from Broadway Street to Fairmeadows Boulevard are included on the City's Capital Improvement Program Unfunded List.

The 2017 Iowa City Bicycle Master Plan points out several factors that lead to the prioritization of this project.

- Population-Based Demand. South District has a high demand for bicycle amenities due to population density including student housing, multi-family housing, and compact single-family subdivisions.
- Bicycle Network Gaps. The area of this trail segment is shown as an "Area Gap" for the Iowa City Bicycle Network.
- Bicycle Level of Traffic Stress. Highway 6 shows a high level of traffic stress for bicycle users, making the side path trail a safety priority.
- Bikeway Project Prioritization. This segment of trail is noted as a High Priority Recommendation in terms of trail needs throughout the community.
- Bicycle Support Facilities. This map shows that there are adequate bicycle support facilities for users of this trail segment once they reach employment, school, medical and retail locations near the South District.

If this project is part of a larger multiphase project, how will your project complement phases already completed or planned in the future?:

This project is part of a larger multiphase project, and will provide an important piece in the overall project. The proposed trail will install trail access along Highway 6 in an area that currently does not have any. In addition, the trail will connect to the existing sidewalk at Heinz Road and the sidewalk and pedestrian crossing at Fairmeadows Boulevard, which will provide users with a safer crossing option.

Future phases of Highway 6 trail projects will be able to tie into the proposed trail segment. These extensions will help to expand access for local neighborhoods, and provide safer and more convenient access to important area schools, businesses and other services.

How ready is your project to begin?:

This trail segment has been proposed for some time, and it is anticipated the majority of the project could be constructed in existing right-of-way. If the project is awarded funding, the City of Iowa City is committed to including the project within a funded year of the City's next Capital Improvement Plan. It is anticipated the project can be designed to meet the necessary construction timeline of TAP funding.

Are there environmentally sensitive or culturally significant areas that may be affected by your project?:

The majority of the project area is currently Highway 6 right-of-way. However, some property acquisitions will likely be needed, especially in areas of narrower right-of-way and at intersections. The project will attempt to minimize impacts along the corridor, and it is not anticipated environmentally sensitive or culturally significant areas will be impacted by the project.

To what degree will the proposed project fulfill the goals and/or priorities of the most recent MPO or RPA long-rang transportation plan?:

This project has been prioritized by numerous local and regional planning efforts. As Iowa City has developed to the south, the need for pedestrian and bicycle access has increased.
Plans that prioritize the construction of this portion of trail include:

- 2009 Metropolitan Bicycle Master Plan
- 2015 Iowa City South District Plan
- 2016-18 Iowa City Strategic Plan
- 2017 Iowa City Bicycle Master Plan
- 2017 Future Forward 20145 (Long Range Transportation Plan)

Each of these planning processes included additional outreach and meetings with underserved residents, neighboring residents and businesses, and service agencies with a presence serving residents of the South District. The City of Iowa City uses a Racial and Social Equity toolkit to consider and focus on including residents who have been historically underrepresented.

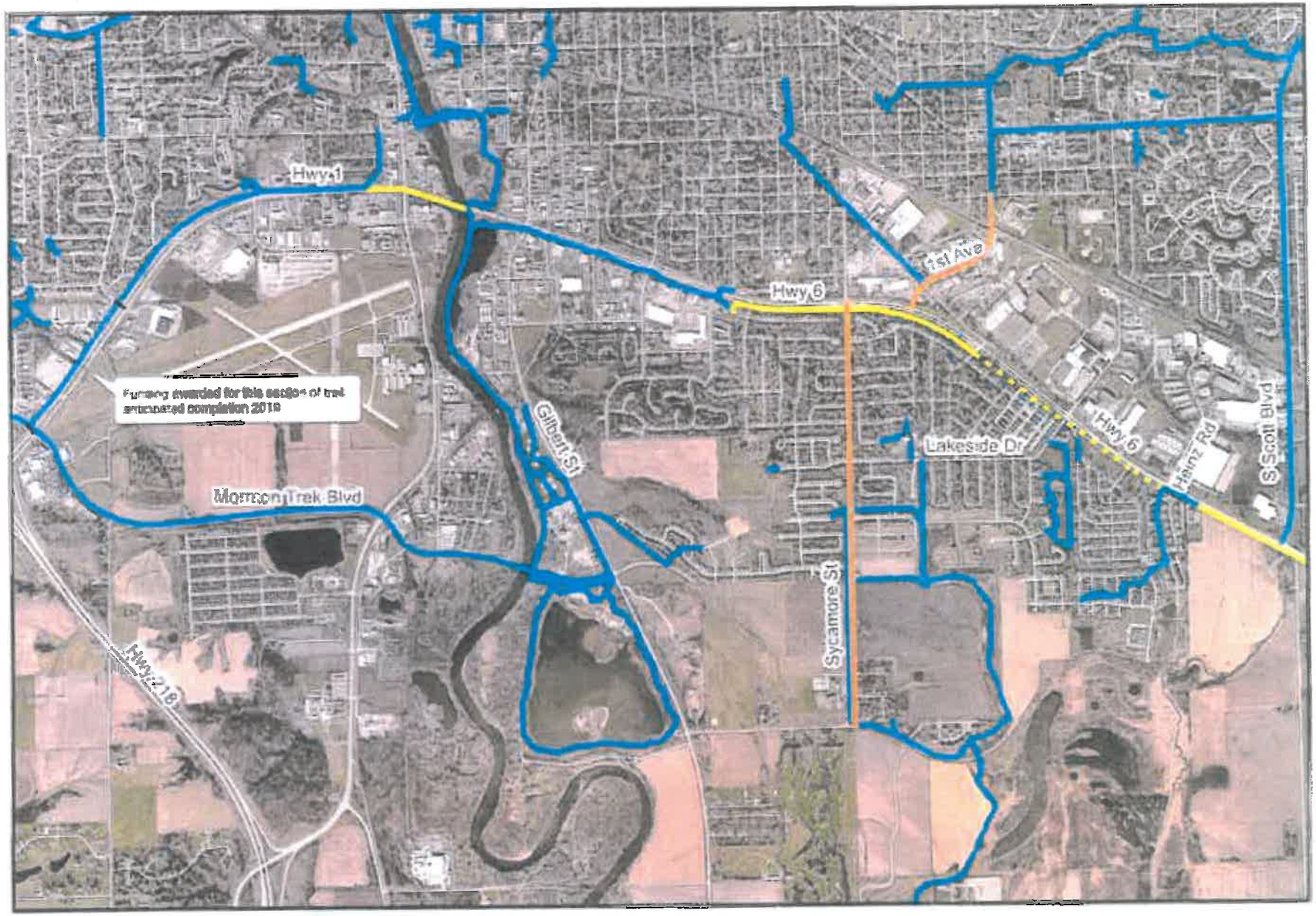
The greater Iowa City community is supportive of bicyclists and the inclusion of bicycle trails and facilities as part of park, neighborhood and transportation planning. Several community partners and service groups promote and support bicycling in Iowa City. These include:

- University of Iowa
- Think Bicycles of Johnson County
- Iowa City Bike Library
- Iowa Coalition of Off-Road Riders
- Bicyclists of Iowa City
- Iowa City Cycling Club
- Iowa City Parks & Recreation Department
- Goosetown Racing Club
- Iowa City Women's Cycling
- Iowa City Women on Wheels
- BIKEIOWA
- Iowa Bicycle Coalition
- Iowa City Community School District

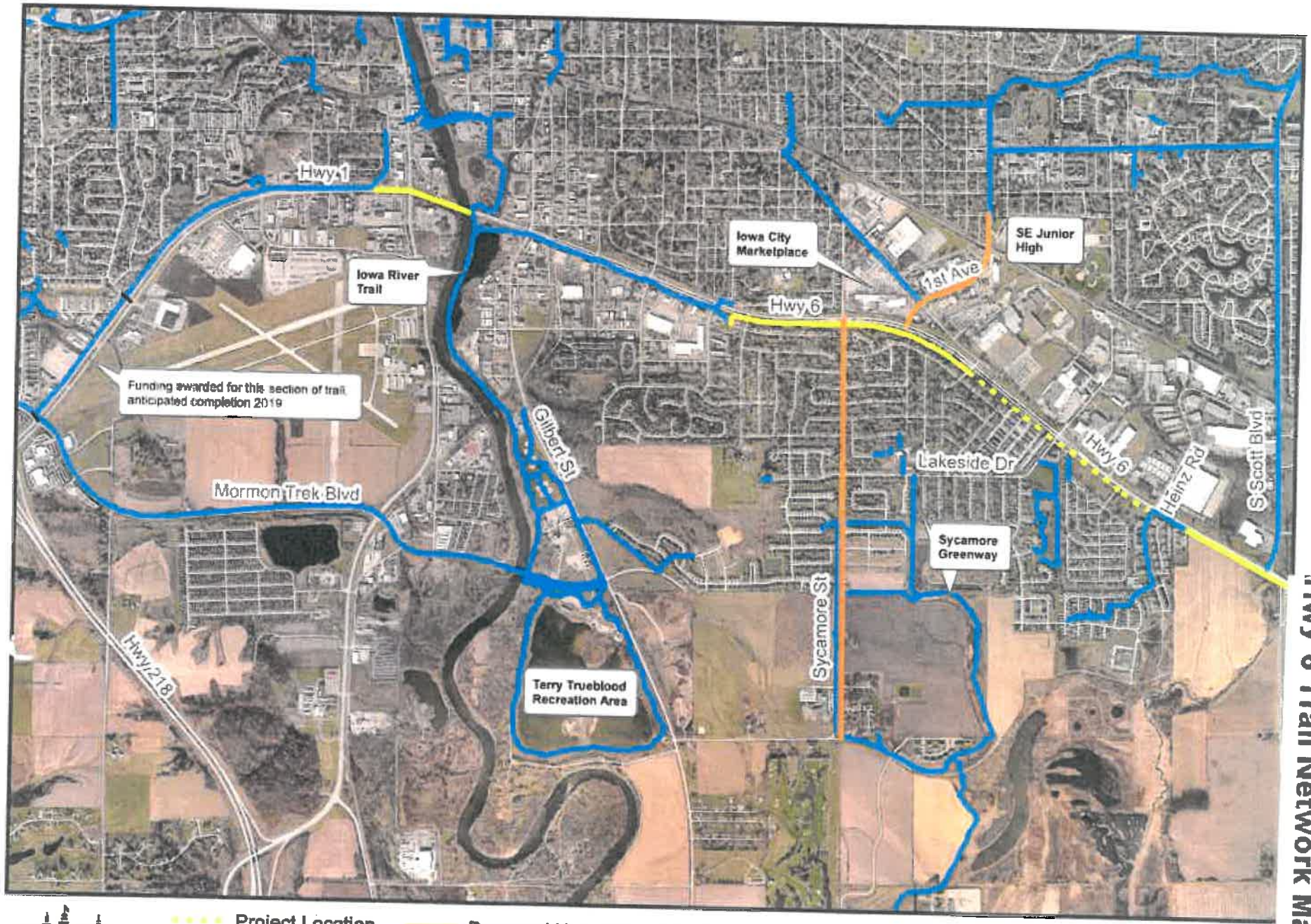
- Neighborhood Centers of Johnson County
- Iowa City Blue Zones Project
- Iowa City/Coralville Area Convention & Visitors Bureau (Think Iowa City)

MALL
1ST
ESTHER
WAKEFIELD
VILLAGE
DOVER
STERLING
CHELSEA
INDUSTRIAL PARK
LOWER MUSCATINE
6
HOLLYWOOD
ARIZONA
UNION
MIAMI
LAKESIDE
AMBER
REGAL
NEVADA
ASTER
WHISPERING MEADOW
INDIGO
THISTLE
VERBENA
PRIMROSE
BLAZING STAR
MARSELLIES
BORDEAUX
LE HARVE
CANNES
DE GAULLE
CHARTRES
PADDOCK
APPANOOSE
ARABIAN
TRIPLE CROWN
BELMONT
HEINZ
N

B. Map - Hwy 1 / Hwy 6 Trail Network



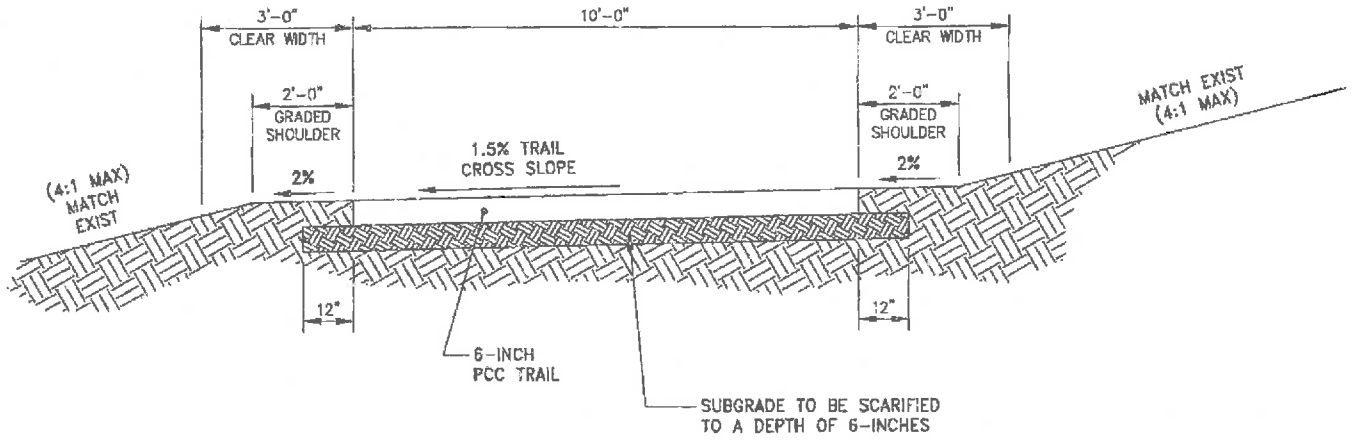
D. Sketch Plan - Hwy 1 / Hwy 6 Trail Network



Hwy 6 Trail Network Map

NOTES:

1. WHERE DITCHES, CANALS, OR SLOPES OF 3:1 OR GREATER ARE PRESENT, A WIDER CLEAR WIDTH (5' OR GREATER) SHOULD BE CONSIDERED.
2. CLEARANCES INDICATED ARE MINIMUM RECOMMENDATIONS. WHERE POSSIBLE, ADDITIONAL SPACE SHOULD BE PROVIDED TO PERMIT PASSING WITHIN THE RECREATIONAL TRAIL.



IOWA CITY ENGINEERING DIVISION	TYPICAL CROSS-SECTION FAIRMEADOWS BLVD TO HEINZ RD		

C. Cross Section

S:\ENG\Laughead\trailsec.dwg, 6/29/2018 8:07:38 AM, Bluebeam PDF

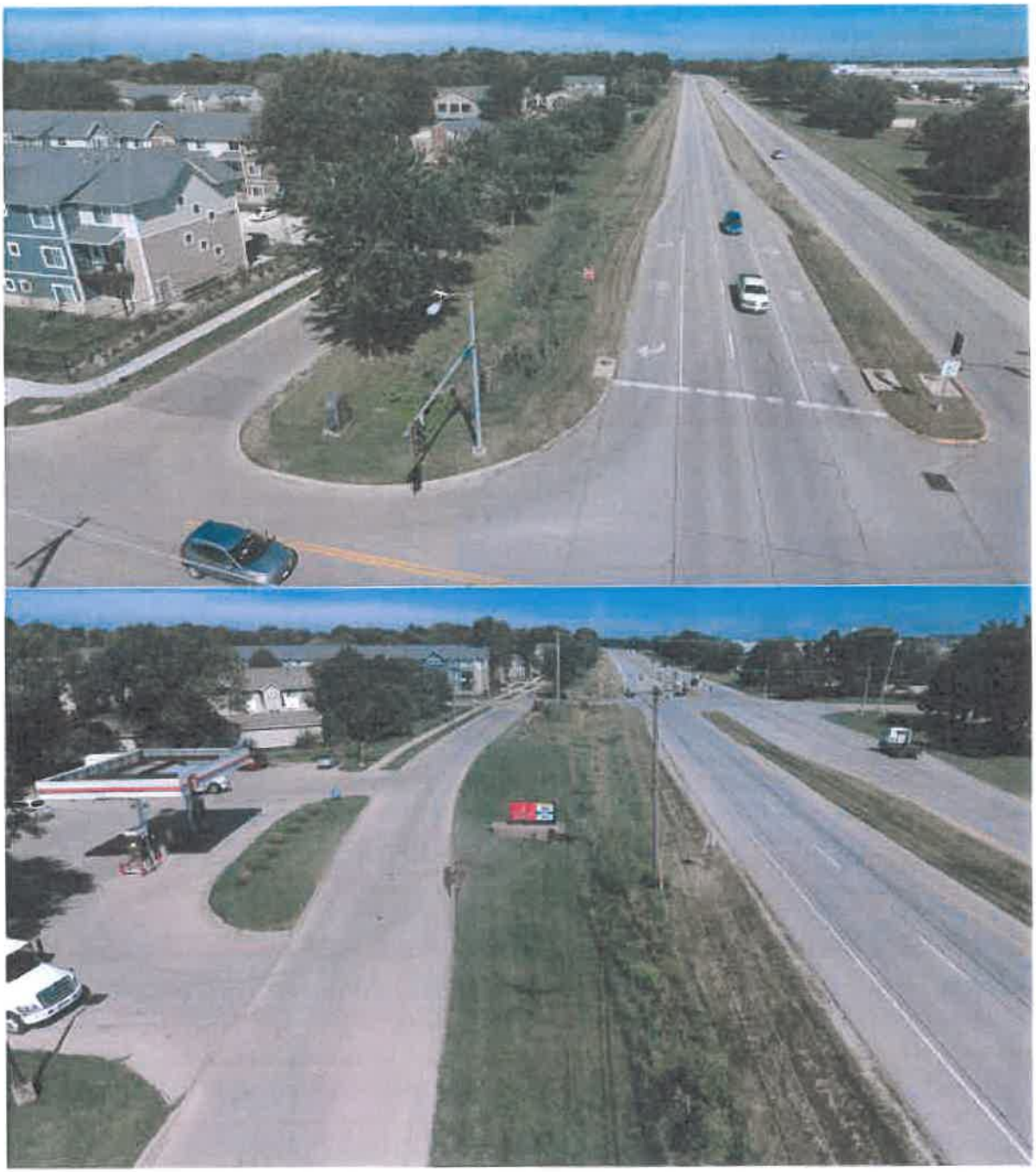
Item D - Digital Photographs

Fairmeadows Boulevard Looking East

Lakeside Drive Looking West

Heinz Road Looking West

6-28-18 Site Photos



Item E - Itemized Breakdown

CONSTRUCTION COST ESTIMATE - TAP Application
PROJECT: Highway 6 Trail from Fairmeadows Boulevard to Heinz Road
ESTIMATION DATE: February 22, 2019

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	EXTENDED AMOUNT
1.	Surveying	1.0	LS	$5,000.00	$5,000.00
2.	Mobilization	1.0	LS	$20,000.00	$20,000.00
3.	Traffic Control	1.0	LS	$5,000.00	$5,000.00
4.	Stabilized Construction Entrances - SWPP	370.0	SY	$25.00	$9,250.00
5.	Boundary Controls - SWPP	6,340.0	LF	$4.00	$25,360.00
6.	Demolition and removal of existing sidewalk pavement	110.0	SY	$10.00	$1,100.00
7.	Topsoil, strip, and respread	1,050.0	CY	$10.00	$10,500.00
8.	Excavation	1,880.0	CY	$10.00	$18,800.00
9.	Modified subbase, 4 inches thick	630.0	CY	$35.00	$22,050.00
10.	Trail, 10' Wide, PCC, 6 inches thick	4,700.0	SY	$41.00	$192,700.00
11.	Detectable Warning Panel/Truncated domes, Cast Iron	100.0	SF	$100.00	$10,000.00
12.	Culverts, 15 inch diameter, RCP	45.0	LF	$60.00	$2,700.00
13.	Flared End Sections (FES), 15 inch RCP	4.0	EA	$1,300.00	$5,200.00
14.	Permanent Stabilization, SUDAS Type 1 (Permanent Lawn Mixture)	1.0	ACRE	$3,000.00	$3,000.00
15.	Removal of SWPP BMPs	1.0	LS	$3,500.00	$3,500.00
				CONSTRUCTION SUBTOTAL	$334,160.00
				CONSTRUCTION CONTINGENCY - 25%	$83,540.00
				CONSTRUCTION COST TOTAL	**$417,700.00**
	Engineering, Design and Permitting (15% of Construction Cost)				$62,655.00
	Observation and Administration (10% of Construction Cost)				$41,770.00
	Right-of-Way/Easements				$25,000.00
				TOTAL OPINION OF PROBABLE COSTS	**$547,125.00**

Item F – Time Schedule

If awarded funding, the anticipated project schedule for the Highway 6 Trail – Fairmeadows Boulevard to Heinz Road is as follows:

Preliminary/Final Design: Fall 2020 – Fall 2021
Property/Easement Acquisition: Spring 2021 – Fall 2021
Construction: Spring 2022 – Fall 2022

CITY OF IOWA CITY
410 East Washington Street
Iowa City, Iowa 52240 - 1826
(319) 356 - 5000
(319) 356 - 5009 FAX
www.icgov.org

February 22, 2019

Mr. Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington Street
Iowa City, IA 52240

RE: TAP Funding for Highway 6 Trail – Fairmeadows Boulevard to Heinz Road
Iowa City, Iowa

Dear Brad:

The Highway 6 Trail – Fairmeadows Boulevard to Heinz Road is a project currently included within the MPOJC 2045 Long Range Transportation Plan, as well as the City's Capital Improvements Plan unfunded list. The City of Iowa City is prepared financially to fund the local match portion and future maintenance of the project. In addition, the City is prepared to implement the project within two years from award of Transportation Alternatives Program funds.

Sincerely,

Geoff Fruin
City Manager

Item J – Narrative

The public has been involved through a number of planning efforts that have included this trail segment, and public acceptance of the trail seems high.

This trail section has been considered, discussed and recommended through the following planning processes:

- 2009 Metropolitan Bicycle Master Plan
- 2015 Iowa City South District Plan
- 2016-18 Iowa City Strategic Plan
- 2017 Iowa City Bicycle Master Plan
- 2017 Future Forward 20145 (Long Range Transportation Plan)

Each process included public outreach, public forums, opportunities for online input and public discussion of plans before official approval by the Iowa City City Council.

STBG Application
#1: Tiffin
North Park Road
Improvement Project

The following information must be provided for all Surface Transportation Block Grant Project proposals and will be provided to the MPO Transportation Technical Advisory Committee (TTAC) and Urbanized Area Policy Board for evaluation. MPO staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPO Transportation Technical Advisory Committee. MPO staff will score the projects; the TTAC may modify scores.

General Information

MPO: Metropolitan Planning Organization of Johnson County e-mail: dboldt@tiffin-iowa.org

Eligible Sponsor/Applicant Agency: City of Tiffin

Contact Person (Name & Title): Doug Boldt - City Administrator

Complete Mailing Address: P.O. Box 259
Street Address and/or Box No.

Tiffin (City) | Iowa (State) | 52340 (Zip) | 319-545-2572 (Daytime Phone)

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____ e-mail: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____
Street Address and/or Box No.

City | State | Zip | Daytime Phone

Project Information

Project Title: North Park Road Improvements Project

Project Description (including number of proposed through lanes, turn lanes, and other critical features):

North Park Road will be reconstructed to a four-lane, urban cross-section road. Project includes the installation of storm sewers, construction of a 10-foot wide sidewalk and an at-grade and grade separated pedestrian crossing at the new Clear Creek Amana Elementary School.

If this project includes land acquisition, how many acres? (approximate) 2.66 - land already purchased

Project Category **Check all boxes that apply to indicate the categories that best describe your project.**

Trails and Bicycles

- [x] Facilities for pedestrians and bicycles including safe routes for non-drivers
- [ ] Conversion and use of abandoned railway corridors

Scenic and Historic

- [ ] Construction of turnouts, overlooks and viewing areas
- [ ] Inventory, control, or removal of outdoor advertising
- [ ] Historic preservation and rehabilitation of historic transportation facilities
- [ ] Archaeological activities relating to impacts from another eligible activity

Roadways and Bridges

- [x] Construction, rehabilitation, preservation, or operational improvements of street facilities
- [ ] Bridge improvements including construction, rehabilitation, or preservation

Environmental

- [ ] Vegetation management practices in transportation rights-of-way
- [ ] Highway related stormwater management
- [ ] Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity
- [ ] **Other** _____

Estimated Project Costs

Land Cost	$	115,194 - Land already purchased
Utility Relocation	$	
Design & Construction Engineering	$	1,055,894.40
Construction Cost	$	4,223,577.60
Indirect Cost (if applicable)	$	
Other *(please specify)* _____	$	
Total Cost	$	5,279,472
STBG Fund Request	$	2,500,000
Applicant Local Match *(20% Minimum)*	$	2,779,472

	Applicant Local Match Source *(20% Minimum)*	Amount	Assured or Anticipated (Date Anticipated)
1.	General Obligation Bond	$2,779,472	Anticipated - FY 2022-2023
2.			
3.			

Are any state funds involved in this project? ☐ Yes ☒ No

If yes, please explain the source and conditions _____

Are any other federal funds involved in this project? ☐ Yes ☒ No

If yes, please explain the source and conditions (Please note here if you have previously acquired STP funds for this project from the state discretionary STBG fund or another MPO or RPA.)

Does the project comply with the adopted MPO *Complete Streets Policy*? ☒ Yes ☐ No

Which of the following facilities are included in the proposal?

- Turn lanes ☒
- ITS/signalization improvements ☐
- Geometric improvements ☒
- Separated trail or wide sidewalk (8' or wider) ☒
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.) ☒
- Marked on-street bike facility ☐

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 15-18) ☐ Yes ☒ No

Will this project be open to the public? ☒ Yes ☐ No

Do you intend to charge a fee to users? ☐ Yes ☒ No

If yes, how much? $ _____

What will it be used for? _____

Estimated Project Development Schedule

Design	Start Date	Spring 2022	Completion Date	Fall 2022
Land Acquisition	Start Date	Completed	Completion Date	
Construction	Start Date	Spring 2023	Completion Date	Summer 2024

Has any part of this project been started? ☐ Yes ■ No

If yes, explain: _____

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

■ A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.

■ B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.

■ C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.

■ D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).

■ E. An anticipated TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.

■ F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.

☐ G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.

■ H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.

■ I. A MINORITY IMPACT STATEMENT for the project.

The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the City of Tiffin

Doug Boldt — 2/21/2019

Signature — Date

Doug Boldt - City Administrator — 2/21/2019

Typed Name and Title — Date

Tiffin
Crossroads of the Heartland

300 Railroad St, PO Box 259, Tiffin, IA 52340
Phone: 319-545-2572 Fax: 319-545-4147 www.tiffin-iowa.org

A

February 19, 2019

MPOJC Application for Surface Transportation Block Grant (STBG) Program

A. Narrative

Introduction

The City of Tiffin has seen rapid development in the eastern and northern areas of town in recent years. The Clear Creek Amana School District, which is also growing rapidly, constructed a new elementary school along North Park Road in 2014. A second elementary school is currently under construction and is scheduled to be opened on an adjacent property in the fall of 2019. A large commercial and residential development is also under construction along North Park Road. With this planned construction, North Park Road is in need of reconstruction to better serve the increase in all modes of transportation in the area. This nearly 2000 foot section of road will completely urbanize North Park Road from the roundabout at Highway 6 all the way north to the new Interstate 380 interchange at Forevergreen Road.

Existing conditions

North Park Road is currently a two-lane road with a rural cross-section including earthen shoulders and ditches for the passage of storm water. While the roadway provides adequate capacity for a low volume of vehicles, it does not include a sidewalk or trail connecting the schools to the City sidewalk system nor does it have a storm sewer for drainage that is typically provided on streets within the City of Tiffin. The majority of the roadway is unpaved. The paved portion, in front of the first elementary school, is a 5-inch HMA overlay on the existing gravel roadbed. The City of Tiffin is planning to extend the overlay of the unpaved portion for dust control purposes in 2019.

North Park Road will connect to the new Interstate 380 interchange at Forevergreen Road when its construction is completed. Currently, the two-lane roadway experiences long queues and extended delay times near the elementary school. The City expects high traffic volumes on North Park Road due to the interchange, the schools, the attractions within the new development and from the congestion of Highway 965 in North Liberty and Coralville.

Conceptual drawings have been provided by the developer of the new commercial area as part of the approval process of the development. Some public information meetings have already taken place but more are anticipated in the spring of 2022 as the project design begins.

Project Concept

The North Park Road Improvements Project will provide better access for all modes of transportation to the school grounds, the commercial area currently under construction and the new local neighborhoods consisting of a variety of affordable single-family and multi-family homes. Improvements related to the project include the installation of a storm sewer, construction of a sidewalk, an at-grade and grade separated pedestrian crossings near the school site and an increased livability of Tiffin.

North Park Road will be upgraded to an urban section, including four 12-foot lanes with curb and gutter on both sides. The northbound and southbound traffic will be separated by a median which will accommodate turn lanes at the intersections. The project will include the addition of a storm sewer the entire length of the project to replace the existing ditches. This improvement will allow for more efficient collection and distribution of storm water and bring the area up to current urban and City of Tiffin design standards.

A high priority issue with the Tiffin City Council is the safe and efficient facilities for pedestrians. As this community continues to grow, the City needs to make sure it can properly plan and build these facilities. With that fact in mind, a wide sidewalk (10-foot wide) is planned along the east side of North Park Road for the entire length of the project. The wide sidewalk will provide easy access for pedestrian and other non-motorized modes of traffic to area neighborhoods and connections to surrounding areas. The wide sidewalk will serve as an extension of the City trail system and with the completion of the Interstate 380 interchange, will provide a needed connection to the trail system in North Liberty. As part of the project design, the proposed cross-section will allow for additional sidewalks to be installed along the west side of North Park Road as development occurs in the area.

With the new pedestrian facilities and the new elementary schools on the east side of North Park Road, pedestrian safety and access to the schools was recognized as a priority. This topic has been frequently discussed at the biannual work sessions between the Clear Creek Amana School Board and the Tiffin City Council as both entities try to plan for and mitigate growth issues. To facilitate safe crossing of pedestrians, an at-grade crossings will incorporate flashing warning devises. A grade separated crossing will also be installed at this location. This type of crossing utilizes the installation of a large box culvert under North Park Road that would allow pedestrians and other users to cross under the street without conflicts with vehicular users.

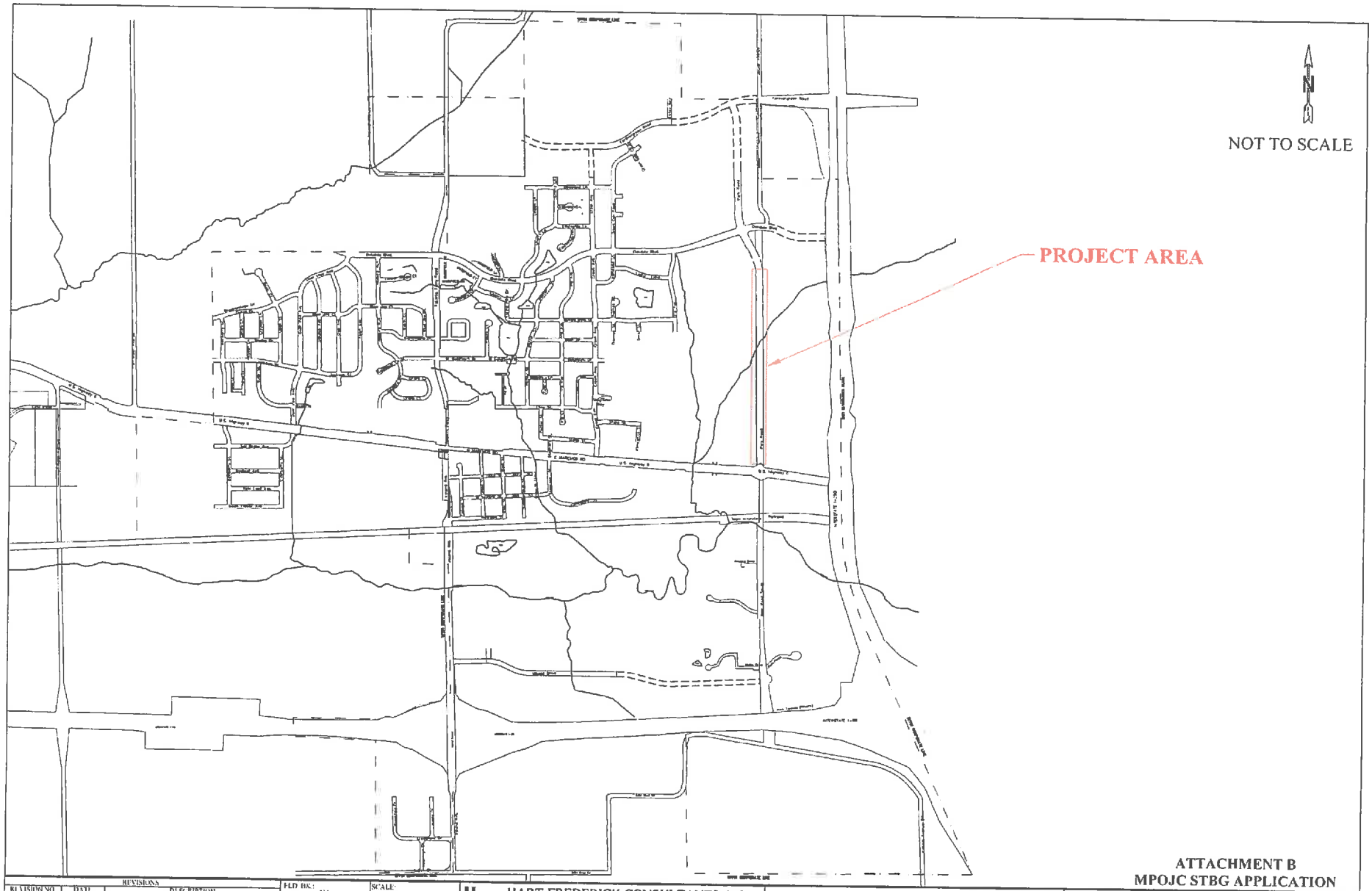
Project Justification

With the continued growth, the new I-380 interchange and new neighborhood developing on the east and north sides of Tiffin, improvements to North Park Road are critical. The current condition of North Park Road will not be able to handle the increased traffic the City anticipates in this area that will be using this road on a daily basis. Existing infrastructure also will not hold up to the increased use. North Park Road needs to be able to handle this higher volume of traffic like other current city streets. The completion of this project will also incorporate the Complete Streets and Safe Routes to Schools guidelines.

Currently, North Park Road is focused on very low volume motor vehicle travel and does not meet the City's Complete Streets guidelines. As mentioned earlier, this project will construct a sidewalk that will provide access for a variety of users (pedestrians, bicyclists, wheelchairs, vision-impaired, etc.) that doesn't currently exist in this area. These improvements would allow for safe and efficient mobility for all users and provide significant improved connectivity to nearby neighborhoods and parks as well as to the Cities of North Liberty and Coralville. It is also believed the North Park Road Improvements will help alleviate traffic congestions on Highway 965 it provides an alternative route to Highway 6 and Interstate 80.

The Safe Route to Schools guidelines, with the construction of a second elementary school along North Park Road, will be an integral part of this project in order to provide a safe route between the schools and the new surrounding neighborhoods. This project will be designed to include a wide sidewalk, warning devices and connections to existing and proposed neighborhood sidewalk networks. This will ensure safe and efficient travel for all modes of transportation that will be using North Park Road. Without the project, limited and potentially dangerous access to the two new schools by entirely motorized vehicles will result.

Other benefits to this improvements project will be the elimination of a sight distance issue north of the new elementary school. The project will be lowering an elevated portion of the roadway and installing turning lanes to ensure safe traffic flows entering and exiting the new elementary school. Also, roadway medians will be installed which should reduce collisions, reduce delays and queuing which will reduce vehicle emissions. This project will also potentially allow public transportation to be present in Tiffin. Conversations with the Coralville Transit and Parking Department have already taken place to try and incorporate a bus stop along North Park Road after its completion.



ATTACHMENT B
MPOJC STBG APPLICATION

REVISION NO.	DATE	REVISIONS DESCRIPTION

FED DIC: NA | SCALE: NA
DATE: 1/23/2019 | DRN: BAC | APP: DAC

HART-FREDERICK CONSULTANTS, P.C.
510 East State Street, P.O. Box 560, Tiffin, IA 52340-0560
Phone: (319) 645-7216 Fax: (319) 645-7220

City of Tiffin,Iowa

Streets Map

PROJECT NO: 18218.235
DRAWING NO:
SHEET 1 OF 1

B

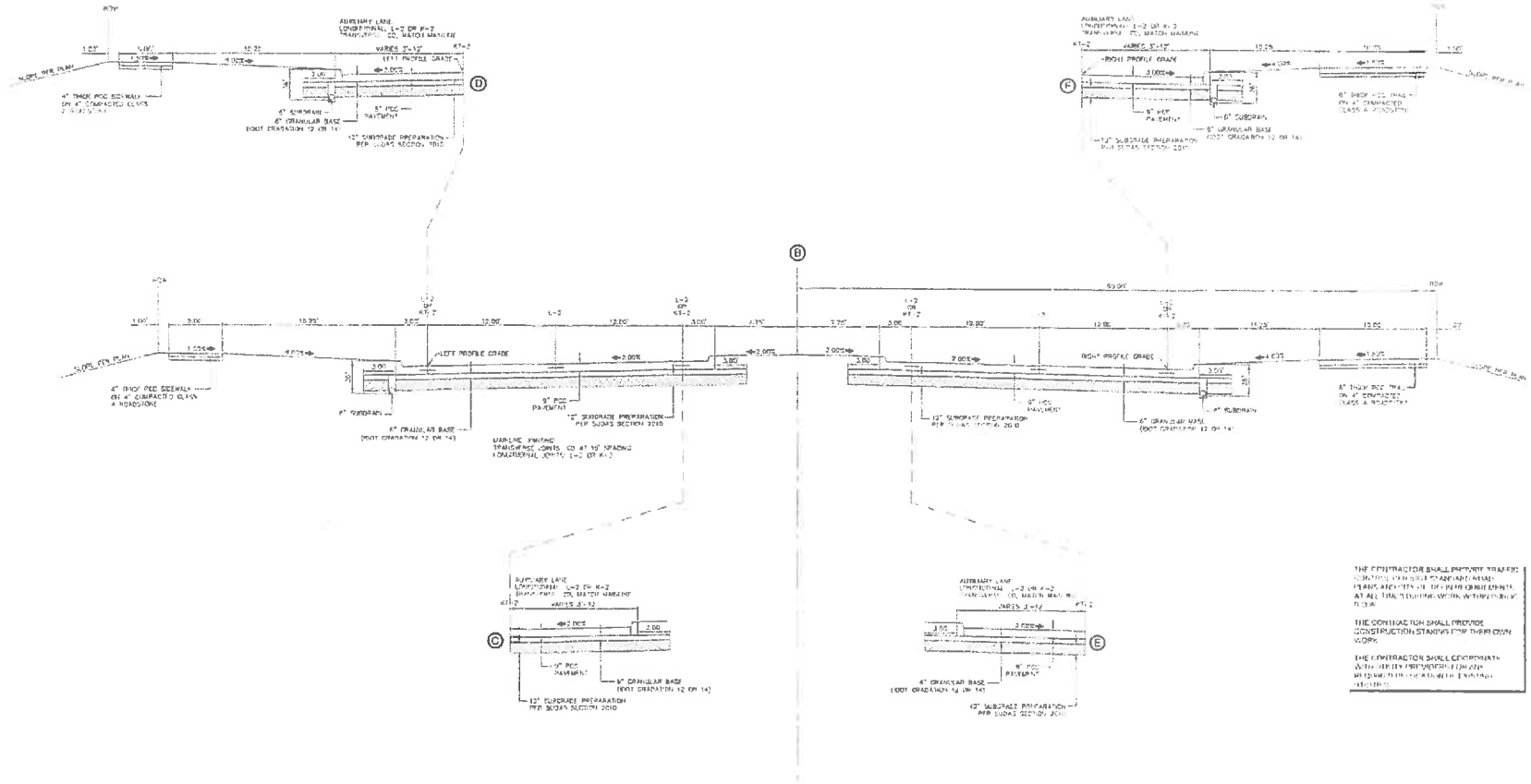
SHEET KEY

THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL PER IDOT STANDARD ROAD PLANS AND CITY OF TIFF IN REQUIREMENTS AT ALL TIMES DURING WORK WITHIN PUBLIC R.O.W.

THE CONTRACTOR SHALL PROVIDE CONSTRUCTION STAKING FOR THEIR OWN WORK

THE CONTRACTOR SHALL COORDINATE WITH UTILITY PROVIDERS FOR ANY REQUIRED RELOCATION OF EXISTING UTILITIES

NORTH


B
C
D
E
F
RIGHT PROFILE GRADE
LEFT PROFILE GRADE
9" PCC PAVEMENT
6" GRANULAR BASE
12" SUBGRADE PREPARATION
4" THICK PCC SIDEWALK ON 4" COMPACTED CLASS A AGGREGATE
MAINLINE PAVING
TRANSVERSE JOINTS @ 15' SPACING
LONGITUDINAL JOINTS (=) OR K-2
THE CONTRACTOR SHALL PROVIDE CONSTRUCTION STAKING FOR THEIR OWN WORK.

Park Road Improvements - U.S. 6 Roundabout to near Oakdale Blvd. ATTACHMENT D

City of Tiffin, IA

Date: February 4, 2019

Prices based on IaDOT average awarded prices adjusted for inflation PRELIMINARY (Budgeting Estimate)

No.	Description	Unit	Quantity	ENGINEER'S ESTIMATE	
				Unit Price	Extended Price
	U.S. Hwy 6 Improvements				
1	Excavation, Class 10, Roadway & Borrow	CY	10000.00	$ 5.00	$ 50,000.00
2	Topsoil, Strip, Salvage, Spread	CY	7500.00	$ 8.00	$ 60,000.00
3	PCC Pavement 9-inch, Mainline	SY	19000.00	$ 60.00	$ 1,140,000.00
4	Granular Subbase, 8-inch, Mainline	SY	20000.00	$ 7.00	$ 140,000.00
5	PCC Pavement 9-inch, Turnlanes	SY	6000.00	$ 60.00	$ 360,000.00
6	Granular Subbase, 8-inch, Turnlanes	SY	11400.00	$ 7.00	$ 79,800.00
7	PCC Pavement Samples	LS	1.00	$ 5,000.00	$ 5,000.00
8	Strom Sewer Intakes	EACH	19.00	$ 8,000.00	$ 152,000.00
9	Pipe Culvert, 2000D RCP, 30" Dia.	LF	360.00	$ 95.00	$ 34,200.00
10	Pipe Culvert, 2000D RCP, 24" Dia.	LF	312.00	$ 90.00	$ 28,080.00
11	Pipe Culvert, 2000D RCP, 18" Dia.	LF	772.00	$ 63.00	$ 48,636.00
12	Pipe Culvert, 2000D RCP, 15" Dia.	LF	585.00	$ 60.00	$ 35,100.00
13	Pipe Apron, Concrete, 30" Dia.	EACH	2.00	$ 1,500.00	$ 3,000.00
14	Pipe Apron, Concrete, 24" Dia.	EACH	2.00	$ 1,500.00	$ 3,000.00
15	Subdrain, Longitudinal, Shoulder, 6" Dia	LF	5600.00	$ 7.00	$ 39,200.00
16	Subdrain, Outlet, RF-19E	EACH	38.00	$ 350.00	$ 13,300.00
17	RCB Culvert 8X6	LF	600.00	$ 900.00	$ 540,000.00
15	RCB Culvert End Section	EACH	2.00	$ 15,000.00	$ 30,000.00
19	Revetment Class D	TON	200.00	$ 50.00	$ 10,000.00
20	Pavement Removal	SY	7500.00	$ 10.00	$ 75,000.00
21	Painted Pavement Markings	STA	50.00	$ 12.00	$ 600.00
22	Painted Pavement Symbols	EACH	60.00	$ 150.00	$ 9,000.00
23	Mobilization	LS	1.00	$ 50,000.00	$ 50,000.00
24	Traffic Control	LS	1.00	$ 20,000.00	$ 20,000.00
25	Flaggers	EACH	120.00	$ 350.00	$ 42,000.00
26	Silt Fence & Ditch Checks	LF	8000.00	$ 2.00	$ 16,000.00
27	Silt Fence,Maintenance	LF	8000.00	$ 1.00	$ 8,000.00
28	Silt Fence Removal	LF	8000.00	$ 0.50	$ 4,000.00
29	Erosion Mat	SQ	1200.00	$ 12.00	$ 14,400.00
30	Erosion Control Mobilization	EACH	15.00	$ 500.00	$ 7,500.00
31	Seeding & Fertilizing, Urban	ACRE	2.00	$ 2,000.00	$ 4,000.00
32	Mulching	ACRE	2.00	$ 800.00	$ 1,600.00
33	Light Poles	EACH	20.00	$ 5,000.00	$ 100,000.00
34	Junction Boxes	EACH	20.00	$ 1,000.00	$ 20,000.00
35	Electrical Circuits	LF	6000.00	$ 15.00	$ 90,000.00
36	Watermain, 12" PVC	LF	1000.00	$ 55.00	$ 55,000.00
37	Waterman, 8" PVC	LF	500.00	$ 50.00	$ 25,000.00
38	Gate Valve, 12" Diameter	EACH	8.00	$ 2,250.00	$ 18,000.00
39	Gate Valve, 8" Diameter	EACH	4.00	$ 1,550.00	$ 6,200.00
40	Fire Hydrant Assembly	EACH	4.00	$ 5,000.00	$ 20,000.00
41	Watermain Fittings	EACH	10.00	$ 450.00	$ 4,500.00
42	Acceptacne Testing	LS	1.00	$ 2,000.00	$ 2,000.00
43	Street Signange	LS	1.00	$ 5,000.00	$ 5,000.00
44	Sidewalk, PCC 6"	SY	4700.00	$ 55.00	$ 258,500.00
45	Detectable Warnings	SY	300.00	$ 40.00	$ 12,000.00
46	Grade Seperated Pedestrian Crossing	LS	1.00	$ 200,000.00	$ 200,000.00
				Construction Estimate	**$ 3,839,616.00**
	Contingency 10%				$ 383,961.60
				Construction Total	**$ 4,223,577.60**
	Engineering 25%				$ 1,055,894.40
	includes design and full-time construction inspection			**ENGINEER'S ESTIMATE**	**$ 5,279,472.00**

E. Time Schedule

If awarded funding, the anticipated project schedule for the Park Road Improvements – U.S. 6 Roundabout to Oakdale Blvd. is as follows:

Preliminary /Final Design: Spring 2022 – Fall 2022
Construction: Spring 2023 – Summer 2024

F

RESOLUTION NO. 2019-015

A RESOLUTION ENDORSING THE SURFACE TRANSPORTATION BLOCK GRANT (STBG) APPLICATION FOR THE NORTH PARK ROAD IMPROVEMNTS PROJECT

Whereas, the City of Tiffin intends to upgrade and improve North Park Road in Tiffin; and,

Whereas, the City Council of the City of Tiffin endorses the improvements project; and,

Whereas, the City pledges the necessary local financial match; and

Whereas, the City also guarantees to adequately maintain the completed project for its intended public use for a minimum of 20 years following the project completion,

Now, therefore be it resolved by the City Council of the City of Tiffin, Iowa, to officially endorse the North Park Road Improvements Project and the Surface Transportation Block Grant (STBG) application.

On the 19th day of February, 2019, at a regular meeting of the Tiffin City Council, Tiffin, Iowa, Councilperson Bartels introduced **RESOLUTION NO. 2019-015, A RESOLUTION ENDORSING THE SURFACE TRANSPORTATION BLOCK GRANT (STBG) APPLICATION FOR THE NORTH PARK ROAD IMPROVEMENTS PROJECT** and made a motion for approval. Motion seconded by Upton.

Ayes: Schnedler, Ryan, Havens, Bartels, Upton
Nays: None
Absent: None

Whereupon five members were present and voted approval and Mayor Berner declared that **RESOLUTION NO. 2019-015, A RESOLUTION ENDORSING THE SURFACE TRANSPORTATION BLOCK GRANT (STBG) APPLICATION FOR THE NORTH PARK ROAD IMPROVEMENTS PROJECT** to be adopted and signified his approval of the same by affixing his signature thereto.

Passed by the City Council on the 19th day of February, 2019.

City of Tiffin

Steven L. Berner, Mayor

ATTEST:
Ashely Platz, City Clerk

H. Public Involvement

As part of the initial roadway concept, a public meeting was held for the purchase of ground needed to accommodate the improved road. When the functional design process begins, a public meeting will be held to discuss the general design of the project. In addition, The City will meet individually with residents that have requested more information related to the project. These meetings will also allow the public to submit comments and other feedback related to the project design.

IOWADOT

Minority Impact Statement

Form 105101 (3-18)

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

☐ The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians

☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other_____

☐ The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians

☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other _____

☒ The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

The purposed project is not anticipated to have a disproportionate or unique impact on minority persons. The project is expected to provide equal access and similar impacts to all users.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Doug Boldt

Title City Administator

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) *"Disability"* means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:

(a) Homosexuality or bisexuality.
(b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
(c) Compulsive gambling, kleptomania, or pyromania.
(d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

STBG Application
#2 North Liberty
965/Ranshaw Way
Reconstruction Phase 6

The following information must be provided for all Surface Transportation Block Grant Project proposals and will be provided to the MPO Transportation Technical Advisory Committee (TTAC) and Urbanized Area Policy Board for evaluation. MPO staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPO Transportation Technical Advisory Committee. MPO staff will score the projects; the TTAC may modify scores.

General Information

MPO: MPOJC e-mail:

Eligible Sponsor/Applicant Agency: City of North Liberty

Contact Person (Name & Title): Dean Wheatley, Planning Director

Complete Mailing Address: 3 Quail Creek Court, PO Box 77
Street Address and/or Box No.

North Liberty (City) Iowa (State) 52317 (Zip) 319-626-5747 (Daytime Phone)

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: e-mail:

Contact Person (Name & Title):

Complete Mailing Address:
Street Address and/or Box No.

City State Zip Daytime Phone

Project Information

Project Title: 965/Ranshaw Way Reconstruction Phase 6 - Final Phase

Project Description (including number of proposed through lanes, turn lanes, and other critical features):

This project will complete the reconstruction of 965/Ranshaw Way within North Liberty, extending from south of Hawkeye Drive to Forevergreen Road, with trails, curbs, and storm water management.

If this project includes land acquisition, how many acres? (approximate) Very minor

Project Category **Check all boxes that apply to indicate the categories that best describe your project.**

Trails and Bicycles

- [x] Facilities for pedestrians and bicycles including safe routes for non-drivers
- [ ] Conversion and use of abandoned railway corridors

Scenic and Historic

- [ ] Construction of turnouts, overlooks and viewing areas
- [ ] Inventory, control, or removal of outdoor advertising
- [ ] Historic preservation and rehabilitation of historic transportation facilities
- [ ] Archaeological activities relating to impacts from another eligible activity

Roadways and Bridges

- [x] Construction, rehabilitation, preservation, or operational improvements of street facilities
- [ ] Bridge improvements including construction, rehabilitation, or preservation

Environmental

- [ ] Vegetation management practices in transportation rights-of-way
- [x] Highway related stormwater management
- [ ] Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity

- [ ] **Other**

Estimated Project Costs

Land Cost	$	150,000
Utility Relocation	$	-
Design & Construction Engineering	$	1,575,000
Construction Cost	$	7,870,000
Indirect Cost (if applicable)	$	
Other *(please specify)* _____	$	
Total Cost	$	9,595,000
STBG Fund Request	$	7,196,250
Applicant Local Match *(20% Minimum)*	$	2,398,750

	Applicant Local Match Source *(20% Minimum)*	Amount	Assured or Anticipated (Date Anticipated)
1.	GO bonds	2,398,750	As needed
2.			
3.			

Are any state funds involved in this project? ☐ Yes ■ No

If yes, please explain the source and conditions _____

Are any other federal funds involved in this project? ☐ Yes ■ No

If yes, please explain the source and conditions (Please note here if you have previously acquired STP funds for this project from the state discretionary STBG fund or another MPO or RPA.)

Does the project comply with the adopted MPO *Complete Streets Policy*? ■ Yes ☐ No

Which of the following facilities are included in the proposal?

- Turn lanes ■
- ITS/signalization improvements ■ Sara Court
- Geometric improvements ☐
- Separated trail or wide sidewalk (8' or wider) ■
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.) ■
- Marked on-street bike facility ☐

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 15-18) ■ Yes ☐ No

Will this project be open to the public? ■ Yes ☐ No

Do you intend to charge a fee to users? ☐ Yes ■ No

If yes, how much? $ _____

What will it be used for? _____

Estimated Project Development Schedule

Design	Start Date	Fall CY2022	Completion Date	Fall CY2023
Land Acquisition	Start Date	Spring CY2023	Completion Date	Spring CY2024
Construction	Start Date	Spring-Summer CY2024	Completion Date	Fall CY2024

Has any part of this project been started? ☐ Yes ■ No

If yes, explain: This project has not been started, but various other related improvements within the 965 corridor have been made over the past several years, including addition of turn lanes at two of the intersections within this project length.

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

☐ A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.

☐ B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.

☐ C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.

☐ D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).

☐ E. An anticipated TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.

☐ F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.

☐ G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.

☐ H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.

☐ I. A MINORITY IMPACT STATEMENT for the project.

The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the City of North Liberty

Signature	Date: 2.22.19
Ryan Heiar, City Administrator	Date: 9/22/19
Typed Name and Title	

IOWADOT

Form 105101 (3-18)

Minority Impact Statement

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Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

☐ The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians

☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other_____

☐ The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Presènt the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians

☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other _____

☒ The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

This project is wholly within the roadway right-of-way of an existing major arterial street, except minor adjacent storm water and ADA trail accommodations on undeveloped land.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name A. Dean Wheatley

Title Planning Director

Definitions

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b. As used in this subsection:

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(b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
(c) Compulsive gambling, kleptomania, or pyromania.
(d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

Documentation for North Liberty STBG Application
965/Ranshaw Way Phase 6 (Final Phase) 2019

A. Narrative. This project will reconstruct existing 965/Ranshaw Way (965) from the end of Phase 5 at Hawkeye Drive south to Forevergreen Road, approximately 4,000 feet (.76 miles). The entire project will take place within existing right-of-way except for small acquisitions and easements, temporary and permanent, as needed for storm water accommodations and pedestrian underpass grade adjustments. It will provide for the last connection of a separated 10' wide trail that extends from the north to south corporate limits of the city, and the entire project will be ADA compliant. This project follows the recommendations from the 965 Corridor Study previously prepared jointly with Johnson County and the City of Coralville. Features of the project include:

- Provides access to the growing North Liberty business community in the 965 corridor, as well as through-traffic access to and from Coralville trip destinations in the north corridor, including the Oakdale campus as well as the growing commercial base to the south.
- Reduces congestion and travel time by increasing capacity in the corridor and by extending trail and sidewalk access where it does now not exist.
- Improves existing 965 roadway by replacing panels as necessary for longevity.
- Improves Level of Service measurements for both current and future modeled low LOS problem areas.
- Improves multi-modal options by extending a separated trail system and bus pull-offs. Future busing expansion is very likely to include 965 coverage.
- Extends the City's adopted trail network, and fills in a missing gap along a critical artery.
- Directly serves lower income apartment and mobile home neighborhoods east of the roadway, and corrects any deficiencies in the ADA accommodations in the project length.
- Local match is 25%

Existing conditions include mostly 2-lane roadway in varying condition, gravel shoulders, and open ditches. The proposed project will widen the roadway to 4 through lanes with curb and gutter plus turn lanes, grade ditches flatter, extend a separated pedestrian/bicycle trail the entire length, repair/replace existing roadway where needed, and improve City utility facilities in the corridor.

965 is a major commercial arterial street that not only carries significant traffic but also functions as an alternate route when problems close I-380. It carries both North Liberty traffic and through-traffic for trips north and south of North Liberty.

This project will enhance connectivity by providing a major new separated ADA-compliant trail segment in the major north-south corridor through North Liberty, serving businesses, low-income housing, mixed-use development, and undeveloped land planned for future development.

The City has funded significant improvements in this corridor over many years, most recently including the buildout from W Penn Street to the north corporate limits. In CY2017 the City let a contract to build out the section from Penn Street south to Zeller Street (phase 4), and in FY21 the City plans to let a contract to build out the section from Zeller Street to Hawkeye Drive (phase 5) where this project begins.

This project has progressed through study and concept planning, and engineering design work would be completed in the year prior to contract letting.

There are no known environmentally sensitive or culturally significant areas in the path of the project. It is being constructed within the road right-of-way.

This will be a Complete Street project and provide improvement for a long-term LOS problem corridor.

B. Detailed Location Map attached.

C. Sketch Plan attached.

D. Itemized Cost Breakdown attached.

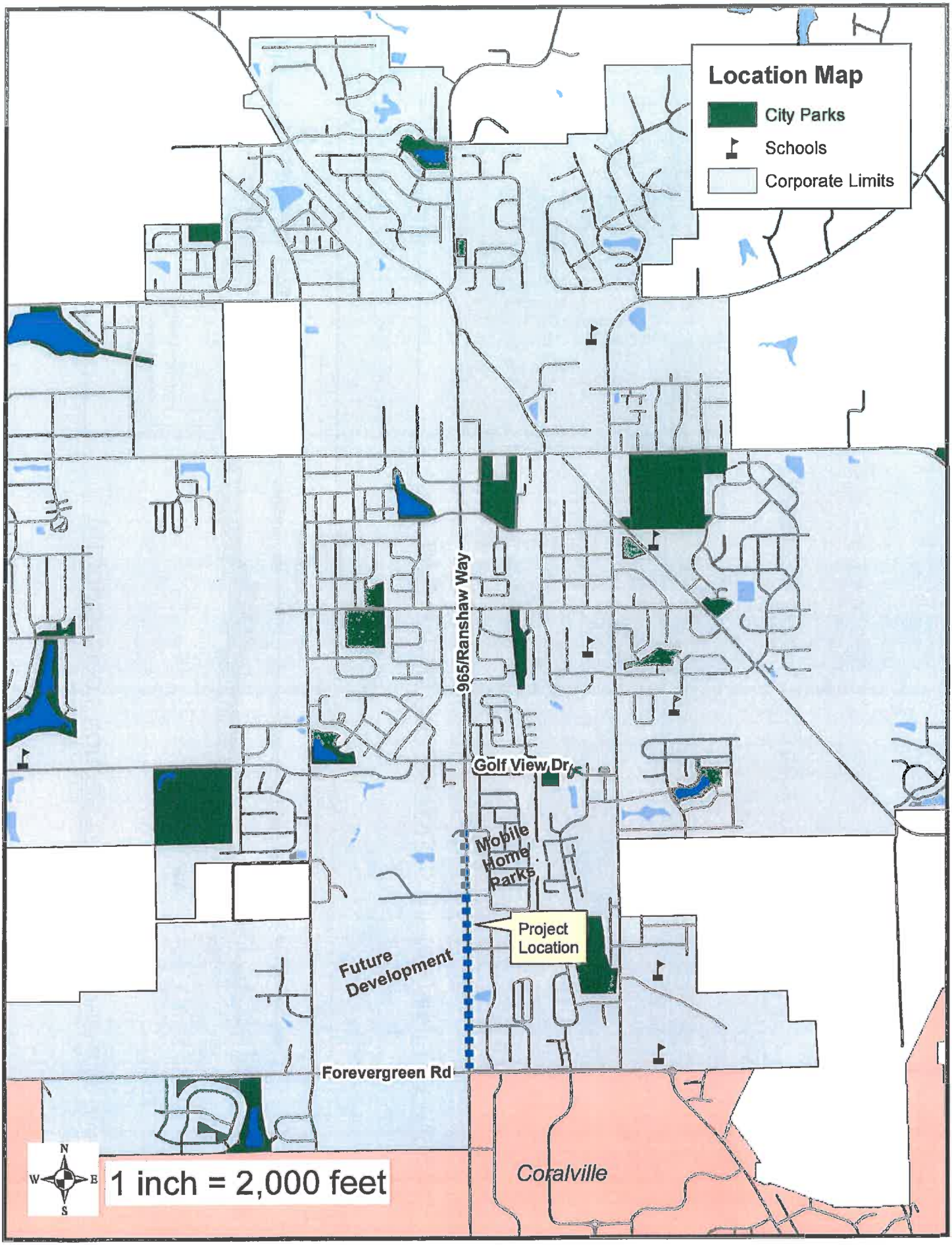
E. Estimated Time Schedule:

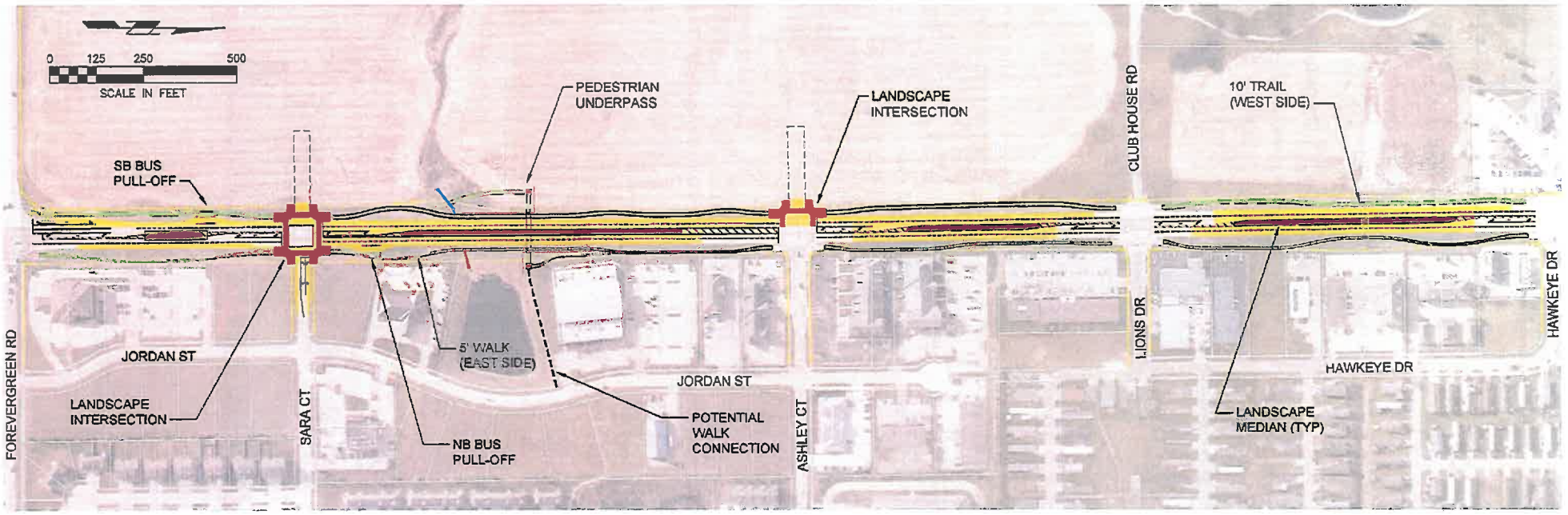
	Start Date	Completion Date
Design	Fall CY2022	Fall CY2023
Land Acquisition (if necessary)	Spring CY2023	Spring CY2024
Construction	Spring-Summer CY2024	Fall CY2024
Non-infrastructure	NA	NA

G. Official Endorsement, resolution attached.

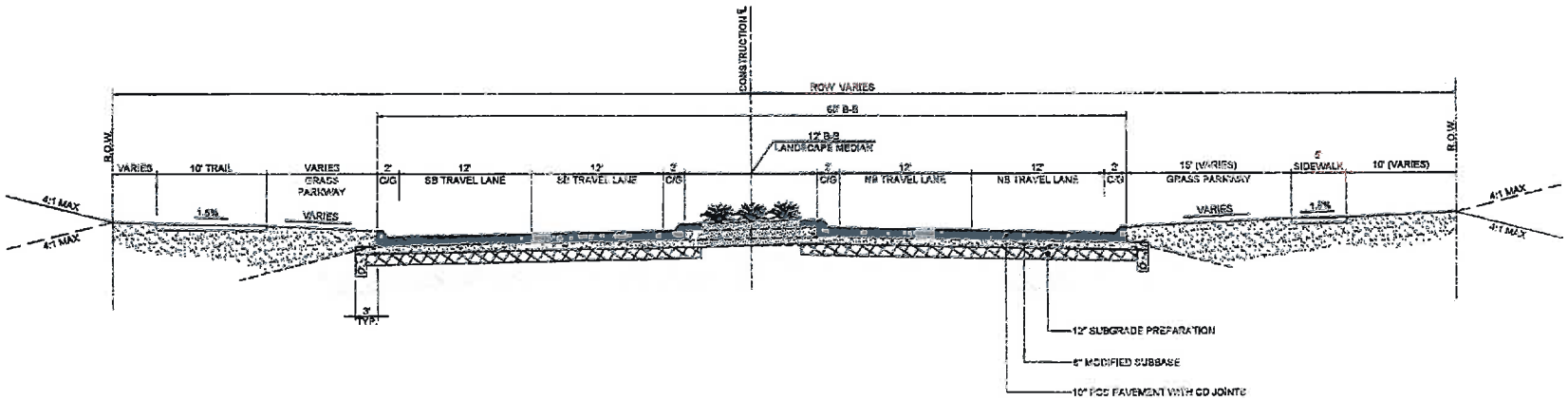
H. This project appears in the City CIP budget, and as such was subject to several public meetings and a public hearing. In addition, the project was presented at an annual construction projects open house hosted by the City at the City Recreation Center on February 19, 2019.

I. MIS attached.


Location Map
City Parks
Schools
Corporate Limits
965/Ranshaw Way
Golf View Dr
Mobile Home Parks
Project Location
Future Development
Forevergreen Rd
Coralville
N
W
E
S
1 inch = 2,000 feet



RANSHAW WAY (PHASE 6) - LOCATION MAP AND SKETCH PLAN



RANSHAW WAY (PHASE 6) - TYPICAL SECTION (LOOKING NORTH)

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

CITY OF NORTH LIBERTY
RANSHAW WAY (HWY 965) IMPROVEMENTS - PHASE 6
(FOREVERGREEN ROAD TO HAWKEYE DRIVE)
OPINION OF PROBABLE CONSTRUCTION COSTS
SCHEMATIC DESIGN - FEBRUARY 2019

DESCRIPTION: WIDEN HIGHWAY 965 TO 5-LANE SECTION FROM FOREVERGREEN ROAD TO HAWKEYE DRIVE. PROJECT INCLUDES 10-FT TRAIL, 5-FT WALK, PEDSTRIAN TRAIL UNDERPASS, BUS PULL-OFFS, LANDSCAPE MEDIAN, ROADWAY AND PEDESTRIAN LIGHTING, STORMWATER, STREETSCAPE AND LANDSCAPING IMPROVEMENTS.

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED COST
1	CLEARING AND GRUBBING	LS	1	$ 10,000	$ 10,000
2	PAVEMENT REMOVAL	SY	11,600	$ 7	$ 81,200
3	REMOVALS, AS PER PLAN	LS	1	$ 16,000	$ 16,000
4	EXCAVATION AND EMBANKMENT	CY	25,000	$ 13	$ 325,000
5	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	9,000	$ 8	$ 72,000
6	MODIFIED SUBBASE	CY	3,900	$ 40	$ 156,000
7	SUBGRADE PREPARATION	STA	70	$ 600	$ 42,000
8	SHOULDER FINISHING	STA	75	$ 200	$ 15,000
9	PAVEMENT, PCC, CL C, CL 3, 10 IN.	SY	20,000	$ 60	$ 1,200,000
10	PRECAST CONCRETE BOX CULVERT, 4 FT. X 4 FT.	LF	140	$ 185	$ 25,900
11	PRECAST CONCRETE BOX CULVERT STRAIGHT END SECTION, 4 FT. X 4 FT.	EACH	3	$ 4,000	$ 12,000
12	PEDESTRIAN TRAIL UNDERPASS (14' X 10' RCB)	LF	125	$ 2,000	$ 250,000
13	MANHOLE - STORM SEWER	EACH	10	$ 5,000	$ 50,000
14	INTAKE - CURB INLETS	EACH	28	$ 4,500	$ 126,000
15	INTAKE - AREA DRAINS	EACH	16	$ 1,200	$ 19,200
16	STORM SEWER, TRENCHED, RCP, 18 IN.	LF	3,000	$ 62	$ 186,000
17	STORM SEWER, TRENCHED, RCP, 24 IN.	LF	600	$ 70	$ 42,000
18	STORM SEWER, TRENCHED, RCP, 36 IN.	LF	900	$ 105	$ 94,500
19	STORM SEWER, TRENCHED, RCP, 48 IN.	LF	500	$ 150	$ 75,000
20	REMOVALS - STORM SEWER PIPE / STRUCTURES	LS	1	$ 25,000	$ 25,000
21	SUBDRAIN, LONGITUDINAL, 6 IN.	LF	7,500	$ 9	$ 67,500
22	REVETMENT, CLASS E	TON	800	$ 40	$ 32,000
23	MODULAR BLOCK RETAINING WALL (HEAVY)	SF	6,900	$ 50	$ 345,000
24	ORNAMENTAL RAILING	LF	1,000	$ 240	$ 240,000
25	WATER QUALITY INSTALLATIONS	EACH	7	$ 17,000	$ 119,000
26	ADA CURB RAMPS	EACH	12	$ 2,000	$ 24,000
27	SIDEWALK, PCC, 5 IN.	SY	2,400	$ 45	$ 108,000
28	RECREATIONAL TRAIL, PCC, 6 IN.	SY	4,450	$ 48	$ 213,600
29	TEMPORARY PAVEMENT	SY	5,000	$ 54	$ 270,000
30	SIGNAGE	LS	1	$ 16,000	$ 16,000
31	PAINTED PAVEMENT MARKINGS, DURABLE	STA	235	$ 125	$ 29,375
32	PAINTED SYMBOLS AND LEGENDS, DURABLE	EACH	32	$ 220	$ 7,040
33	PAVEMENT MARKINGS REMOVED	STA	155	$ 55	$ 8,525
34	TRAFFIC CONTROL	LS	1	$ 45,000	$ 45,000
35	MOBILIZATION	LS	1	$ 400,000	$ 400,000
36	EROSION CONTROL / SWPPP / SEEDING	ACRE	9	$ 8,500	$ 76,500
37	ELECTRICAL WIRING AND PULLBOXES	LF	13,400	$ 17	$ 227,800
38	STREET LIGHTING	EACH	20	$ 7,200	$ 144,000
39	PEDESTRIAN LIGHTING	EACH	32	$ 5,800	$ 185,600
40	LIGHTING CONTROL CABINET	EACH	1	$ 20,000	$ 20,000
41	TRAFFIC SIGNALIZATION - SARA COURT	LS	1	$ 265,000	$ 265,000
42	TRAFFIC SIGNALIZATION - SIGNAL HEAD MODIFICATIONS	EACH	3	$ 3,000	$ 9,000
43	TRAFFIC SIGNALIZATION - POD DETECTION (SARA COURT)	EACH	1	$ 20,000	$ 20,000
44	BRICK PAVER PEDESTRIAN CROSSINGS	SF	3,750	$ 18	$ 67,500
45	LANDSCAPING - INTERSECTION (SEATWALL / PAVERS / LIGHTS / LANDSCAPE)	EACH	1.5	$ 275,000	$ 412,500
46	LANDSCAPING - ROADWAY CORRIDOR	LS	1	$ 60,000	$ 60,000
47	LANDSCAPING - MEDIAN	LS	1	$ 275,000	$ 275,000
48	CONSTRUCTION SURVEY	LS	1	$ 40,000	$ 40,000

Subtotal Construction =	**$ 6,555,000**
20% Contingency =	**$ 1,315,000**
OPINION OF PROBABLE CONSTRUCTION COST =	**$ 7,870,000**
Engineering, Legal, Admin (20%) =	$ 1,575,000
Easements / Acquisitions =	$ 150,000
Utility Relocation =	$ -
TOTAL OPINION OF PROBABLE PROJECT COST =	**$ 9,595,000**

1191040

February 21, 2019

Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington St. Iowa City. IA 52240

Brad:

This letter is to confirm that the City of North Liberty is prepared to fund the local match portion of the 965 Phase 6 project that is the subject of a Surface Transportation Block Grant application, as well as to maintain the infrastructure in perpetuity once completed. Intended funding source will be General Obligation Bonds. If additional information is necessary please contact me.

Thank you.

Truly,

Ryan Heiar, City Administrator
City of North Liberty
3 Quail Creek Circle, PO Box 77 52317
319-626-5747

rheiar@northlibertyiowa.org

STBG Application
#3 Coralville
1st Avenue and Oakdale Blvd
Roundabout

The following information must be provided for all Surface Transportation Block [illegible] be provided to the MPO Transportation Technical Advisory Committee (TTAC) [illegible] for evaluation. MPO staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPO Transportation Technical Advisory Committee. MPO staff will score the projects; the TTAC may modify scores.

General Information

MPO: Metropolitan Planning Organization of Johnson County e-mail: brad-neumann@iowa-city.org

Eligible Sponsor/Applicant Agency: City of Coralville

Contact Person (Name & Title): Dan Holderness, P.E., City Engineer

Complete Mailing Address: 1512 7th Street, PO box 5127
Street Address and/or Box No.

Coralville (City) IA (State) 52241 (Zip) 319.248.1720 (Daytime Phone)

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____ e-mail: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____
Street Address and/or Box No.

City _____ State _____ Zip _____ Daytime Phone _____

Project Information

Project Title: 1st Avenue & Oakdale Boulevard Roundabout

Project Description (including number of proposed through lanes, turn lanes, and other critical features):

Conversion of the existing 4-leg intersection that is operating with temporary span wire traffic signals to a 4-leg roundabout. Shared use path connections constructed of 8 foot wide concrete provided across west and north legs of roundabout.

If this project includes land acquisition, how many acres? (approximate) n/a

Project Category **Check all boxes that apply to indicate the categories that best describe your project.**

Trails and Bicycles

- [x] Facilities for pedestrians and bicycles including safe routes for non-drivers
- [ ] Conversion and use of abandoned railway corridors

Roadways and Bridges

- [x] Construction, rehabilitation, preservation, or operational improvements of street facilities
- [ ] Bridge improvements including construction, rehabilitation, or preservation

Scenic and Historic

- [ ] Construction of turnouts, overlooks and viewing areas
- [ ] Inventory, control, or removal of outdoor advertising
- [ ] Historic preservation and rehabilitation of historic transportation facilities
- [ ] Archaeological activities relating to impacts from another eligible activity

Environmental

- [ ] Vegetation management practices in transportation rights-of-way
- [x] Highway related stormwater management
- [ ] Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity
- [ ] **Other** _____

Estimated Project Costs

Land Cost	$	
Utility Relocation	$	
Design & Construction Engineering	$	240,975
Construction Cost	$	1,606,500
Indirect Cost (if applicable)	$	
Other *(please specify)* _____	$	
Total Cost	$	1,847,475
STBG Fund Request	$	1,275,275
Applicant Local Match *(20% Minimum)*	$	572,200

	Applicant Local Match Source *(20% Minimum)*	Amount	Assured or Anticipated (Date Anticipated)
1.	General Fund	$572,200	July 2022
2.			
3.			

Are any state funds involved in this project? ☐ Yes ■ No

If yes, please explain the source and conditions _____

Are any other federal funds involved in this project? ☐ Yes ■ No

If yes, please explain the source and conditions (Please note here if you have previously acquired STP funds for this project from the state discretionary STBG fund or another MPO or RPA.)

Does the project comply with the adopted MPO *Complete Streets Policy*? ■ Yes ☐ No

Which of the following facilities are included in the proposal?

- Turn lanes ■
- ITS/signalization improvements ☐
- Geometric improvements ■
- Separated trail or wide sidewalk (8' or wider) ■
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.) ■
- Marked on-street bike facility ☐

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 15-18) ■ Yes ☐ No

Will this project be open to the public? ■ Yes ☐ No

Do you intend to charge a fee to users? ☐ Yes ■ No

If yes, how much? $ _____

What will it be used for? _____

_____

Estimated Project Development Schedule

Design	Start Date	January 2022	Completion Date	December 2022
Land Acquisition	Start Date		Completion Date	
Construction	Start Date	March 2023	Completion Date	May 2024

Has any part of this project been started? ☐ Yes ☒ No

If yes, explain: _____

_____

_____

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

☒ A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.

☒ B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.

☒ C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.

☒ D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).

☒ E. An anticipated TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.

☒ F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.

☐ G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.

☒ H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.

☒ I. A MINORITY IMPACT STATEMENT for the project.

The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the City of Coralville

Signature	Date 2/22/19
Dan Holderness, City Engineer	Date 2/22/19
Typed Name and Title	

A

City of Coralville
Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 20, 2019

Subject: Project Narrative for 1st Avenue & Oakdale Boulevard Roundabout
Surface Transportation Block Grant Program (STBG) for FY 2023-24

NARRATIVE

Existing Conditions: The current 4-leg intersection at 1st Avenue & Oakdale Boulevard has dedicated left turn lanes on eastbound and westbound Oakdale Boulevard, but no dedicated turn lanes on northbound or southbound 1st Avenue. The 1st Avenue pavement is asphalt, dates to the 1980's, and is primarily a rural cross section. Oakdale Boulevard pavement is concrete, installed in the late 1990's, and has an urban cross section. Due to increasing traffic volumes and increasing peak hour delays on Oakdale Boulevard, temporary span wire traffic signals were installed in 2014, but the lack of turn lanes on 1st Avenue required the northbound and southbound movements to be split into two separate signal phases decreasing intersection efficiency. The increasing traffic volume is expected to make the current signal arrangement unacceptable during peak hours within the next 5 years. Overwidth sidewalks cross the north and west legs of the intersection, and extend south along 1st Avenue, and east and west along Oakdale Boulevard.

Proposed Project: The proposed project will reconstruct the intersection as a 4-leg roundabout and still provide overwidth sidewalk crossings on the north and west legs. During the detailed design phase, a determination will be made as to the number of entry lanes needed on each leg of the roundabout, but the main circulatory roadway is expected to be two lanes wide to allow left turning traffic to separate from the through and right turning traffic, increasing the capacity of the roundabout.

Project Justification: 1st Avenue and Oakdale Boulevard are both arterial streets. With rapid residential growth continuing north of this intersection in both Coralville and North Liberty and with the limited number of east-west and north-south arterials available in the metro area, it is important to make every arterial intersection operate as efficiently as possible. 1st Avenue is a major route for Coralville and Johnson County residents to Liberty High School in North Liberty. The Oakdale Boulevard Trail is the farthest north continuous east/west trail in the metro area which promotes commuter traffic, including student's access to Liberty High School, as well as regional recreational activities. Roundabouts help calm traffic, keep traffic moving to reduce CO2 emissions, and their ability to handle peak hour traffic will allow the roadway width in between each roundabout to be minimized, which has both long-term environmental and financial benefits. Pedestrian refuge islands at each roundabout crosswalk allow pedestrians to

focus only on traffic coming from one direction at a time, compared to watching for traffic from several directions at a typical intersection.

This project will address congestion issues at this intersection and on both streets in the near future as well as shown in the 2045 Future Forecasted Level of Service in both the AM and PM Peak Hours. One major bicycle accident has occurred at this intersection prior to the installation of the temporary signals and many close calls have been observed for bicycles. Vehicle accident rates have been significantly reduced (15 collisions from 2010 to 2013 reduced to 3 collisions from 2015 to 2018) with the installation of the temporary traffic signals. Construction of a roundabout will significantly improve the safety for vehicles, bicyclists, and pedestrians.

The current temporary span wire traffic signals are just that, temporary in nature, and need to be replaced in the next few years. The signal system was constructed of old, used equipment which was near its lifespan when installed. The installation of a modern roundabout is the ultimate solution to promote efficient and safe movement of vehicles, bicycles and pedestrians while reducing environmental impacts.

City of Coralville

Engineering Department

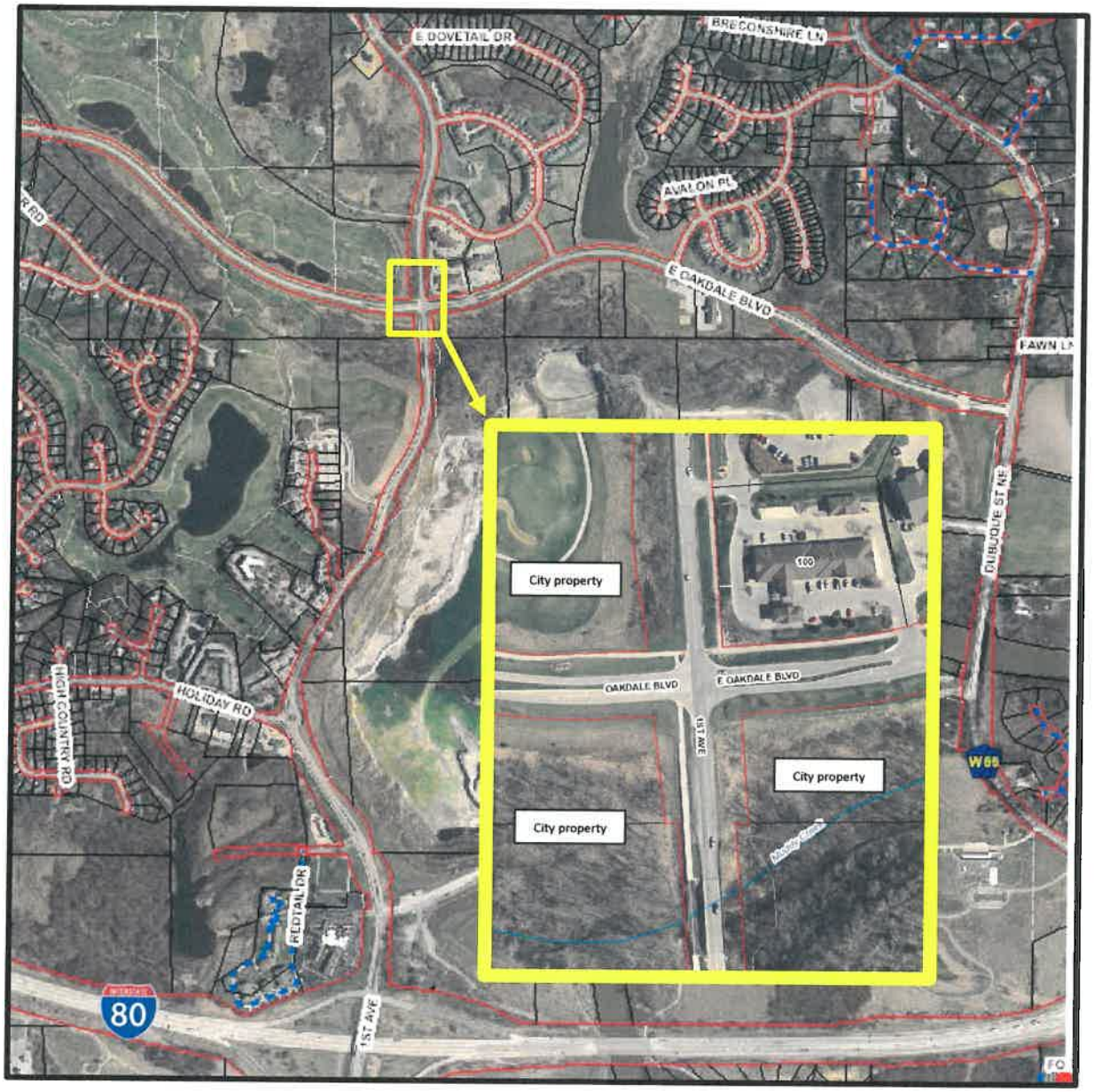
1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

B

Date: February 20, 2019

DETAILED LOCATION MAP

1st Avenue & Oakdale Boulevard



C

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

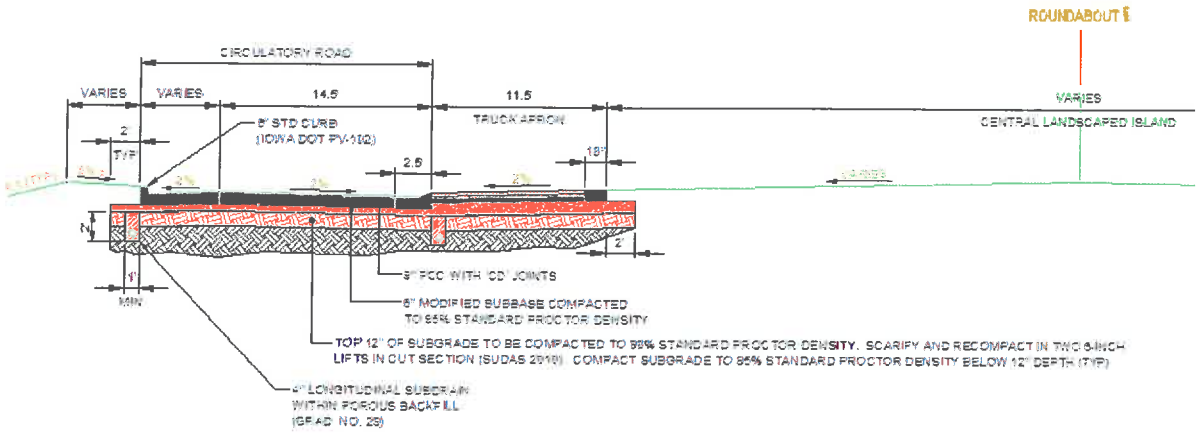
Date: February 20, 2019

SKETCH PLAN

1st Avenue & Oakdale Boulevard Roundabout – Plan View

C

1st Avenue & Oakdale Boulevard Roundabout - Typical Section



5 TYPICAL ROADWAY SECTION --- THROUGH ROUNDABOUT

NOT TO SCALE

CORALVILLE

Coralville Engineering Department
1512 7th Street, Coralville, Iowa 52241
ph: 319.248.1720
fax: 319.248.1894
www.coralville.org

1st Avenue & Oakdale Bouelvard Roundabout

Cost Estimate revised February 20, 2019

Mobilization, Removals, and Earthwork	$	422,500.00
Utility Relocations and Improvements	$	232,000.00
Paving (streets, sidewalks)	$	615,000.00
Electrical and Lighting	$	115,000.00
Traffic Control, Signage, Markings	$	72,000.00
Erosion Control, Landscaping, and Streetscaping	$	150,000.00
Construction Cost:	$	1,606,500.00
Engineering (15%):	$	240,975.00
PROJECT TOTAL:	$	1,847,475.00

* Cost estimate was calculated using past estimates for this project along with the bid prices received by North Liberty on February 7, 2019, for their Penn and Front Corridor Improvements. That project includes retrofitting two roundabouts into their street network and is similiar in scope to the 1st Avenue & Oakdale Boulevard Roundabout.

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

E

Date: February 20, 2019

Project: 1st Avenue & Oakdale Boulevard Roundabout

TIME SCHEDULE

Project design would begin summer 2022 and be completed winter 2022-23.

The City of Coralville owns the properties that will be impacted by the project, so no land acquisition is needed.

Project would be let spring 2023.

Construction would begin spring 2023 and be completed spring 2024.

F

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 20, 2019

Project: 1st Avenue & Oakdale Boulevard Roundabout

OFFICIAL ENDORSEMENT

The City of Coralville agrees to adequately maintain and operate the 1st Avenue & Oakdale Boulevard Roundabout for its intended public use for a minimum of 20 years after project completion.

Sincerely,

Kelly J. Hayworth
City Administrator

H

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 20, 2019

Project: 1st Avenue & Oakdale Boulevard Roundabout

PUBLIC INPUT

This project is included in the 2017 – 2025 Fiscally Constrained Road and Bridge Projects section of the approved MPOJC Future Forward 2045 Long Range Transportation Plan (2017-2045). A variety of public input opportunities were provided throughout the LRTP approval process.

The City of Coralville receives regular inquiries about the schedule for permanent improvements to the 1st Avenue & Oakdale Boulevard intersections, and upgrading 1st Avenue (North Liberty Rd) from Oakdale Boulevard to Dubuque Street, including shared use path construction. Our response is that the intersection needs to be completed first and then additional segments of 1st Avenue (North Liberty Rd) will be reconstructed as funding allows.

A public open house will be held to review the preliminary roundabout design and the public will have access to both City and Consultant staff during the entire design process.

A public hearing on the final plans and specifications will be held at a Council Meeting prior to the City Council recommending final approval of the design and setting the bid date.

IOWADOT

Form 103101 (12-16)

Minority Impact Statement

1

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grants applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

☑ The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

The 5th Street Improvements Project - 12th Avenue to 20th Avenue will have a positive impact on persons with disabilities because it will maintain safe, ADA-compliant, 8-foot wide over width sidewalk on the north side and a 6-foot wide sidewalk on the south side of 5th Street, as well as ADA compliant street crossings.

Indicate which groups are impacted.

☐ Women ☑ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians

☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other

☐ The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians
☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other _____

Present the rationale for determining no impact.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Dan Holderness, P.E.

Title City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):
b. As used in this subsection:
(1) *"Disability"* means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:
(a) Homosexuality or bisexuality.
(b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
(c) Compulsive gambling, kleptomania, or pyromania.
(d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

STBG Application
#4 Coralville
5th Street Improvements
12th Avenue to 20th Avenue

The following information must be provided for all Surface Transportation Block Grant Project proposals and will be provided to the MPO Transportation Technical Advisory Committee (TTAC) and Urbanized Area Policy Board for evaluation. MPO staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPO Transportation Technical Advisory Committee. MPO staff will score the projects; the TTAC may modify scores.

General Information

MPO: Metropolitan Planning Organization of Johnson County e-mail: brad-neumann@iowa-city.org

Eligible Sponsor/Applicant Agency: City of Coralville

Contact Person (Name & Title): Scott Larson, P.E., Assistant City Engineer

Complete Mailing Address: 1512 7th Street, PO box 5127
Street Address and/or Box No.

Coralville (City) IA (State) 52241 (Zip) 319.248.1720 (Daytime Phone)

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____ e-mail: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____
Street Address and/or Box No.

_____ (City) _____ (State) _____ (Zip) _____ (Daytime Phone)

Project Information

Project Title: 5th Street Improvements - 12th Avenue to 20th Avenue

Project Description (including number of proposed through lanes, turn lanes, and other critical features):

Complete reconstruction of 5th Street from just west of 12th Avenue through the 20th Avenue intersection. 5th St will be 29' wide, one lane in each direction, with 8' sidewalk along north side and minimum 6' sidewalk along south side. Includes Town Center streetscaping.

If this project includes land acquisition, how many acres? (approximate) n/a

Project Category **Check all boxes that apply to indicate the categories that best describe your project.**

Trails and Bicycles

- [x] Facilities for pedestrians and bicycles including safe routes for non-drivers
- [ ] Conversion and use of abandoned railway corridors

Scenic and Historic

- [ ] Construction of turnouts, overlooks and viewing areas
- [ ] Inventory, control, or removal of outdoor advertising
- [ ] Historic preservation and rehabilitation of historic transportation facilities
- [ ] Archaeological activities relating to impacts from another eligible activity

Roadways and Bridges

- [x] Construction, rehabilitation, preservation, or operational improvements of street facilities
- [ ] Bridge improvements including construction, rehabilitation, or preservation

Environmental

- [ ] Vegetation management practices in transportation rights-of-way
- [x] Highway related stormwater management
- [ ] Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity
- [ ] **Other** _____

Estimated Project Costs

Land Cost	$	
Utility Relocation	$	
Design & Construction Engineering	$	372,600
Construction Cost	$	2,484,000
Indirect Cost (if applicable)	$	
Other *(please specify)* _____	$	
Total Cost	$	2,856,600
STBG Fund Request	$	2,285,280
Applicant Local Match *(20% Minimum)*	$	571,320

	Applicant Local Match Source *(20% Minimum)*	Amount	Assured or Anticipated (Date Anticipated)
1.	General Fund	$571,320	July 2022
2.			
3.			

Are any state funds involved in this project? ☐ Yes ■ No

If yes, please explain the source and conditions _____

Are any other federal funds involved in this project? ☐ Yes ■ No

If yes, please explain the source and conditions (Please note here if you have previously acquired STP funds for this project from the state discretionary STBG fund or another MPO or RPA.)

Does the project comply with the adopted MPO *Complete Streets Policy*? ■ Yes ☐ No

Which of the following facilities are included in the proposal?

- Turn lanes ☐
- ITS/signalization improvements ☐
- Geometric improvements ■
- Separated trail or wide sidewalk (8' or wider) ■
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.) ☐
- Marked on-street bike facility ■

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 15-18) ☐ Yes ■ No

Will this project be open to the public? ■ Yes ☐ No

Do you intend to charge a fee to users? ☐ Yes ■ No

If yes, how much? $ _____

What will it be used for? _____

_____

Estimated Project Development Schedule

Design	Start Date	January 2022	Completion Date	December 2022
Land Acquisition	Start Date		Completion Date	
Construction	Start Date	March 2023	Completion Date	August 2024

Has any part of this project been started? ☐ Yes ■ No

If yes, explain: _____

_____

_____

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

■ A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.

■ B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.

■ C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.

■ D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).

■ E. An anticipated TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.

■ F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.

N/A ☐ G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.

■ H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.

■ I. A MINORITY IMPACT STATEMENT for the project.

The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the City of Coralville

Scott Larson — 2/22/19

Signature — Date

Scott Larson, P.E., Assistant City Engineer — 2/22/19

Typed Name and Title — Date

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

CORALVILLE

A

Date: February 20, 2019

Subject: Project Narrative for 5th Street Improvements – 12th Avenue to 20th Avenue
Surface Transportation Block Grant Program (STBG) for FY 2023-24

NARRATIVE

Existing Conditions: 5th Street is an east-west arterial street in Coralville that extends from 1st Avenue on the east to 20th Avenue on the west. Recent projects have reconstructed 5th Street from 1st Avenue to 9th Avenue (2015-16) and from 10th Avenue to 12th Avenue (1996-99). 5th Street from 12th Avenue to 20th Avenue is a two-lane road with a posted speed limit of 25 mph. The existing pavement on 5th Street between 12th Avenue and 20th Avenue is 29 feet wide and consists of a concrete base layer that dates back to the 1920's and there have been multiple asphalt overlays since then. The existing sidewalks range in width from 4 feet to 10 feet. There are pockets of on-street, angled parking adjacent to newer mixed-use developments. This segment of 5th Street passes by the Coralville Public Library, Fire Station No. 1, Police Department, City Hall, and S.T. Morrison Park.

Proposed Project: The proposed project will reconstruct the entire 5th Street right-of-way corridor from just west of 12th Avenue to the west side of the 20th Avenue intersection. The pavement will be 29 feet wide with overwidth sidewalks along both sides. Underground utility improvements will include new water main, storm sewer, and sanitary sewer, along with relocation of private utilities into a common management corridor. The project will incorporate the Town Center landscape and streetscape design that includes decorative street lighting, brick paver treatments, and street trees.

Project Justification: 5th Street is an important east-west corridor for drivers, pedestrians, and bicyclists. 5th Street has a mixture of property uses, including single and multi-family residential, standalone commercial/retail, civic/government uses, and multi-story mixed-use buildings. The 5th Street corridor has a seen a rapid growth in residential units over the past five years and the segment between 12th Avenue and 20th Avenue is seeing strong redevelopment potential. In anticipation of continued growth along the 5th Street corridor, the proposed project will complete the final phase of the 5th Street reconstruction that began in the mid-1990's.

B

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 20, 2019

DETAILED LOCATION MAP

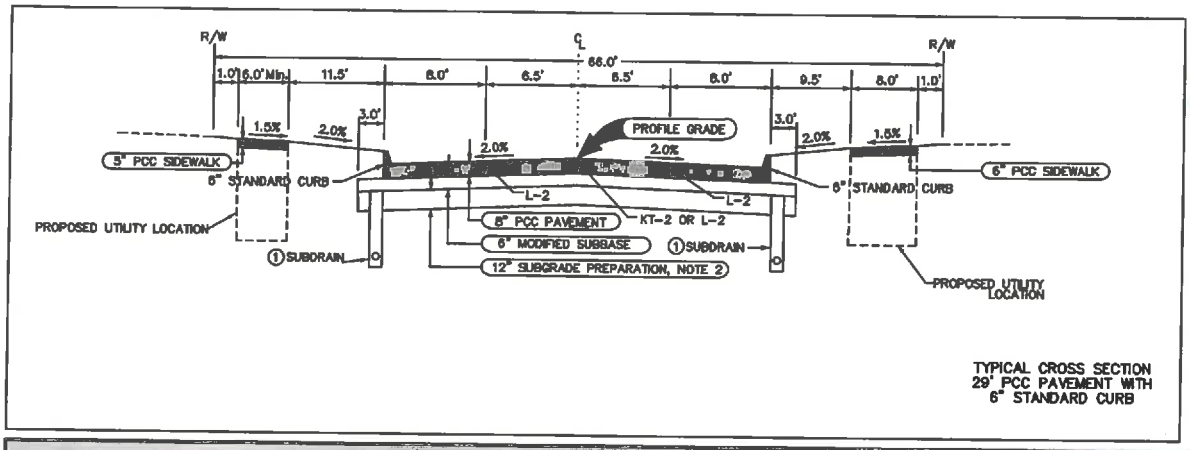
5th Street Improvements – 12th Avenue to 20th Avenue

5th Street Improvements -
12th Avenue to 20th Avenue

C

CORALVILLE

Sketch Plan



TYPICAL CROSS SECTION
29' PCC PAVEMENT WITH
6" STANDARD CURB

Coralville Engineering Department
1512 7th Street, Coralville, Iowa 52241
ph: 319.248.1720
fax: 319.248.1894
www.coralville.org

5th Street Improvements - 12th Avenue to 20th Avenue

Cost Estimate revised February 20, 2019

Mobilization, Removals, and Earthwork	$	309,000
Utility Relocations and Improvements	$	746,000
Paving (streets, sidewalks)	$	917,000
Electrical and Lighting	$	175,000
Traffic Control, Signage, Markings	$	84,000
Erosion Control, Landscaping, and Streetscaping	$	253,000
Construction Cost:	$	2,484,000
Engineering (15%):	$	372,600
PROJECT TOTAL:	$	2,856,600

* Cost estimate was calculated using bid prices, plus a 20% inflation factor, from the 5th Street Improvements 2015 project that reconstructed 5th Street between 4th Avenue and 9th Avenue. The proposed project is very similar in scope to the 2015 project.

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

E

Date: February 20, 2019

Project: 5th Street Improvements – 12th Avenue to 20th Avenue

TIME SCHEDULE

Project design would begin January 2022 and be completed December 2022.

The City of Coralville owns the properties that will be impacted by the project, so no land acquisition is needed.

Project would be let spring 2023.

Construction would begin spring 2023 and be completed summer 2024.

F

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 20, 2019

Project: 5th Street Improvements Project – 12th Avenue to 20th Avenue

OFFICIAL ENDORSEMENT

The City of Coralville agrees to adequately maintain and operate the 5th Street Improvements Project – 12th Avenue to 20th Avenue for its intended public use for a minimum of 20 years after project completion.

Sincerely,

Kelly J. Hayworth
City Administrator

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

H

Date: February 20, 2019

Project: 5th Street Improvements Project – 12th Avenue to 20th Avenue

PUBLIC INPUT

This project is included in the 2017 – 2025 Fiscally Constrained Road and Bridge Projects section of the approved MPOJC Future Forward 2045 Long Range Transportation Plan (2017-2045). A variety of public input opportunities were provided throughout the LRTP approval process.

The City of Coralville receives regular inquiries about the schedule for permanent improvements to 5th Street between 12th Avenue and 20th Avenue. These inquiries range from street surface deterioration concerns to the desire for wider sidewalks. Pressure to improve this corridor increases as more numerous redevelopment projects have occurred.

A public open house will be held to review the preliminary roundabout design and the public will have access to both City and Consultant staff during the entire design process.

A public hearing on the final plans and specifications will be held at a Council Meeting prior to the City Council recommending final approval of the design and setting the bid date.

IOWA DOT

Form 105101 (12-16)

Minority Impact Statement

1

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grants applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

☑ The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

The 5th Street Improvements Project - 12th Avenue to 20th Avenue will have a positive impact on persons with disabilities because it will maintain safe, ADA-compliant, 8-foot wide over width sidewalk on the north side and a 6-foot wide sidewalk on the south side of 5th Street, as well as ADA compliant street crossings.

Indicate which groups are impacted.

☐ Women ☑ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians

☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other

☐ The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians
☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other _____

Present the rationale for determining no impact.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Dan Holderness, P.E.

Title City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):
b. As used in this subsection:

(1) *"Disability"* means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:
(a) Homosexuality or bisexuality.
(b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
(c) Compulsive gambling, kleptomania, or pyromania.
(d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

#5 Iowa City
Dodge Street Improvements
Burlington Street to Governor Street

The following information must be provided for all Surface Transportation Block Grant Project proposals and will be provided to the MPO Transportation Technical Advisory Committee (TTAC) and Urbanized Area Policy Board for evaluation. MPO staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPO Transportation Technical Advisory Committee. MPO staff will score the projects; the TTAC may modify scores.

General Information

MPO: Metropolitan Planning Organization of Johnson County e-mail: jason-havel@iowa-city.org

Eligible Sponsor/Applicant Agency: City of Iowa City

Contact Person (Name & Title): Jason Havel, City Engineer

Complete Mailing Address: 410 East Washington Street
Street Address and/or Box No.

City	State	Zip	Daytime Phone
Iowa City	Iowa	52240	(319)356-5410

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____ e-mail: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____
Street Address and/or Box No.

City	State	Zip	Daytime Phone

Project Information

Project Title: Dodge Street Improvements - Burlington Street to Governor Street

Project Description (including number of proposed through lanes, turn lanes, and other critical features):

The proposed improvements generally include the complete reconstruction of Dodge Street, including new pavement, water main, sanitary sewer, storm sewer and traffic signals (at the existing signalized intersections). Typical section will include an on-street buffered bike lane, two travel lanes and sidewalks on both sides.

If this project includes land acquisition, how many acres? (approximate) 3 acres

Project Category **Check all boxes that apply to indicate the categories that best describe your project.**

Trails and Bicycles

- [x] Facilities for pedestrians and bicycles including safe routes for non-drivers
- [ ] Conversion and use of abandoned railway corridors

Scenic and Historic

- [ ] Construction of turnouts, overlooks and viewing areas
- [ ] Inventory, control, or removal of outdoor advertising
- [ ] Historic preservation and rehabilitation of historic transportation facilities
- [ ] Archaeological activities relating to impacts from another eligible activity

Roadways and Bridges

- [x] Construction, rehabilitation, preservation, or operational improvements of street facilities
- [ ] Bridge improvements including construction, rehabilitation, or preservation

Environmental

- [ ] Vegetation management practices in transportation rights-of-way
- [ ] Highway related stormwater management
- [ ] Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity
- [ ] **Other** _____

Estimated Project Costs

Land Cost	$	200,000
Utility Relocation	$	
Design & Construction Engineering	$	1,250,000
Construction Cost	$	10,950,000
Indirect Cost (if applicable)	$	
Other *(please specify)* Observation and Administration	$	850,000
Total Cost	$	13,250,000
STBG Fund Request	$	4,867,000
Applicant Local Match *(20% Minimum)*	$	8,383,000

	Applicant Local Match Source *(20% Minimum)*	Amount	Assured or Anticipated (Date Anticipated)
1.	IDOT	8,383,000	Anticipated (2023)
2.			
3.			

Are any state funds involved in this project? ■ Yes ☐ No

If yes, please explain the source and conditions This will be a joint project with the DOT, and it is anticipated state funds will be provided by the DOT as their share of the project.

Are any other federal funds involved in this project? ☐ Yes ■ No

If yes, please explain the source and conditions (Please note here if you have previously acquired STP funds for this project from the state discretionary STBG fund or another MPO or RPA.)

Does the project comply with the adopted MPO *Complete Streets Policy*? ■ Yes ☐ No

Which of the following facilities are included in the proposal?

- Turn lanes ☐
- ITS/signalization improvements ■
- Geometric improvements ■
- Separated trail or wide sidewalk (8' or wider) ■
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.) ■
- Marked on-street bike facility ■

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 15-18) ☐ Yes ■ No

Will this project be open to the public? ■ Yes ☐ No

Do you intend to charge a fee to users? ☐ Yes ■ No

If yes, how much? $ _____

What will it be used for? _____

_____

Estimated Project Development Schedule

Design	Start Date	Spring 2021	Completion Date	Fall 2022
Land Acquisition	Start Date	Spring 2022	Completion Date	Fall 2022
Construction	Start Date	Spring 2023	Completion Date	Fall 2024

Has any part of this project been started? ■ Yes ☐ No

If yes, explain: Functional Design is in progress.

_____

_____

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

■ A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.

■ B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.

■ C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.

■ D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).

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☐ G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.

■ H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.

■ I. A MINORITY IMPACT STATEMENT for the project.

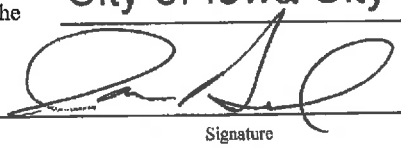
The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the City of Iowa City



Signature

2/22/19

Date

Jason Havel, City Engineer

Typed Name and Title

2/22/19

Date

A. NARRATIVE

Introduction

Dodge Street, between Burlington Street and Governor Street, is a one-way two-lane principal arterial roadway that conveys approximately 8,000 to 10,000 average annual daily traffic (AADT) from Iowa Interstate 80 to the downtown area. In 2005, the City reconstructed the portion of Dodge Street located between Iowa Interstate 80 and Governor Street. Given the age, the amount of traffic and the visible signs of distress, the next section of Dodge Street from Burlington Street to Governor Street is also in need of replacement.

Existing Conditions

This section of Dodge Street is primarily a 31-foot composite pavement (asphalt over brick). As a part of the 2018 Asphalt Resurfacing Project, the two vehicular lanes will be narrowed and a 5-foot buffered bike lane will be striped along the west curb line in accordance with the City's adopted Bicycle Master Plan. 4-foot sidewalk facilities exist on both the east and west sides of Dodge Street throughout the corridor. Many of the pedestrian curb ramps do not meet current ADA requirements.

City utilities including storm sewer, sanitary sewer, water main, traffic signals, IT fiber and electrical are located throughout the corridor. Additionally, there are several private utilities including but not limited to overhead electric, gas and telecommunications facilities within the project limits.

Project Concept

The intent of the North Dodge Street Improvements Project is to completely reconstruct the deteriorating existing roadway section including sidewalks and pedestrian curb ramps, as well as the replacement of any City utilities that have reached the end of their useful life. Currently, the proposed typical section includes an on-street 5-foot buffered bike lane, two 11-foot travel lanes, and an 8-foot sidewalk on the west side and a 5-foot sidewalk on the east side. The new pedestrian curb ramps will conform to current ADA requirements.

All project improvements will be designed and constructed to meet current Iowa DOT, SUDAS and City design standards and specifications.

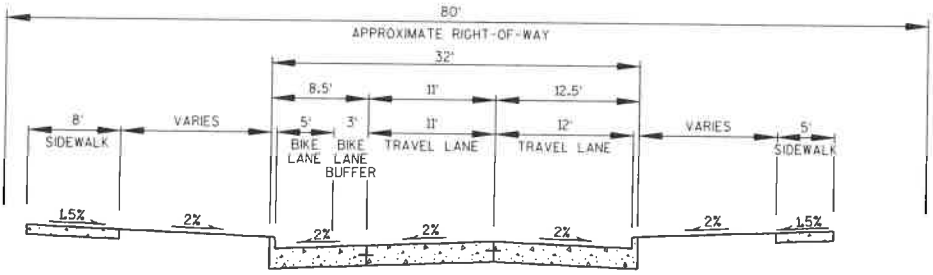
Project Justification

The proposed Dodge Street Improvements Project would provide a number of safety and operational benefits to residents and other users. This project is a reinvestment in an existing principal arterial corridor that aims to provide a more complete street, with connectivity and access to both existing neighborhoods and commuters. The reconstruction of Dodge Street will upgrade the roadway to current design standards, improve rideability and reduce operations and maintenance costs. Additionally, the narrower travel lanes are expected to aid in the reduction of travel speeds, which has been shown to reduce the severity of crashes. Finally, the inclusion of ADA-compliant curb ramps helps to make the corridor more accessible for all users.

North Dodge Street Reconstruction
Burlington Street to Governor Street

Location Map B

NORTH DODGE STREET RECONSTRUCTION
BURLINGTON STREET TO GOVERNOR STREET
PRELIMINARY DESIGN
CITY OF IOWA CITY, IOWA



TYPICAL CROSS SECTION - DODGE STREET

CITY OF IOWA CITY

STRAND ASSOCIATES

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user: andrews
2/21/2019
3:02:48 PM

OPINION OF PROBABLE COSTS

North Dodge Street Improvements (Governor Street to Burlington Street)

Date: 2/22/2019

ITEM NO.	ITEM	UNIT	ESTIMATED QUANTITY	UNIT PRICE	EXTENDED TOTAL
1	MOBILIZATION (5%)	LS	1	425,000.00	$ 425,000.00
2	CONSTRUCTION SURVEY (1%)	LS	1	85,000.00	$ 85,000.00
4	SWPP MANAGEMENT	LS	1	25,000.00	$ 25,000.00
5	PAVEMENT REMOVAL	SY	33067	15.00	$ 496,005.00
6	SIDEWALK REMOVAL	SY	5511	15.00	$ 82,665.00
7	DRIVEWAY REMOVAL	SY	2800	15.00	$ 42,000.00
8	EXCAVATION, CLASS 10 ROADWAY AND BORROW	CY	15000	10.00	$ 150,000.00
9	EXCAVATION, CLASS 10, UNSUITABLE OR UNSTABLE MATERIAL	CY	5000	15.00	$ 75,000.00
10	MODIFIED SUBBASE	CY	6000	40.00	$ 240,000.00
11	SUBGRADE STABILIZATION (CEMENT TREATED BASE)	SY	33067	10.00	$ 330,670.00
12	SUBDRAIN, LONGITUDINAL, 6-INCH	LF	19300	15.00	$ 289,500.00
13	SUBDRAIN, OUTLET, RF-19C	EA	150	250.00	$ 37,500.00
14	SEWER, SANITARY, 8 IN.	LF	1500	150.00	$ 225,000.00
15	SEWER, STORM (VARIOUS SIZES)	LF	6851	125.00	$ 856,375.00
16	MANHOLE, SANITARY, SW-301	EA	25	6,000.00	$ 150,000.00
17	MANHOLE, STORM, SW-401	EA	15	5,000.00	$ 75,000.00
18	INTAKE, SW-510, DOUBLE OPEN THROAT, LARGE BOX	EA	75	4,000.00	$ 300,000.00
19	WATER MAIN, DUCTILE IRON, 8 IN.	LF	4500	75.00	$ 337,500.00
20	FIRE HYDRANT ASSEMBLIES	EA	15	5,500.00	$ 82,500.00
21	GATE VALVE AND VALVE BOX, 8-IN	EA	25	2,000.00	$ 50,000.00
22	SIDEWALK, PCC, 4 IN.	SY	7221	45.00	$ 324,945.00
23	SIDEWALK, PCC, 6 IN.	SY	7000	50.00	$ 350,000.00
24	TRUNCATED DOMES, CAST IRON	SF	1500	40.00	$ 60,000.00
25	PAVEMENT, PCC, 9-IN.	SY	33067	60.00	$ 1,984,020.00
26	DRIVEWAY, PCC, 6 IN.	SY	2800	45.00	$ 126,000.00
27	MODULAR BLOCK RETAINING WALL	SF	5000	25.00	$ 125,000.00
28	SURFACE RESTORATION	LS	1	150,000.00	$ 150,000.00
29	TRAFFIC SIGNALS	EA	4	165,000.00	$ 660,000.00
30	PAINTED PAVEMENT MARKINGS, DURABLE	STA	250	100.00	$ 25,000.00
31	TRAFFIC CONTROL(3%)	LS	1	250,000.00	$ 250,000.00
Subtotal Construction Costs					**$ 8,409,680.00**
Contingencies (30%)					**$ 2,522,904.00**
Easements/Acquisitions					**$ 200,000.00**
Total Construction Costs					**$ 11,132,584.00**
Engineering (15%)					**$ 1,261,452.00**
Observation & Administration (10%)					**$ 840,968.00**
Total Opinion of Probable Construction Costs					**$ 13,235,004.00**

E. TIME SCHEDULE

If awarded funding, the anticipated project schedule for the Dodge Street Improvements – Burlington Street to Governor Street is as follows:

Preliminary/Final Design: Spring 2021 – Fall 2022
Property/Easement Acquisition: Spring 2022 – Fall 2022
Construction: Spring 2023 – Fall 2024

CITY OF IOWA CITY
410 East Washington Street
Iowa City, Iowa 52240 - 1826
(319) 356 - 5000
(319) 356 - 5009 FAX
www.icgov.org

February 22, 2019

Mr. Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington Street
Iowa City, IA 52240

RE: STBG Funding for Dodge Street Improvements – Burlington Street to Governor Street
Iowa City, Iowa

Dear Brad:

The Dodge Street Improvements – Burlington Street to Governor Street is a project currently included in the Capital Improvements Plan for FY19-23. The City of Iowa City is prepared financially to fund the local match portion and future maintenance of the project. In addition, the City is prepared to implement the project within three years from award of Surface Transportation Block Grant funds.

Sincerely,

Geoff Fruin
City Manager

H. PUBLIC INVOLVEMENT

As part of the functional design process for the project, a public meeting will be held to discuss the general project design. In addition, the City will meet individually with residents that would like additional project information. These planned meetings will allow the public to submit comments and other feedback related to the project design.

IOWADOT
Form 105101 (12-16)

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grants applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

☐ The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians

☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other

☐ The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

☐ Women ☐ Persons with a disability ☐ Blacks ☐ Latinos ☐ Asians
☐ Pacific Islanders ☐ American Indians ☐ Alaskan Native Americans ☐ Other _____

Present the rationale for determining no impact.

It is anticipated the proposed project would have similar impacts on minority and non-minority persons, and it is not anticipated to have disproportionate or unique impact on minority persons. Data for this analysis was retrieved from the American Community Survey 5-Year Estimates Geodatabase for years 2010-2014.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Jason Havel

Title City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):
b. As used in this subsection:
(1) *"Disability"* means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"Disability" does not include any of the following:
(a) Homosexuality or bisexuality.
(b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
(c) Compulsive gambling, kleptomania, or pyromania.
(d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

MPOJC
Metropolitan Planning Organization of Johnson County

Date: March 6, 2019

To: MPO Regional Trails and Bicycling Committee

From: Sarah Walz, Assistant Transportation Planner

Re: March 12, Agenda Items

Agenda Item #4: Update on Metro Bicycle Master Plan and discuss next steps and future public input

A number of key opportunities for have been identified for improving bicycle routes in the four communities. We plan to discuss these at your March 12 meeting when we will have a large map to share.

We will also review participation at the two workshops and discuss next steps for soliciting additional public input.

Coralville:

Camp Cardinal Boulevard and 22nd Avenue Bicycle Lanes
Pavement on Camp Cardinal Boulevard is wide enough to accommodate bike lanes from the Coralville city limits to Highway 6. Iowa City has modified the striped shoulder on its portion of Camp Cardinal with pavement markings and signage. On the Coralville side, shoulders are striped up to the intersection with Camp Cardinal Road. Striping could be extended to the block south of the railroad, where the turn lane for westbound traffic begins. Bike lanes could be resumed on 22nd Avenue to 14th Street. Bike lanes would provide a fairly low-stress route between the Clear Creek Trail and the Northridge Trail.

Note: A wide sidewalk along the east side of Camp Cardinal Blvd., from Highway 6 to the Tom Harkin Trailhead of the Clear Creek Trail is a future planned improvement.

7th Avenue to 10th Street Bicycle Boulevard
Through the use of a combination of shared lane markings, signage, wayfinding, and traffic calming, this route could provide a low-stress connection from the Coral Ridge Mall/North Ridge Trail to neighborhoods in southeast Coralville and into Iowa City.

Brown Deer Road and Ozark Ridge Bike Routes
These two roads may provide lower stress routes for bicyclists wanting to make connections between trail segments or wishing to avoid portions of Holiday Road or 12th Avenue. Shared Lane markings and wayfinding would help to make these alternative routes more widely known.

Other opportunities

A number of other road sections may be wide enough for bicycle lanes. The opportunity to provide continuous bike lanes should be considered as part of future reconstruction projects where road widening is feasible.

- Oakdale Boulevard, between Wickam Elementary and University Parkway.
- 10th Street, west of 12th Avenue.

- Holiday Road, west of Northridge Park.

A sidepath on Rustic Ridge Road NE would connect sidepath (future) on First Avenue and the North Dubuque Street Trail.

A sidepath on the south side of Highway 6 could provide a useful commuter route that has few conflicts with driveways and road intersections.

An off-street trail connecting 1st Avenue to Tower Street on Coralville property, south of Interstate 80, could provide a direct connection between western parts of Coralville and the Iowa River Landing. (There may be security concerns with regard to the pipeline property.)

North Liberty

Continuous off-street north-south routes in North Liberty are established with the North Liberty and North Dubuque Street Trails and the sidepath on Jones Boulevard. Sidepaths on North Liberty Road and Highway 965, portions of which are already existing or planned, will provide additional useful connections to employment, shopping, and educational centers.

East-west connections through North Liberty are incomplete and needed, especially for providing connections to the trail system and to parks, recreation, and educational sites.

Front Street
A continuous sidepath between Zeller and Forevergreen Road on the west side of Front Street would provide an important connection between three schools: Buford Garner, Van Allen, and Northwest Junior High.

Cherry and Zeller Streets
Both streets provide continuous lower stress routes between the North Dubuque Trail and Jones Blvd. While bike lanes may be possible on a portion of Cherry Street, west of the Community Center, the existing sidepath in this area functions well with few driveways interrupting the path. Shared Lane markings on Cherry Street, from North Dubuque to the North Liberty Community Center, where a sidepath would be interrupted by numerous residential and commercial driveways. Shared Lane markings, signage, and wayfinding along Zeller Street could provide another continuous low-stress route between the North Dubuque Trail and Jones Blvd.

Penn Street
Bicycle Lanes on Penn Street may be possible but would require reconfiguration of vehicle lanes. In lieu of bike lanes, the wide sidewalk functions well—driveway access point are limited, except for the portion between the railroad and Jules Court.

Tiffin

There are multiple opportunities to create safe bicycle routes through Tiffin, beginning with the completion of the Clear Creek Trail, which will eventually extend from Kent Park to Coralville. A segment crossing the railroad should be completed.

Park Road
Park Road could be developed with a 10-foot sidepath and/or bike lanes to connect the Clear Creek Trail to the future extension of Forevergreen Road. Limiting access drives along the sidepath is essential to making this a safe bicycle facility.

Roberts Ferry Road and Ireland Avenue
A north-south connection extending from the Clear Creek Trail and continuing north on James Avenue may be accomplished with a sidepath so long as driveway access is restricted.

Oakdale Boulevard and Forevergreen Road
Both roads will provide important east west connections, eventually extending into Coralville. Sidepaths with limited access for driveways should be planned.

Goldfinch Drive and Croell Avenue
The number of curb cuts for driveway access along these roads make planned or constructed sidepaths a less than safe option for most bicyclists. Both streets are wide enough for bike lanes if on-street parking is restricted.

University Heights

Extending bicycle lanes on Melrose Boulevard along with the existing sidepath on the north side of the road will enhance this popular east-west route between Iowa City and University Heights. A bicycle boulevard on George Street and Koser Avenue could provide a low-stress north-south route and could include traffic measures calming if desired.