



MEETING NOTICE

**The Corridor Metropolitan Planning Organization (MPO)
Transportation Technical Advisory Committee (TTAC)
TRAILS SMALL GROUP**

February 7, 2020 at 2:00 p.m.

**Time Check Hall – City Services Center, First Floor, West Entrance
500 15th Avenue SW, Cedar Rapids**



Road Small Group: Brad Ketels (Linn County), Shane Wicks (Fairfax), Nate Kampman (Cedar Rapids), Scott Pottorff (Ely), Dick Ransom (Hiawatha), Kelli Scott (Robins), Mike Barkalow (Marion), Doug Wilson (Cedar Rapids), John Witt (Cedar Rapids), Matt Myers (Cedar Rapids)

Trail Small Group: Steve Hershner (Cedar Rapids), Randy Burke (Linn County Conservation), Steve Krug (Cedar Rapids), Ron Griffith (Cedar Rapids), Tom Pepper (LCTA), Jon Bogert (Palo), Kesha Billings (Marion)

Transit Small Group: Kesha Billings (Marion), Jason Middlekauff (Cedar Rapids), Brenna Fall (Cedar Rapids), Seth Gunnerson (Cedar Rapids)

AGENDA

Roll Call

Public Comment Period [ATTACHED -- Pg 2](#)

Action/Discussion Items

1. Project Overview and Discussion of FFY21-24 TIP Trail Applications
 - Wiley Blvd Sidepath (Cedar Rapids) [ATTACHED -- Pg 8](#)
 - Sac & Fox Trail Extension (Cedar Rapids) [ATTACHED -- Pg 19](#)
 - Edgewood Trail – Glass to Blairs Ferry (Cedar Rapids) [ATTACHED -- Pg 28](#)
 - West Prairie Creek Trail (Fairfax) [ATTACHED -- Pg 40](#)
 - West Main St Trail (Robins) [ATTACHED -- Pg 53](#)
 - Highway 100 Trail – Morgan Creek Park to Covington (Linn County) [ATTACHED -- Pg 62](#)
2. Project Overview and Discussion of FFY21-24 TIP Road Application
 - Tower Terrace Rd from I-380 to N. Center Point Rd (City of Hiawatha) [ATTACHED -- Pg 85](#)

Next Scheduled Meetings

- Road Small Group Meeting: 2:00 pm Friday, February 14th, 2020, Collins Conference Room, Lower Level, Cedar Rapids City Hall
- Full TTAC Meeting: 2:00 pm Thursday, March 5th, 2020, Time Check Hall, City of Cedar Rapids City Services Center



COMMENT FORM

Please use the space provided below, and if necessary, attach additional pages. Please either leave this form at the meeting or submit comments by emailing h.hershner@CorridorMPO.com or b.whyte@CorridorMPO.com with public comment in the subject line or body of the email. We appreciate your interest and value your input!

NAME: Kurt Rogahn Email: KurtR2828@aol.com

Where do you live?
(Circle one)

Cedar Rapids

Ely

Fairfax

Hiawatha

Linn County

Marion

Palo

Robins

Please provide any comments you have about public transportation services in the metropolitan area:

The Highway 100 trail offers exciting potential for Cedar Rapids and Linn County residents. This is the right time to build it, because development is sure to take place nearby in coming years now that the Highway 100 extension has finally been completed. If we wait, that development could preclude trail right-of-way acquisition. It's good to hear that Linn County puts high priority on this project. It will increase the utility of west side Cedar Rapids trails.

I consider this trail, and the Sac and Fox extension, to offer a lot of potential to connect our bisected trail system.

Would you like to receive updates about the Corridor MPO?
(Circle one)

YES

NO



COMMENT FORM

Please use the space provided below, and if necessary, attach additional pages. Please either leave this form at the meeting or submit comments by emailing h.hershner@CorridorMPO.com or b.whyte@CorridorMPO.com with public comment in the subject line or body of the email. We appreciate your interest and value your input!

NAME: Kurt Rogahn Email: KurtR2828@aol.com

Where do you live?
(Circle one)

Cedar Rapids

Ely

Fairfax

Hiawatha

Linn County

Marion

Palo

Robins

Please provide any comments you have about public transportation services in the metropolitan area:

I'm particularly excited by plans to build Segment I of the Sac and Fox Trail addition. This would help increase use of the Sac and Fox Trail as well as create a start for a trail from Bever Park to Mount Vernon.

In creating this project, I hope to see the city retain and improve the ^{Bever Park} trail that runs from Cottage Grove Rd SE across from Washington High School to the area near the duck exhibit. I acknowledge that this area has significant grade challenges. However, this trail also provides access to Bever Park for residents living just east of Washington High School as well as high school students themselves. It's sometimes a route to school, weather permitting. If trail development could include bridges over ravines and winding pathways to mitigate the grade differences, this would retain an access route for many residents.

I used to bike this path. Development would allow me to bike it again, as I live nearby.

Would you like to receive updates about the Corridor MPO? YES NO
(Circle one)

I already receive updates. Thanks!



COMMENT FORM

Please use the space provided below, and if necessary, attach additional pages. Please either leave this form at the meeting or submit comments by emailing h.hershner@CorridorMPO.com or b.whyte@CorridorMPO.com with public comment in the subject line or body of the email. We appreciate your interest and value your input!

NAME: GREGORY JANUSKA Email: FJNARDBLICKLE@YAHOO.COM

Where do you live?
(Circle one)

Cedar Rapids

Ely

Fairfax

Hiawatha

Linn County

Marion

Palo

Robins

Please provide any comments you have about public transportation services in the metropolitan area:

WILEY BLVD PROJECT WILL NEED SAFETY ISLANDS
AT THE WILLIAMS BLVD CROSSINGS DUE TO HEAVY FLOW
OF TRAFFIC AND NUMEROUS LANES.

IN ADDITION CROSSWALK DIAGONAL CROSSINGS SHOULD NOT BE
ENCOURAGED.

EXTENDING SACT FOX TRAIL TO CEMAL TRAIL IS A GREAT STEP FORWARD

APPROVE EDGEWOOD TR - GLASS TO BE ROAD

ROBINS W/MAIN ST - WILL NOT SERVE ENOUGH HOMES - ALREADY AN
ACCESS TO TRAIL VIA WOODWARD DRIVE

HIGHWAY 100 TRAIL WOULD BE A GREAT WAY TO COMPLETE A TOTAL
LOOP AROUND CR. AND TO PALO AND WESTWARD TO ATKINS, ETC.
TOP PRIORITY FOR FUNDING

Would you like to receive updates about the Corridor MPO?
(Circle one)

YES

NO



COMMENT FORM

Please use the space provided below, and if necessary, attach additional pages. Please either leave this form at the meeting or submit comments by emailing h.hershner@CorridorMPO.com or b.whyte@CorridorMPO.com with public comment in the subject line or body of the email. We appreciate your interest and value your input!

NAME: Lisa Paulos Email: _____

Where do you live?
(Circle one)

Cedar Rapids

Ely

Fairfax

Hiawatha

Linn County

Marion

Palo

Robins

Please provide any comments you have about public transportation services in the metropolitan area:

Trees - Add trees to all projects, we are a tree city

Intersection of Williams Blvd SW & Wiley Blvd needs a pedestrian facility to cross North & South. People need a safety island in the middle

More access to Bever Park from Cottage Grove Ave

The Highway 100 project needs access for residents of Covington. Example is Prairie Park Fishery with no planned access for Rempot residents. Give neighborhood residents easy access.

Bus shelters are needed at every stop - be respectful of bus riders.

Would you like to receive updates about the Corridor MPO? YES NO
(Circle one)



COMMENT FORM

Please use the space provided below, and if necessary, attach additional pages. Please either leave this form at the meeting or submit comments by emailing h.hershner@CorridorMPO.com or b.whyte@CorridorMPO.com with public comment in the subject line or body of the email. We appreciate your interest and value your input!

NAME: MARTIN T. SMITH

Email: mtsinfatland@gmail.com

Where do you live?
(Circle one)

Cedar Rapids Ely

Fairfax

Hiawatha

Linn County Marion

Palo

Robins

Please provide any comments you have about public transportation services in the metropolitan area:

SAC & FOX TRAIL EXTENSION - SEGMENT 1

1. IN FAVOR OF CONNECTION TO COTTAGE GROVE AV. & WASHINGTON H.S.

2. I WOULD LIKE TO SEE A WIDE SHOULDER OF GRAVEL OR TURF TO
COMPLEMENT THE SOFT SURFACE OF THE EXISTING SAC & FOX TRAIL EAST
OF EAST POST ROAD.

WILEY SIDE PATHS IMPORTANT FOR PEDESTRIAN SAFETY & CONVENIENCE

Would you like to receive updates about the Corridor MPO?
(Circle one)

YES

NO



COMMENT FORM

Please use the space provided below, and if necessary, attach additional pages. Please either leave this form at the meeting or submit comments by emailing h.hershner@CorridorMPO.com or b.whyte@CorridorMPO.com with public comment in the subject line or body of the email. We appreciate your interest and value your input!

NAME: Tom Pfeffer Email: tpf@shuttleworthlaw.com

Where do you live?
(Circle one)

<u>Cedar Rapids</u>	Ely	Fairfax	Hiawatha
Linn County	Marion	Palo	Robins

Please provide any comments you have about public transportation services in the metropolitan area:

Sac + Fox Trail Extension - Segment 1
Go west from Beaver Park to Forest Drive
and
Down 34th + up Cottage Grove
or
To the property line + then over to Cottage Grove
Get to the CEDAR TRAIL

Would you like to receive updates about the Corridor MPO? YES NO
(Circle one)



Attachment A - Funding Requests

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Project Name

Wiley Boulevard Sidepath Phase 1: from Williams Boulevard SW to 16th Avenue SW

Project Sponsor (If more than one, please list all and indicate lead sponsor)

City of Cedar Rapids

Contact Person

Name **Nathan Kampman**
E-mail **n.kampman@cedar-rapids.org**
City **Cedar Rapids**
Phone # **(319) 286-5802**
Street Address **500 15th Avenue SW**

Project Description

This section of trail is 0.8 miles of new paved trail along the proposed 3.9 mile long Wiley Boulevard Sidepath between Williams Blvd SW and 16th Ave SW. This section of trail will connect to the future Wilson Ave Bikeway and Williams Blvd Trail.

Purpose & Need Narrative

The trail segment is the first phase of the Wiley Boulevard Sidepath, beginning an important link within the City’s trail plan, providing increased access to the Edgewood Road Trail, and allowing for safe movement of cyclists and pedestrians along a major roadway in the City. The link will provide connectivity to commercial and industrial districts, as well as several transit stops.

Project Score (Please see Attachment C)

162.05

Project Readiness

ROW	Additional ROW will be needed to accommodate construction of the trail.
Environmental	Environmental review/clearance has not been completed.
Local Match	The City of Cedar Rapids will include matching funding in the CIP budget for this project.
Public Engagement	Public information meetings will take place within the design phase of this project.



Smarter Transportation, Better Community

Project Schedule (MM/YYYY)

Design	Start Date 7/2020	Completion Date 10/2022
ROW Acquisition	Start Date 10/2021	Completion Date 10/2022
Environmental	Start Date 6/2021	Completion Date 8/2022
Construction	Start Date 4/2023	Completion Date 10/2023

NOTE: All trail projects require [Iowa DOT form 240004 \(10-17\)](#) in addition to this application.

Attachment A - Funding Requests (Continued)



Project costs and requests should be inflated to the year that funding is requested at a rate of 5% per year. Please document this inflation on your cost estimates indicated on Attachment F.

Available Funding:

- FFY21 - \$184,000 available for roads; \$472,000 available for trails; \$73,000 available for transit
- FFY22 - \$0 available for roads; \$222,000 available for trails; \$0 available for transit
- FFY23 - \$213,000 available for roads; \$127,000 available for trails; \$85,000 available for transit
- FFY24 - \$2,776,000 available for roads; \$1,665,000 available for trails; \$1,110,000 available for transit
- **Total available for roads: \$3,173,000; Total for trails: \$2,486,000; Total for transit: \$1,268,000**

- There is a total of **\$733,000 in STBG – TAP** that may be used in any year.

Attachment A - Funding Requests (Continued)

Application Form for Increasing Funds to an Existing Project

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Note: please round all funding request to the nearest \$1,000.00

Project Name

Wiley Boulevard Sidepath Phase 1: from Williams Boulevard SW to 16th Avenue SW

Original Amount Awarded from the MPO

\$ 903,000 FFY Awarded 2023

New Funding Requested for Planning and Engineering (Leave blank if no new funding is requested)

\$ **FFY Requested**

New Funding Requested Right-of-Way (Leave blank if no new funding is requested)

\$ **FFY Requested**

New Funding Requested for Construction (Leave blank if no new funding is requested)

\$ 469,000 FFY Requested 2021

Total Additional Funding Requested

\$ **FFY Requested**

New Estimated Total Project Cost (Includes the federal 80% requested above and the 20% local match)

\$ 1,715,000

Corridor MPO

Estimated Project Cost for STP & TAP Projects

Project Name: Wiley Blvd Sidepath Trail

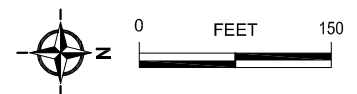
Item #	Item Description	Quantity	Unit	Unit \$	Total \$
1	Mobilization	1	LS	\$ 35,000	\$ 35,000
2	Mobilization for Watering	5	EA	\$ 350	\$ 1,750
3	Mobilization, Erosion Control	5	EA	\$ 500	\$ 2,500
4	Mobilization, Emergency Erosion Control	1	EA	\$ 1,000	\$ 1,000
5	Construction Survey	1	LS	\$ 5,000	\$ 5,000
6	Traffic Control	1	LS	\$ 10,000	\$ 10,000
7	Clearing and Grubbing	1	LS	\$ 5,000	\$ 5,000
8	Strip and Respread Topsoil	2,035	CY	\$ 8	\$ 16,280
9	PCC Pavement Samples	1	LS	\$ 500	\$ 500
10	Excavation and Embankment, Class 10, Roadway and Borrow	2,035	CY	\$ 8	\$ 16,280
11	Removal of Existing Sidewalk and Pavement	799	SY	\$ 10	\$ 7,990
12	Removal of Curb	0.5	STA	\$ 1,000	\$ 500
13	PCC Pavement, 8" Non-reinforced	100	SY	\$ 60	\$ 6,000
14	10' PCC Trail Pavement, 6" Non-reinforced	5,027	SY	\$ 35	\$ 175,945
15	Sidewalk Ramp PCC, 6" Non-reinforced	1,247	SY	\$ 65	\$ 81,055
16	Bus Pads PCC, 5" Non-reinforced	18	SY	\$ 50	\$ 900
17	PCC Driveway, Remove and Replace	299	SY	\$ 50	\$ 14,950
18	Detectable Warning Panels	400	SF	\$ 50	\$ 20,000
19	Special Compaction of Subgrade for Recreational Tra	5,027	SY	\$ 10	\$ 50,270
20	Trail Signage	1	LS	\$ 2,500	\$ 2,500
21	Silt Fence	4,000	LF	\$ 2	\$ 6,000
22	Pavement Markings, 8" Painted	1.0	STA	\$ 300	\$ 300
23	Pavement Markings, 24" Painted	0.3	STA	\$ 700	\$ 210
24	Groves Cut for Pavement markings	1.3	STA	\$ 250	\$ 325
25	Temporary Erosion and Sediment Controls	1.5	AC	\$ 3,000	\$ 4,500
26	Temporary Seeding and Fertilizing	1.5	AC	\$ 4,000	\$ 6,000
27	Hydroseeding With Liquid Mulch Binder	1.5	AC	\$ 3,500	\$ 5,250
28	Trees	50	EA	\$ 300	\$ 15,000
29	Pedestrian/Cyclist Counter	3	EA	\$ 5,400	\$ 16,200
30	Traffic Signals	1	LS	\$ 600,000	\$ 600,000
	Construction Total				\$1,107,205.00
Contingency (10%)					221,459.00
Construction Total					\$1,328,664.00
INFLATED AMOUNT (5% per year for 2023)					\$1,614,999.00
ROW Total					\$100,000.00
Project Total					\$1,714,999.00
City Share					\$342,999.80



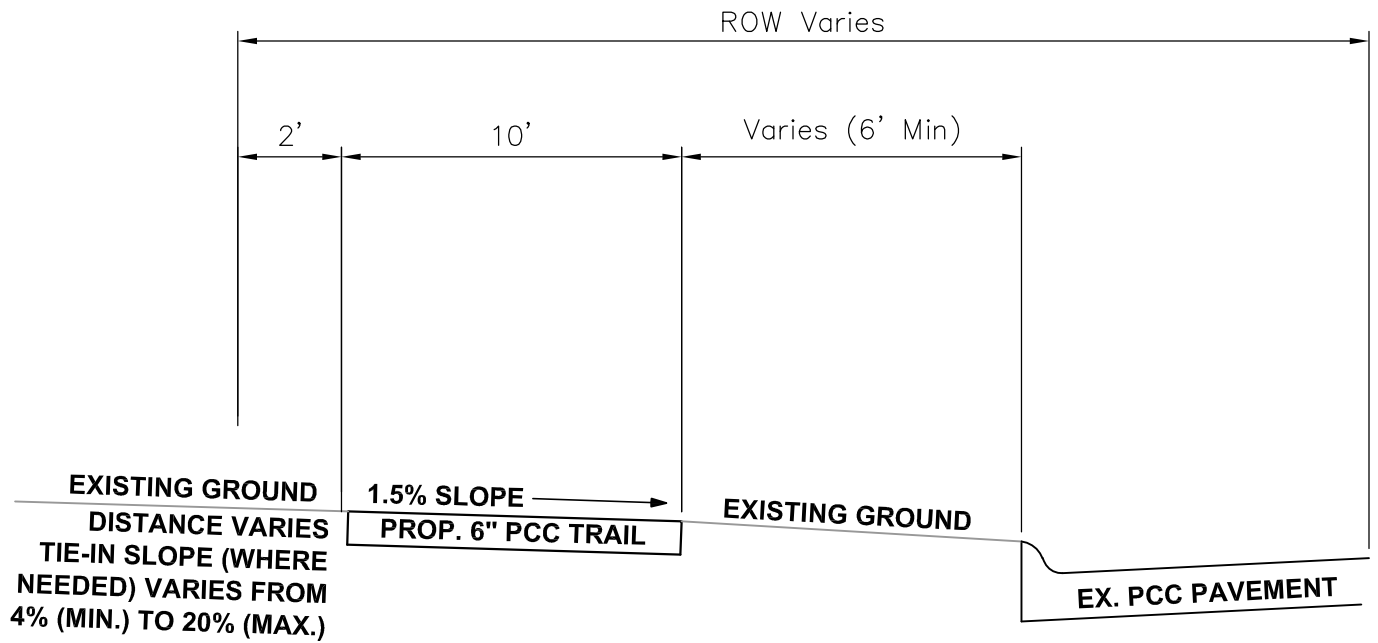
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WILEY BOULEVARD SIDEPATH PHASE 1:
FROM WILLIAMS BOULEVARD SW TO 16TH AVENUE SW



CIP No.325099-00



TYPICAL SECTION

(NOT TO SCALE)

Plot Date: 12/29/2017 9:04 AM
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PREPARED BY:
 CITY OF CEDAR RAPIDS, PUBLIC WORKS
 500 15TH AVENUE SW, CEDAR RAPIDS, IA 52404
 PHONE: 319-286-5802

Date:
Drawn By:
Approved By:
CIP No:

WILEY BOULEVARD SIDEWALK TRAIL
ATTACHMENT C

SHEET No.
1





RESOLUTION NO. 1717-12-17

WHEREAS, the City of Cedar Rapids, Iowa is applying for the Corridor Metropolitan Planning Organization (MPO) \$837,980 funding in Federal Fiscal Year 2020 for Transportation Alternatives Program (TAP) to construct the Wiley Boulevard Sidepath Phase 1: from 16th Avenue SW to Williams Boulevard SW, and

WHEREAS, the City has the legal jurisdiction and authority to construct, finance, operate and maintain the proposed trail within the City of Cedar Rapids limits for a minimum of twenty years, and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR RAPIDS, IOWA, as follows:

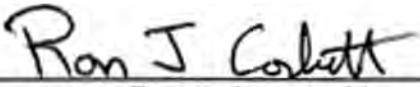
1. That the City of Cedar Rapids, Iowa agrees to conform with the regulations, statutes, terms and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That the City commits to provide the matching funds of \$167,600 proposed in the funding application contingent upon award, and acceptance, of federal TAP funding for the above mentioned projects. The City of Cedar Rapids is under no obligation to perform said projects if the City of Cedar Rapids application for funding is not approved.
4. That if federal TAP funds are approved for the above mentioned projects, the required local matching funds will be included in the future Capital Improvements Programs, and the City will adequately maintain the project for its intended public use for a minimum of twenty years following completion.

and,

BE IT FURTHER RESOLVED, that the City Manager and City Clerk are hereby authorized to execute any future documents associated with the Transportation Alternatives Program in connection with the Wiley Boulevard Sidepath Phase 1: from 16th Avenue SW to Williams Boulevard SW.

Passed this 19th day of December, 2017,

Voting: Council member Poe moved the adoption of the resolution; seconded by Council member Overland. Adopted, Ayes, Council members Gulick, Olson, Overland, Poe, Russell, Shey, Shields and Mayor Corbett.



Ron J. Corbett, Mayor

Attest:



Amy Stevenson, City Clerk

RESOLUTION NO. 0426-03-18

WHEREAS, the Cedar Rapids City Council passed Resolution 1717-12-17 on December 19, 2017 to apply for \$837,980 through the Corridor Metropolitan Planning Organization for the construction of the Wiley Boulevard Sidepath Phase 1: from 16th Avenue SW to Williams Boulevard SW project, and

WHEREAS, notice was later received from the Corridor Metropolitan Planning Organization of additional funding being available, and

WHEREAS, the City has the legal jurisdiction and authority to construct, finance, operate and maintain the proposed trail within the City of Cedar Rapids limits for a minimum of twenty years, and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR RAPIDS, IOWA, as follows:

1. That the City of Cedar Rapids, Iowa agrees to conform with the regulations, statutes, terms and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That the City commits to provide the additional matching funds of \$175,400 proposed in the funding application contingent upon award, and acceptance, of federal STBG or TA funding for the above mentioned project. The City of Cedar Rapids is under no obligation to perform said project if the City of Cedar Rapids application for funding is not approved.
4. That if federal STBG or TA funds are approved for the above mentioned project, the required local matching funds will be included in the future Capital Improvements Programs, and the City will adequately maintain the project for its intended public use for a minimum of twenty years following completion.

Passed this 27th day of March, 2018.

Voting: Council member Vanorny moved the adoption of the resolution; seconded by Council member Olson (Scott). Adopted, Ayes, Council members Hoeger, Olson (Scott), Olson (Tyler), Overland, Todd, Vanorny, Weinacht and Mayor Hart.



Bradley G. Hart, Mayor

Attest:



Amy Stevenson, City Clerk



Attachment A - Funding Requests

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Project Name

Sac & Fox Trail Extension – Segment 1

Project Sponsor (If more than one, please list all and indicate lead sponsor)

City of Cedar Rapids

Contact Person

Name **Nathan Kampman**
E-mail **n.kampman@cedar-rapids.org**
City **Cedar Rapids**
Phone # **(319) 286-5802**
Street Address **500 15th Avenue SW**

Project Description

Construction of 1.4 miles of new paved trail from Cottage Grove Rd SE to East Post Rd SE.

Purpose & Need Narrative

This project is Phase 1 of the proposed Sac & Fox Trail Extension. The trail will connect to the Cottage Grove Rd SE bikeway, the 34th St SE bikeway, and the trail along East Post Rd SE. The trail will access the Sac & Fox Greenway, Bever Park, Bever Park Zoo, the Bever Park pool.

Project Score (Please see Attachment C)

133.75

Project Readiness

ROW	Additional ROW will be needed to accommodate construction of the trail.
Environmental	Environmental review/clearance has not been completed.
Local Match	The City of Cedar Rapids will include matching funding in the CIP budget for this project.
Public Engagement	Public information meetings will take place within the design phase of this project.



Smarter Transportation, Better Community

Project Schedule (MM/YYYY)

Design	Start Date 7/2021	Completion Date 10/2023
ROW Acquisition	Start Date 10/2022	Completion Date 10/2023
Environmental	Start Date 6/2022	Completion Date 8/2023
Construction	Start Date 4/2024	Completion Date 10/2024

NOTE: All trail projects require [Iowa DOT from 240004 \(10-17\)](#) in addition to this application.

Attachment A - Funding Requests (Continued)

Application Form for New Projects

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Note: please round all funding request to the nearest \$1,000.00

Project Name

Sac & Fox Trail Extension – Segment 1

Funding Requested for Planning and Engineering

\$ FFY Requested

Funding Requested Right-of-Way

\$ 192,000 FFY Requested 2023

Funding Requested for Construction

\$ 1,080,000 FFY Requested 2024

Estimated Total Funding Requested (No more than 80% of Total Project Cost)

\$ 1,272,000

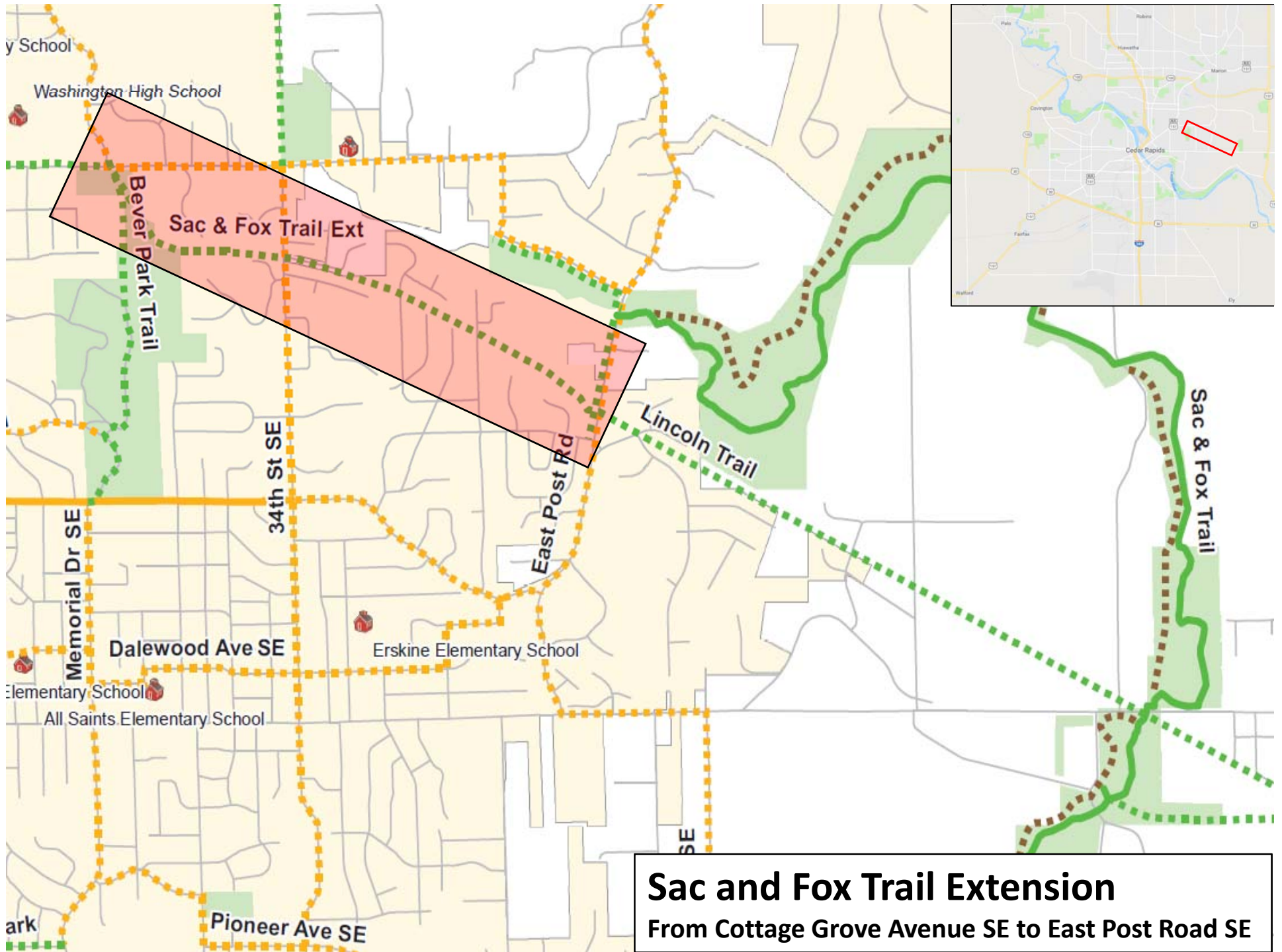
Estimated Total Project Cost (Includes the federal 80% requested above and the 20% local match)

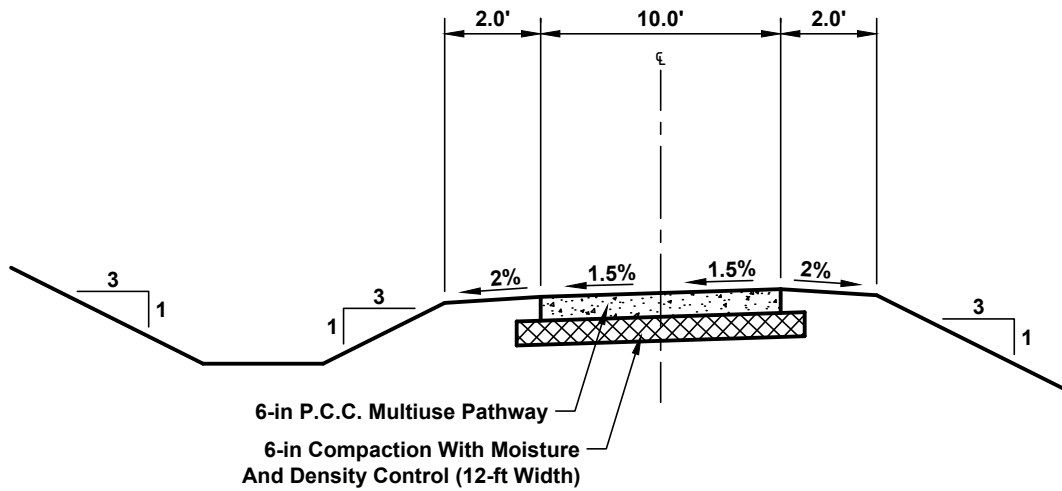
\$ 1,590,000

Attachment F - Estimated Project Cost

Project Name: Sac and Fox Trail Extension (from Cottage Grove Avenue SE to East Post Road SE)

Item No.	Item Description	Quantity	Unit	Unit Price	Total Cost
1	Trail, 10' PCC	7,400	LF	\$ 80	\$ 592,000
2	Earthwork and Grading	5,000	CY	\$ 25	\$ 125,000
3	Culverts and Drainage Structures	320	LF	\$ 85	\$ 27,200
4	Sidewalk, 5' PCC	1,120	LF	\$ 65	\$ 72,800
5	Tree Removal & Replacement	1	LS	\$ 30,000	\$ 30,000
6	ROW Acquisition	1	LS	\$ 150,000	\$ 150,000
Construction Subtotal					\$ 997,000
Contingency (25% +/-)					\$ 249,250
Construction Total					\$ 1,246,250
Inflation Factor (5% per year for 2024)					\$ 344,316
PROJECT TOTAL					\$ 1,590,566





Plot Date: 12/10/2019 3:21 PM
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PREPARED BY:
 CITY OF CEDAR RAPIDS, PUBLIC WORKS
 500 15TH AVENUE SW, CEDAR RAPIDS, IA 52404
 PHONE: 319-286-5802

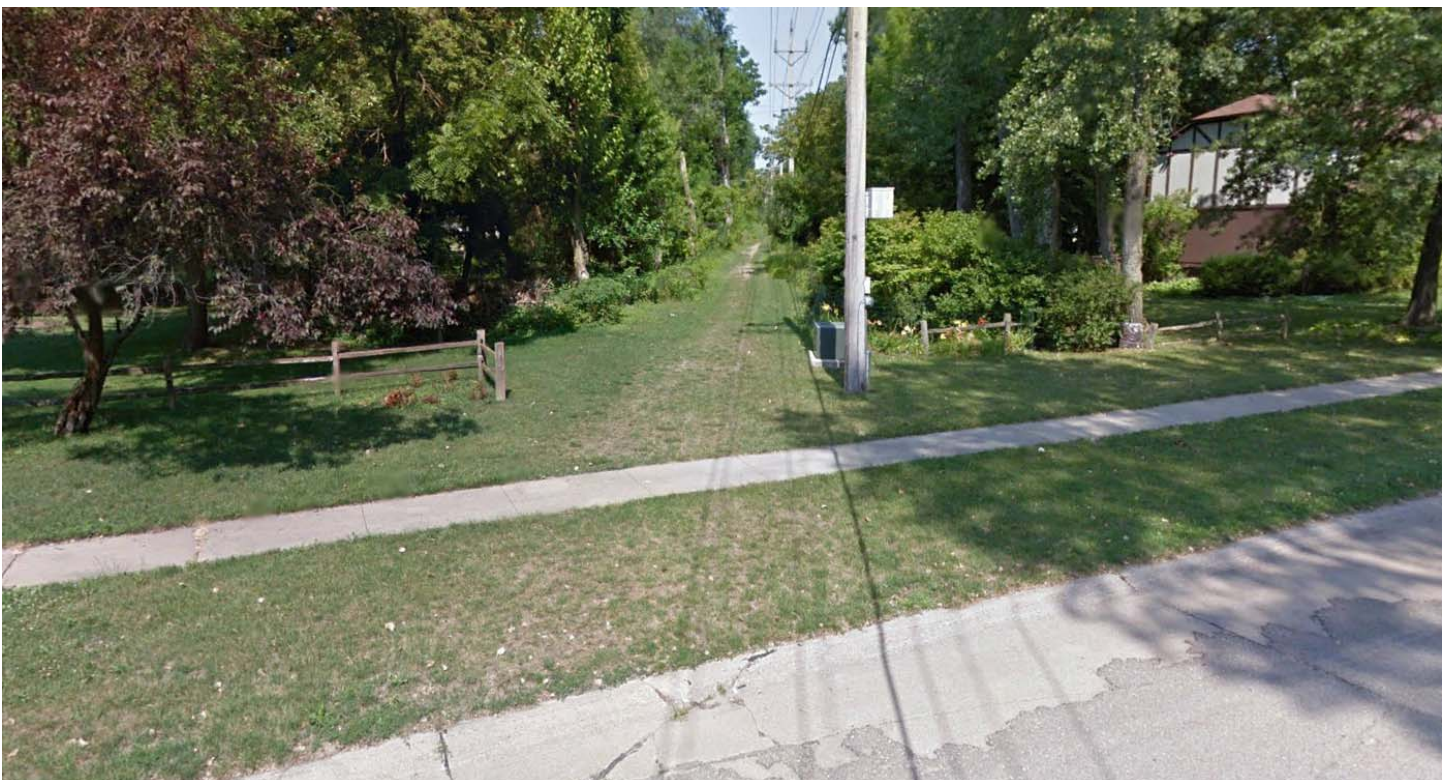
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 Approved By:
 CIP No:

SAC AND FOX TRAIL

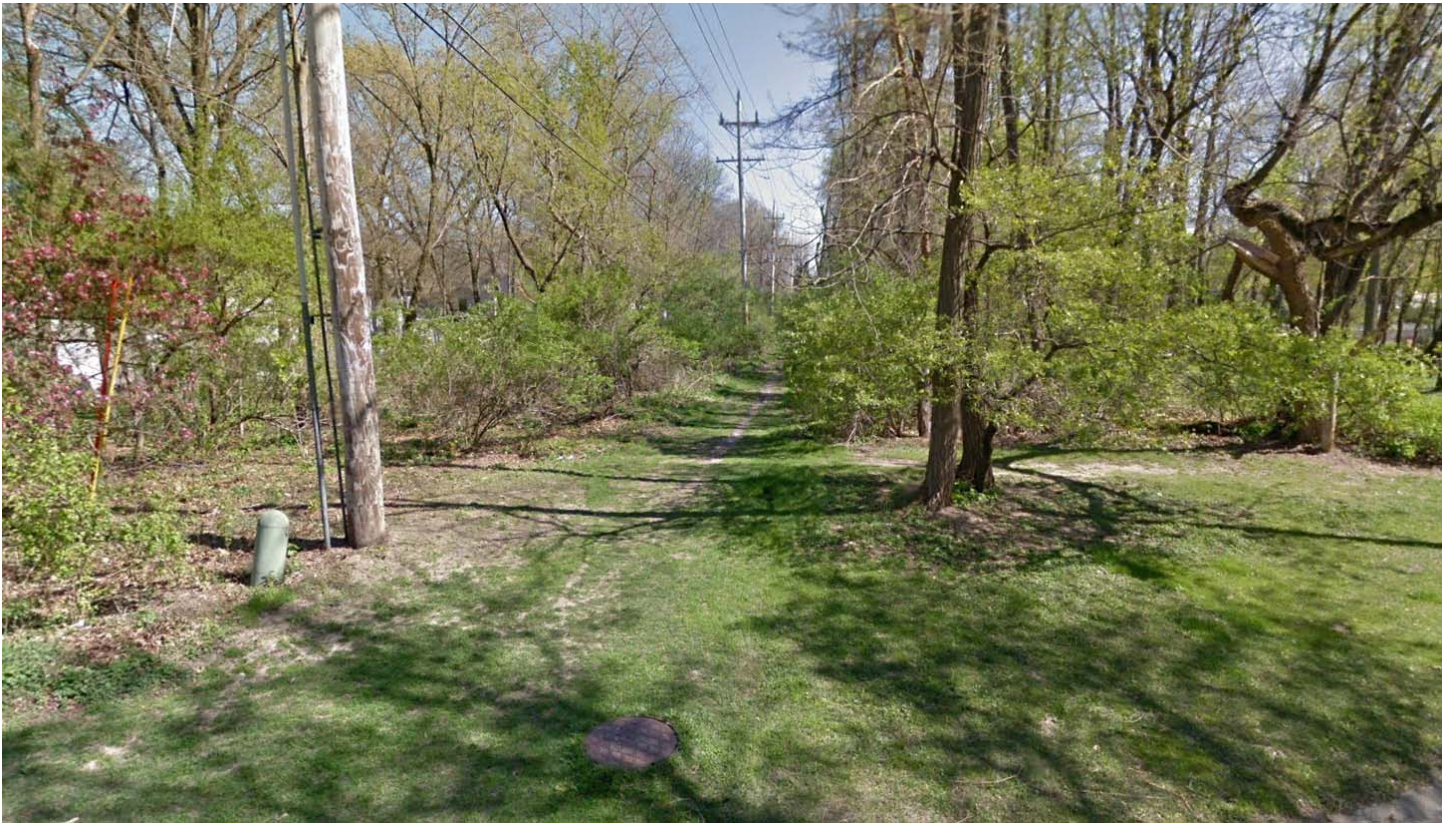
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Trail Corridor at East Post Road SE



Trail Corridor at Red Fox Road SE



Trail Corridor at Tomahawk Trail SE



Trail Corridor at 34th Street SE



Trail Corridor at Cottage Grove Road SE (at access to Bever Park)

RESOLUTION NO. 1542-12-19

WHEREAS, the City of Cedar Rapids, Iowa is applying for \$1,600,000 through the Corridor Metropolitan Planning Organization for funding in Federal Fiscal Year 2024 for Federal Surface Transportation Block Grant (STBG) or Transportation Alternatives Program (TAP) funding for the construction of the Sac and Fox Trail Extension from Cottage Grove Avenue SE to East Post Road SE project, and

WHEREAS, the City has the legal jurisdiction and authority to construct, finance, operate and maintain the proposed trail within the City of Cedar Rapids limits for a minimum of twenty years, and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR RAPIDS, IOWA, as follows:

1. That the City of Cedar Rapids, Iowa agrees to conform with the regulations, statutes, terms and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That the City commits to provide the additional matching funds of \$320,000 proposed in the funding application contingent upon award, and acceptance, of federal STBG or TAP funding for the above mentioned project. The City of Cedar Rapids is under no obligation to perform said project if the City of Cedar Rapids application for funding is not approved.
4. That if federal STBG or TAP funds are approved for the above mentioned project, the required local matching funds will be included in the future Capital Improvements Programs, and the City will adequately maintain the project for its intended public use for a minimum of twenty years following completion.

Passed this 3rd day of December, 2019.

Voting: Council member Vanorny moved the adoption of the resolution; seconded by Council member Todd. Adopted, Ayes, Council members Hoeger, Olson (Scott), Olson (Tyler), Overland, Poe, Todd, Vanorny, Weinacht and Mayor Hart.



Bradley G. Hart, Mayor

Attest:



Amy Stevenson, City Clerk



Attachment A - Funding Requests

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Project Name

Edgewood Road Trail – Glass Road to Blairs Ferry Road

Project Sponsor (If more than one, please list all and indicate lead sponsor)

City of Cedar Rapids

Contact Person

Name **Nathan Kampman**
E-mail **n.kampman@cedar-rapids.org**
City **Cedar Rapids**
Phone # **(319) 286-5802**
Street Address **500 15th Avenue SW**

Project Description

Construction of a multi-use separated trail on the west side of Edgewood Road NE from Glass Road NE to Blairs Ferry Road NE. The trail will be 10' paved surface with grading, drainage, erosion control, tree planting, and restoration.

Purpose & Need Narrative

The Edgewood Road Trail will provide a safe alternative for bicycle and pedestrian traffic along a major arterial roadway that does not currently provide any sidewalk or bicycle facilities. The project will link many north-south destinations including commercial, residential, and recreational facilities.

Project Score (Please see Attachment C)

121.75

Project Readiness

ROW	Existing street right-of-way will be utilized where possible, but right-of-way and easements for the trail may be required.
Environmental	Environmental review/clearance has not been completed.
Local Match	The City of Cedar Rapids will include matching funding in the CIP budget for this project.
Public Engagement	Public information meetings will take place within the design phase of this project.



Smarter Transportation, Better Community

Project Schedule (MM/YYYY)

Design	Start Date 08/2020	Completion Date 11/2022
ROW Acquisition	Start Date 11/2021	Completion Date 11/2022
Environmental	Start Date 7/2021	Completion Date 9/2022
Construction	Start Date 4/2023	Completion Date 11/2023

NOTE: All trail projects require [Iowa DOT from 240004 \(10-17\)](#) in addition to this application.

Attachment A - Funding Requests (Continued)



Project costs and requests should be inflated to the year that funding is requested at a rate of 5% per year. Please document this inflation on your cost estimates indicated on Attachment F.

Available Funding:

- FFY21 - \$184,000 available for roads; \$472,000 available for trails; \$73,000 available for transit
- FFY22 - \$0 available for roads; \$222,000 available for trails; \$0 available for transit
- FFY23 - \$213,000 available for roads; \$127,000 available for trails; \$85,000 available for transit
- FFY24 - \$2,776,000 available for roads; \$1,665,000 available for trails; \$1,110,000 available for transit
- **Total available for roads: \$3,173,000; Total for trails: \$2,486,000; Total for transit: \$1,268,000**

- There is a total of **\$733,000 in STBG – TAP** that may be used in any year.

Attachment A - Funding Requests (Continued)

Application Form for Increasing Funds to an Existing Project

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Note: please round all funding request to the nearest \$1,000.00

Project Name

Edgewood Road Trail – Glass Road to Blairs Ferry Road

Original Amount Awarded from the MPO

\$ 1,686,000 FFY Awarded 2020

New Funding Requested for Planning and Engineering (Leave blank if no new funding is requested)

\$ FFY Requested

New Funding Requested Right-of-Way (Leave blank if no new funding is requested)

\$ FFY Requested

New Funding Requested for Construction (Leave blank if no new funding is requested)

\$ 106,000 FFY Requested 2022

Total Additional Funding Requested

\$ 106,000 FFY Requested 2022

New Estimated Total Project Cost (Includes the federal 80% requested above and the 20% local match)

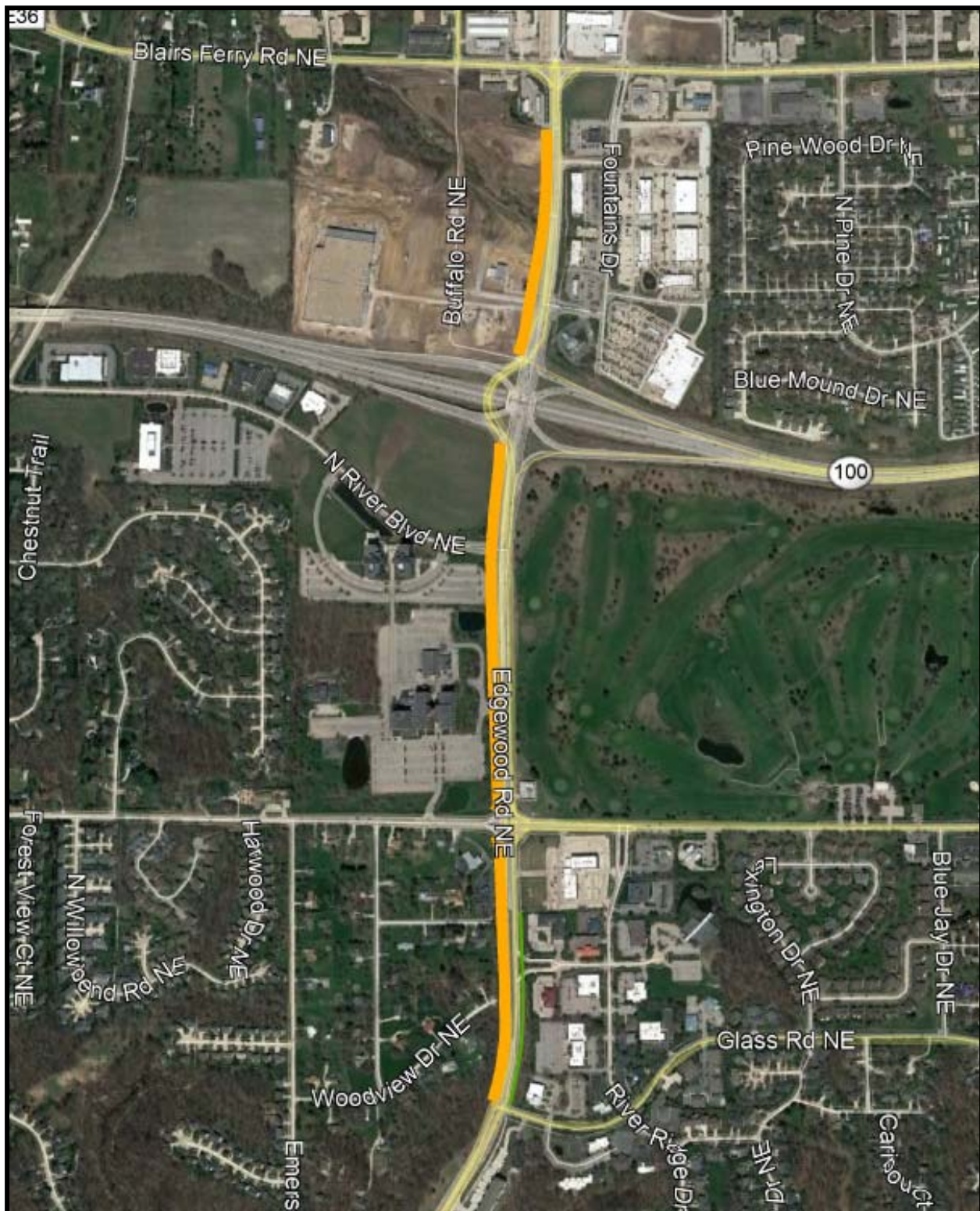
\$ 2,240,000

Corridor MPO

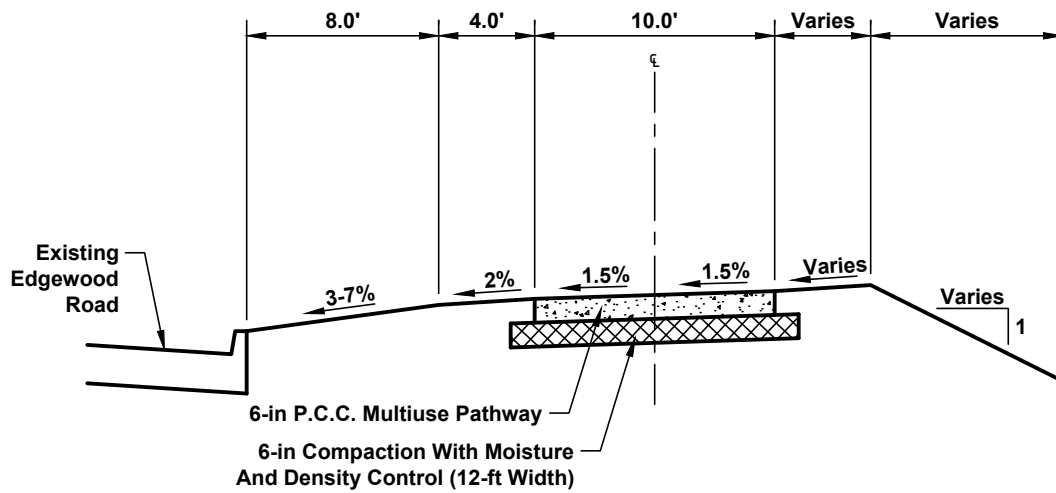
Estimated Project Cost for STP & TAP Projects

Project Name: Edgewood Road Trail - Glass Road to Blairs Ferry Road

Item #	Item Description	Quantity	Unit	Unit \$	Total \$
1	Mobilization	1.0	LS	\$ 100,000	\$ 100,000
2	Mobilization for Watering	5.0	EA	\$ 350	\$ 1,750
3	Mobilization, Erosion Control	5.0	EA	\$ 500	\$ 2,500
4	Mobilization, Emergency Erosion Control	1.0	EA	\$ 1,000	\$ 1,000
5	Construction Survey	1.0	LS	\$ 25,000	\$ 25,000
6	Traffic Control	1.0	LS	\$ 15,000	\$ 15,000
7	Clearing and Grubbing	1.0	LS	\$ 10,000	\$ 10,000
8	Strip and Respread Topsoil	3,500.0	CY	\$ 12	\$ 42,000
9	Excavation and Embankment, Class 10, Roadway and Borrow	8,000.0	CY	\$ 8	\$ 64,000
10	Removal of Existing Sidewalk and Pavement	390.0	SY	\$ 10	\$ 3,900
11	Removal of Curb	150.0	LF	\$ 15	\$ 2,250
12	10' PCC Trail Pavement, 6" Non-reinforced	5,930.0	SY	\$ 75	\$ 444,750
13	Sidewalk PCC, 4"	100.0	SY	\$ 65	\$ 6,500
14	PCC Curb and Gutter, 1.5 ft	1,200.0	LF	\$ 35	\$ 42,000
15	Detectable Warning Panels	240.0	SF	\$ 50	\$ 12,000
16	Special Compaction of Subgrade for Recreational Trail	8,300.0	SY	\$ 10	\$ 83,000
17	Retaining Wall	1,200.0	LF	\$ 350	\$ 420,000
18	Storm Sewer, RCP	1,200.0	LF	\$ 80	\$ 96,000
19	Storm Sewer Structures	10.0	EA	\$ 5,000	\$ 50,000
20	Trail Signage	1.0	LS	\$ 7,000	\$ 7,000
21	Silt Fence	5,000.0	LF	\$ 3	\$ 15,000
22	Pavement Markings, Painted	30.0	STA	\$ 300	\$ 9,000
23	Temporary Erosion and Sediment Controls	1.6	AC	\$ 3,000	\$ 4,800
24	Temporary Seeding and Fertilizing	1.6	AC	\$ 4,000	\$ 6,400
25	Hydroseeding With Liquid Mulch Binder	1.6	AC	\$ 3,500	\$ 5,600
26	Trees	50.0	EA	\$ 300	\$ 15,000
27	Pedestrian/Cyclist Counter	3.0	EA	\$ 5,500	\$ 16,500
28	Traffic Signalization	1.0	LS	\$ 100,000	\$ 100,000
	Construction Total				\$1,600,950
Contingency (15% +/-)					\$241,904
Construction Total					\$1,842,854
INFLATED AMOUNT (5% per year for 2023)					\$2,240,000
Total Funding Request (80%)					\$1,792,000
City Share					\$448,000



EDGEWOOD ROAD TRAIL – GLASS ROAD TO BLAIRS FERRY ROAD



Plot Date: 12/10/2019 3:26 PM
 File Name: w:\cip planning\mopolity 21 - fy 24 mpo funding applications\edgewood rd trail glass to blairs ferry - trail\edgewood rd trail typical section.dwg



PREPARED BY:
 CITY OF CEDAR RAPIDS, PUBLIC WORKS
 500 15TH AVENUE SW, CEDAR RAPIDS, IA 52404
 PHONE: 319-286-5802

Date:
 Drawn By:
 Approved By:
 CIP No:

**EDGEWOOD ROAD TRAIL
 GLASS ROAD TO BLAIRS FERRY ROAD**

SHEET No.
1



Trail Corridor South of Blairs Ferry Road NE



Trail Corridor South of 42nd Street NE



Trail Corridor North of Glass Road NE

RESOLUTION NO. 1672-12-16

WHEREAS, the City of Cedar Rapids, Iowa is applying to the Corridor Metropolitan Planning Organization for \$632,000 in Federal Fiscal Year 2018 for Federal Surface Transportation Block Grant (STBG) or Transportation Alternatives Set-Aside (TA) to construct the Edgewood Road NW Multiuse Pathway (Phase II Paving and Traffic Signals) from O Avenue to Ellis Road and up to \$446,000 in Federal Fiscal Year 2018 and 2019 for Federal Surface Transportation Block Grant (STBG) or Transportation Alternatives Set-Aside (TA) to construct the Edgewood Road Trail from Ellis Road NW to Glass Road NE and up to \$1,375,000 in Federal Fiscal Year 2020 and 2021 for Federal Surface Transportation Block Grant (STBG) or Transportation Alternatives Set-Aside (TA) to construct the Edgewood Road NE Trail from Blairs Ferry Road to Glass Road, and

WHEREAS, the City has the legal jurisdiction and authority to construct, finance, operate and maintain the proposed recreational trail within the City of Cedar Rapids limits for a minimum of twenty years,

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR RAPIDS, IOWA, as follows:

1. That the City of Cedar Rapids, Iowa agrees to conform with the regulations, statutes, terms and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That the City commits to provide the matching funds of \$613,250 proposed in the funding application contingent upon award, and acceptance, of federal STBG or TA funding for the above mentioned projects. The City of Cedar Rapids is under no obligation to perform said projects if the City of Cedar Rapids application for funding is not approved.
4. That if federal STBG or TA funds are approved for the above mentioned projects, the required local matching funds will be included in the future Capital Improvements Programs, and the City will adequately maintain the project for its intended public use for a minimum of twenty years following completion.

Passed this 20th day of December, 2016.

Voting: Council member Russell moved the adoption of the resolution; seconded by Council member Overland. Adopted, Ayes, Council members Gulick, Olson, Overland, Poe, Russell, Shey, Weinacht and Mayor Corbett.



Ron J. Corbett, Mayor

Attest:



Amy Stevenson, City Clerk

RESOLUTION NO. 1541-12-19

WHEREAS, the Cedar Rapids City Council passed Resolution 1672-12-16 on December 20, 2016 to apply for \$1,375,000 through the Corridor Metropolitan Planning Organization for the construction of the Edgewood Road NE Trail from Blairs Ferry Road to Glass Road project, and

WHEREAS, the City of Cedar Rapids was awarded \$1,176,000 for the project, and

WHEREAS, notice was later received from the Corridor Metropolitan Planning Organization of additional funding being available, and

WHEREAS, the City of Cedar Rapids is applying to the Corridor Metropolitan Planning Organization for an additional \$616,000 for the project, and

WHEREAS, the City has the legal jurisdiction and authority to construct, finance, operate and maintain the proposed trail within the City of Cedar Rapids limits for a minimum of twenty years, and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR RAPIDS, IOWA, as follows:

1. That the City of Cedar Rapids, Iowa agrees to conform with the regulations, statutes, terms and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That the City commits to provide the additional matching funds of \$123,200 proposed in the funding application contingent upon award, and acceptance, of federal STBG or TAP funding for the above mentioned project. The City of Cedar Rapids is under no obligation to perform said project if the City of Cedar Rapids application for funding is not approved.
4. That if federal STBG or TAP funds are approved for the above mentioned project, the required local matching funds will be included in the future Capital Improvements Programs, and the City will adequately maintain the project for its intended public use for a minimum of twenty years following completion.

Passed this 3rd day of December, 2019.

Voting: Council member Vanorny moved the adoption of the resolution; seconded by Council member Todd. Adopted, Ayes, Council members Hoeger, Olson (Scott), Olson (Tyler), Overland, Poe, Todd, Vanorny, Weinacht and Mayor Hart.

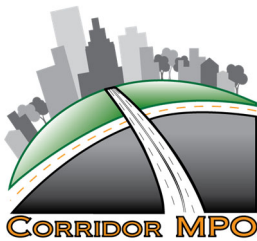


Bradley G. Hart, Mayor

Attest:



Amy Stevenson, City Clerk



Attachment A - Funding Requests

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Project Name

West Prairie Creek Trail Phase One (formerly Fairfax – Cedar Rapids Trail Connection)

Project Sponsor (If more than one, please list all and indicate lead sponsor)

City of Fairfax

Contact Person

Name **Shane Wicks**
E-mail **shane@halleng.com**
City **Fairfax**
Phone # **319-361-6308**
Street Address **300 80th Street Court**

Project Description

The project will involve constructing phase one of the West Prairie Creek Trail (formerly Fairfax - Cedar Rapids Trail Connection). Phase one will consist of 3,500 ft. of paved trail along East Cemetery Road in the City of Fairfax, beginning at Driftwood Lane and following East Cemetery Road to near the eastern corporate limits of Fairfax. The existing Fairfax trail system currently terminates at the East Cemetery Road and Driftwood Lane intersection. The proposed trail will eventually extend another 2.9 miles east through Linn County and into Cedar Rapids as part of a future phase, resulting in a total length of approximately 3.5 miles. Once fully completed, the West Prairie Creek Trail will connect two existing trail systems, one in Fairfax and one along Edgewood Rd in Cedar Rapids. Phase one will be contained within the existing East Cemetery Road right-of-way. Construction of phase one will involve trail paving and associated grading, drainage improvements, and utility relocations.

The trail alignment was initially proposed along Prairie Creek, with the future extension through Linn County following the Union Pacific railroad into Cedar Rapids. In July 2019, the project was awarded \$492,000 in STBG funds for FFY23. After the award was received, it was later discovered that the original alignment along Prairie Creek passed through forested wetlands. An estimated 3.5 acres of forested wetland would be disturbed in phase one as a result, along with an estimated 3.0 acres as part of the future phase through Linn County. The cost of wetland delineation/mitigation and associated work increased the overall phase one project cost by an estimated \$450,000, thus, the trail will be moved to the more feasible route along East Cemetery Road. The phase one project along East Cemetery Road is approximately 1,100 feet longer and will involve more paving, grading, and utility relocations than the original project along Prairie Creek, thus, additional funding is still needed.

Purpose & Need Narrative

Phase one of the West Prairie Creek Trail (formerly Fairfax - Cedar Rapids Trail Connection) will be the first key step in completing a 3.5 mile trail connection between two thriving communities within the Cedar Rapids metropolitan area. Once fully completed, the trail will provide an alternate mode of transportation between the rapidly growing community of Fairfax and a major commercial area in southwest Cedar Rapids. Beyond supporting economic vitality between the two communities, the future trail will also provide an attractive recreational amenity in this area.



Smarter Transportation, Better Community

Project Score (Please see Attachment C)

100.05

Project Readiness

ROW

No R.O.W. acquisition is anticipated.

Environmental

No environmental studies have been completed yet. The project will be contained within the right-of-way of an existing roadway, which does not contain any environmentally sensitive areas. Minimal environmental impacts are anticipated on this project.

Local Match

The City of Fairfax has committed to providing the 20% match (see attached resolution). No other funding sources have been secured at this time.

Public Engagement

The City of Fairfax will send letters to adjacent property owners and possibly offer an open discussion forum at future City meetings. If temporary construction easements are needed, the City will meet one-on-one with those property owners affected. No public engagement has occurred yet. The Fairfax City Council recently established a Trails Committee comprised of City staff and Fairfax citizens. The Trails Committee will assist with planning and public outreach for this project.

Project Schedule (MM/YYYY)

Design	Start Date	10/2022	Completion Date	10/2023
Temp. Easement Acquisition	Start Date	12/2022	Completion Date	10/2023
Environmental	Start Date	10/2022	Completion Date	10/2023
Construction	Start Date	3/2024	Completion Date	10/2024

NOTE: All trail projects require [Iowa DOT from 240004 \(10-17\)](#) in addition to this application.

Attachment A - Funding Requests (Continued)



Attachment A - Funding Requests (Continued)

Application Form for Increasing Funds to an Existing Project

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Note: please round all funding request to the nearest \$1,000.00

Project Name

West Prairie Creek Trail Phase One (formerly Fairfax – Cedar Rapids Trail Connection)

Original Amount Awarded from the MPO

\$ 492,000.00 FFY Awarded 2023

New Funding Requested for Planning and Engineering (Leave blank if no new funding is requested)

\$ 36,000.00 FFY Requested 2023

New Funding Requested Right-of-Way (Leave blank if no new funding is requested)

\$ FFY Requested

New Funding Requested for Construction (Leave blank if no new funding is requested)

\$ 329,000.00 FFY Requested 2023

Total Additional Funding Requested

\$ 365,000.00 FFY Requested 2023

New Estimated Total Project Cost (Includes the federal 80% requested above and the 20% local match)

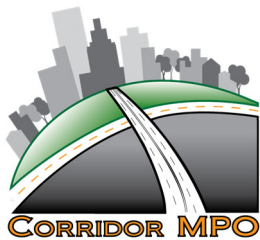
\$ 1,071,000.00

Project costs and requests should be inflated to the year that funding is requested at a rate of 5% per year. Please document this inflation on your cost estimates indicated on Attachment F.

Available Funding:

- FFY21 - \$184,000 available for roads; \$472,000 available for trails; \$73,000 available for transit
- FFY22 - \$0 available for roads; \$222,000 available for trails; \$0 available for transit
- FFY23 - \$213,000 available for roads; \$127,000 available for trails; \$85,000 available for transit
- FFY24 - \$2,776,000 available for roads; \$1,665,000 available for trails; \$1,110,000 available for transit
- **Total available for roads: \$3,173,000; Total for trails: \$2,486,000; Total for transit: \$1,268,000**

➤ There is a total of **\$733,000 in STBG – TAP** that may be used in any year.



Attachment C

Connections 2040 Fiscally Constrained Roads, Trails, and Transit Plans

Please refer to chapter 10 of Connections 2040 for greater details.
Click below or point your browser to:

Trails - Fiscally Constrained Plan

Last amended October 18, 2018

Year of Available Funding (2020-2024)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost	Year of Construction Cost	Year of Construction	Score
1-11	Wiley Blvd Sidepath	Cedar Rapids	\$ 2,765,000	\$ 3,592,288	2020-2024	162.05
1-16	Lindale Trail Ext	Cedar Rapids	\$ 1,750,000	\$ 2,273,600	2020-2024	150.8
6-01	10th Ave Sidepaths	Marion	\$ 1,816,000	\$ 2,359,347	2020-2024	142.7
1-15	Sac and Fox Trail Ext	Cedar Rapids	\$ 3,427,000	\$ 4,452,358	2020-2024	133.75
4-01	Dry Creek Tucker Park Connector	Hiawatha	\$ 250,000	\$ 324,800	2020-2024	87.6
FY20-24 Projects				\$ 13,002,393		
FY20-24 Budget				\$ 14,227,100		
FY20-24 Carry Over				\$ 1,224,707		

Year of Available Funding (2025-2029)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost	Year of Construction Cost	Year of Construction	Score
6-05	Squaw Creek Trail	Marion/Linn County	\$ 2,312,900	\$ 3,648,831	2020-2024	126.65
1-01	4th Street Trail	Cedar Rapids	\$ 1,250,000	\$ 1,972,000	2020-2024	100.2
3-02	Fairfax - Cedar Rapids Trail Connection	Fairfax	\$ 3,385,000	\$ 6,753,716	2020-2024	100.05
1-08	Edgewood Road South Segment 1	Cedar Rapids	\$ 103,000	\$ 162,493	2025-2029	123.35
7-01	West Main Street Trail	Robins	\$ 530,000	\$ 836,128	2025-2029	76.5
FY25-29 Projects				\$ 13,373,168		
FY25-29 Budget				\$ 12,696,750		
FY20-24 Carry Over				\$ 1,224,707		
FY25-29 Budget with FY20-24 Carry Over				\$ 13,921,457		
FY25-29 Carry Over				\$ 548,289		

Year of Available Funding (2030-2040)

Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost	Year of Construction Cost	Year of Construction	Score
5-06	Highway 100 Cedar River Crossing	Linn County/Cedar Rapids	\$ 8,500,000	\$ 16,959,230	2020-2024	110.05
6-04	10th Street Sidepaths	Marion	\$ 1,035,100	\$ 2,065,232	2020-2024	96.45
5-08	Highway 100 Segment 4	Linn County/Cedar Rapids	\$ 4,000,000	\$ 7,980,757	2020-2024	16.35
1-02	Cedar River Trail Ext and Bridge*	Cedar Rapids	\$ 3,200,000	\$ 6,384,640	2025-2029	128.1
1-09	Edgewood Road South Segment 3	Cedar Rapids	\$ 860,000	\$ 1,715,872	2025-2029	74.9
FY30-40 Projects				\$ 35,105,731		
FY30-40 Budget				\$ 34,704,450		
FY25-29 Carry Over				\$ 548,289		
FY30-40 Budget with FY25-29 Carry Over				\$ 35,252,739		
Total Unspent in FCP				\$ 147,009		



Attachment F – Estimated Project Cost

Estimated Project Cost: Fairfax-CR Trail Connection Phase 1 (E. Cemetery Rd. Route)

Item #	Item Description	Quantity	Unit	Unit \$	Total \$
1	Mobilization	1	LS	\$40,000.00	\$40,000.00
2	Traffic Control	1	LS	\$6,000.00	\$6,000.00
3	Temporary Erosion & Sediment Controls	1	LS	\$7,000.00	\$7,000.00
4	Clearing & Grubbing	1	LS	\$2,500.00	\$2,500.00
5	Unclassified Excavation & Embankment	5,000	CY	\$13.00	\$65,000.00
6	Strip & Respread Topsoil	1,950	CY	\$6.50	\$12,675.00
7	Granular Subbase, 6"	5,960	SY	\$6.50	\$38,740.00
8	PCC Removal, (Street Crossings & Sidewalk)	470	SY	\$15.00	\$7,050.00
9	Misc. PCC Pavement, Non-Reinforced, 5" to 7"	530	SY	\$50.00	\$26,500.00
10	Portland Cement Concrete Pavement, Non-Reinforced, 7"	5,310	SY	\$47.00	\$249,570.00
11	Pavement Markings, 4"	35	STA	\$250.00	\$8,750.00
12	Bury OH Electric Lines / Relocate Utilities	850	LF	\$95.00	\$80,750.00
13	6" Subdrain	3,380	LF	\$10.50	\$35,490.00
14	Subdrain Cleanouts	5	EA	\$1,200.00	\$6,000.00
15	Storm Sewer	80	LF	\$70.00	\$5,600.00
16	Storm Sewer Intakes, Junction Box Area Intake	1	EA	\$5,500.00	\$5,500.00
17	Storm Sewer Intakes, Circular Area Intakes	1	EA	\$3,000.00	\$3,000.00
18	Retaining Wall	875	SF	\$35.00	\$30,625.00
19	Utility Adjustments	6	EA	\$1,000.00	\$6,000.00
20	Seeding, Fertilizing, & Mulching	2.5	AC	\$3,500.00	\$8,750.00
Subtotal Construction					\$645,500.00
Contingency (20%)					\$129,100.00
Total Construction (Current Year)					\$774,600.00
Inflation (5%)					\$122,100.00
Total Construction with Inflation					\$897,000.00
Const. Easement Acq. (Current Year)					\$15,000.00
0.50 acres @ \$30,000/acre					
Inflation (5%)					\$2,365.00
Easement Acquisition with Inflation					\$17,000.00
Planning & Engineering (Current Year)					\$135,500.00
Inflation (5%)					\$21,360.00
Planning & Engineering with Inflation					\$157,000.00
Project Total with Inflation					\$1,071,000.00



Attachment H – DOT Approved Resolution of Support - Trails

RESOLUTION NO. 2020-__

RESOLUTION AUTHORIZING APPLICATION TO CORRIDOR METROPOLITAN PLANNING ORGANIZATION FOR ADDITIONAL REGIONAL TRANSPORTATION FUNDS AND COMMITTING TO PROVIDE ADDITIONAL LOCAL MATCHING FUNDS CONTINGENT UPON AWARD AND ACCEPTANCE OF TRANSPORTATION GRANT FUNDS

WHEREAS, the City of Fairfax, Iowa was previously awarded \$492,000.00 in STBG funding from the Corridor Metropolitan Planning Organization and committed to providing matching funds of \$123,000.00 as established in Resolution No. 2019-11 for construction of 2,400 feet of the West Prairie Creek Trail.

WHEREAS, the City of Fairfax, Iowa was notified by the Corridor MPO that other projects in the area had become defunded, and as a result, these funds are available for competitive reprogramming.

WHEREAS, the City of Fairfax, Iowa is applying to the Corridor MPO for an additional \$365,000.00 of STBG or Transportation Alternatives Set-Aside (TA) funding to help cover additional costs associated with changing the project location to the East Cemetery Road corridor, resulting in total grant funding of \$857,000.00 contingent upon award of the additional funds being requested.

WHEREAS, the City of Fairfax, Iowa commits to provide additional matching funds of \$91,000.00 contingent upon award, and acceptance, of additional federal STBG or TA funding for the above-mentioned project, resulting in a total commitment of \$214,000.00.

NOW, THEREFORE BE IT RESOLVED, by the City Council of the City of Fairfax, Iowa, as follows:

1. That the City of Fairfax, Iowa agrees to conform with the regulations, statutes, terms, and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That if additional federal STBG or TA funds are approved for the above-mentioned project, the required additional matching funds will be included in the future Capital Improvements Program, and the City will adequately maintain the project for its intended public use for a minimum of twenty years following completion.

BE IT FURTHER RESOLVED, by the City Council of the City of Fairfax, Iowa, that the Mayor and the City Clerk/Treasurer are hereby authorized and directed to execute said Resolution.

Passed and approved this 18th day of February, 2020.

AYES:

NAYS:

ABSENT:

Burnell G. Frieden, Mayor

ATTEST:

Cynthia Stimson, City Clerk/Treasurer

Photographs

Looking West at Skyview Ave & E. Cemetery Rd Intersection



Looking East at Skyview Ave & E. Cemetery Rd Intersection



Photographs

Looking West at Sunflower Dr & E. Cemetery Rd Intersection



Looking East at Sunflower Dr & E. Cemetery Rd Intersection





PROJECT LOCATION MAP **FAIRFAX - CEDAR RAPIDS TRAIL CONNECTION (PHASE ONE)**

HALL & HALL ENGINEERS, INC.

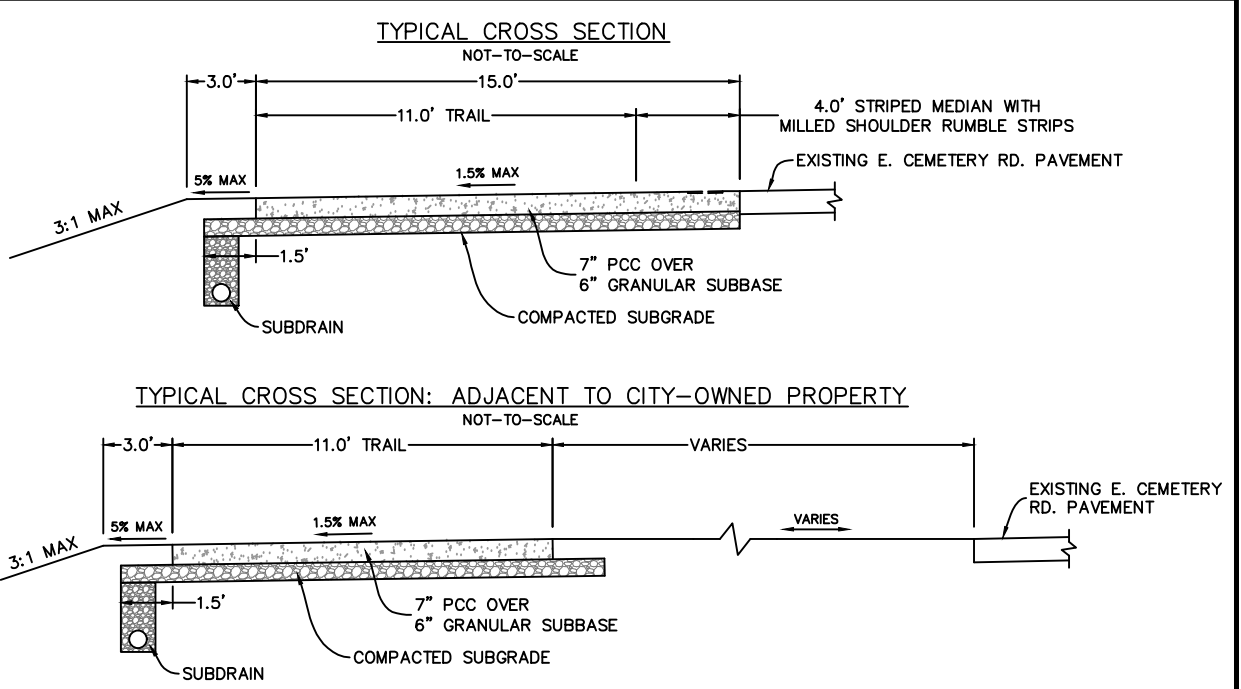
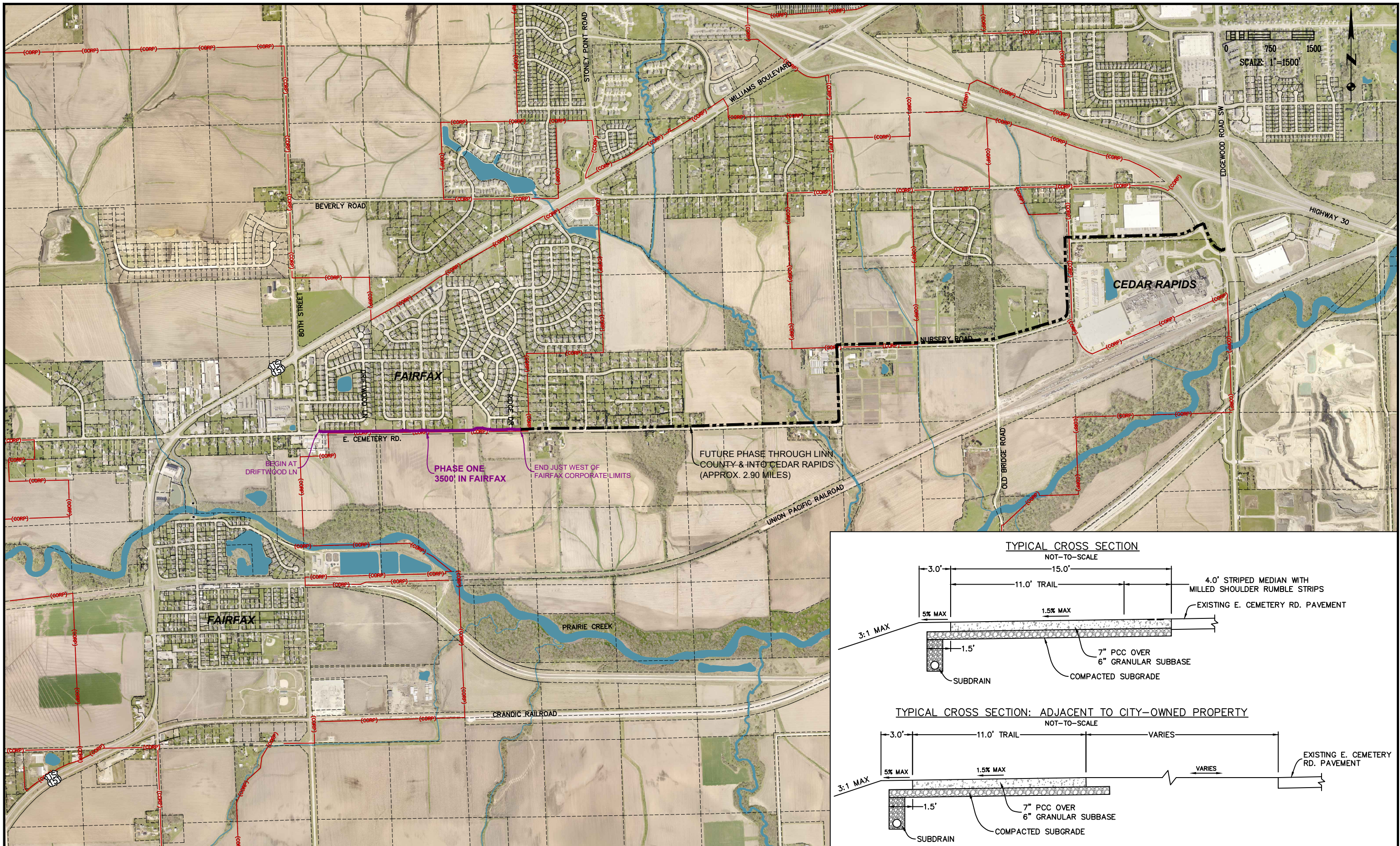
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DRAWN BY: JLL	1	REVISE PAVEMENT & SUBBASE THICKNESS	SRW	2/28/2019
CHECKED BY: SRW	2	CHANGE ROUTE TO E. CEMETERY RD.	SRW	1/20/2020
APPROVED BY: SRW				
DATE: 1/20/2020				
FIELD BOOK: ---	NO.	REVISION DESCRIPTION	APPROVED	DATE



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**WEST PRAIRIE CREEK TRAIL
 (FAIRFAX - CEDAR RAPIDS TRAIL CONNECTION)
 PHASE ONE**

OVERALL LAYOUT		SHEET
SCALE: 1"=1500'	PROJECT NO: 6950 GEN	



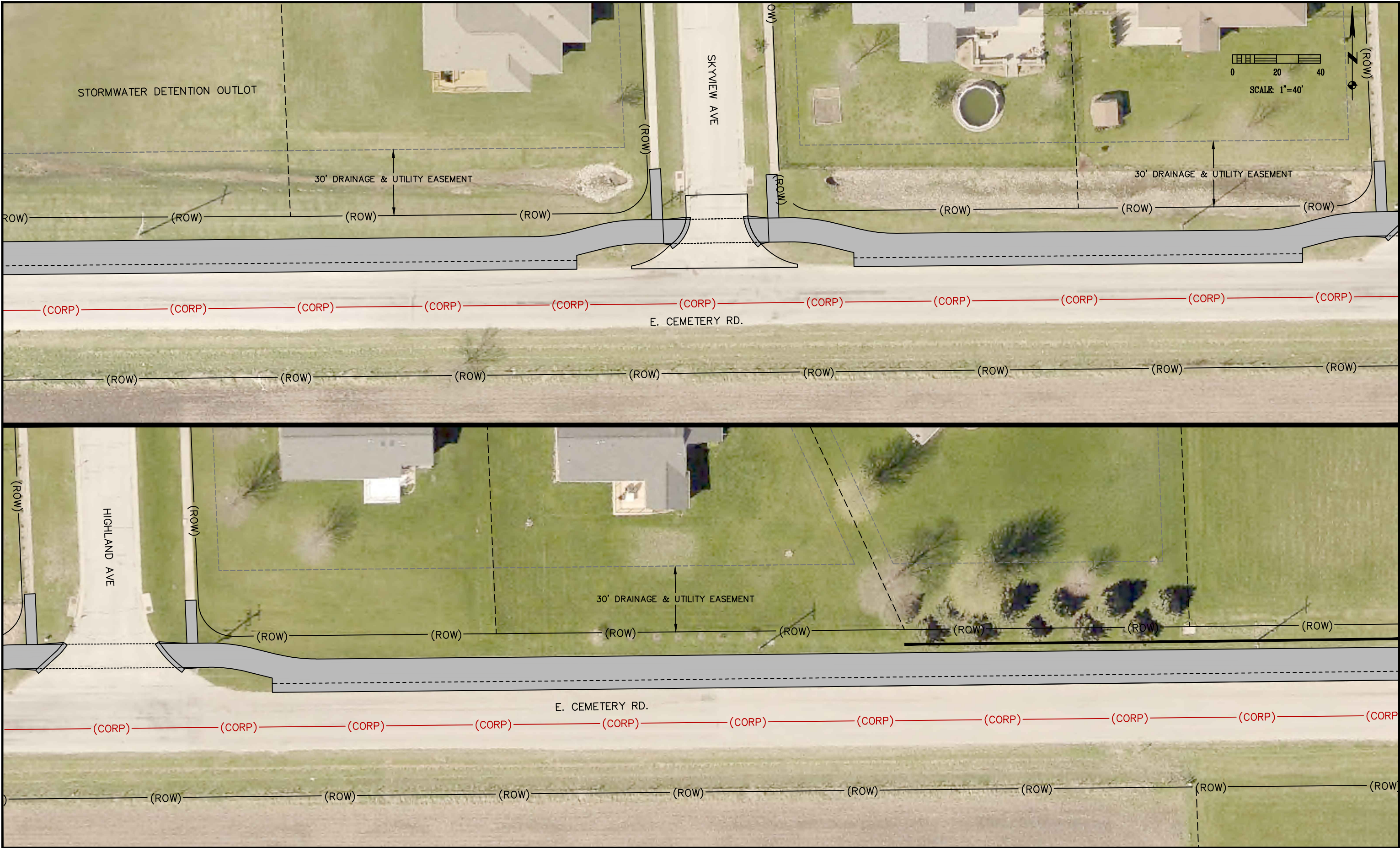
DRAWN BY: JLL	1	REVISE PAVEMENT & SUBBASE THICKNESS	SRW	2/28/2019
CHECKED BY: SRW	2	CHANGE ROUTE TO E. CEMETERY RD.	SRW	1/20/2020
APPROVED BY: SRW				
DATE: 1/20/2020				
FIELD BOOK: ---	NO.	REVISION DESCRIPTION	APPROVED	DATE



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WEST PRAIRIE CREEK TRAIL
 (FAIRFAX – CEDAR RAPIDS TRAIL CONNECTION)
 PHASE ONE

OVERALL LAYOUT	SHEET 1
SCALE: 1"=1500'	PROJECT NO: 6950 GEN



DRAWN BY: JLL	1	REVISE PAVEMENT & SUBBASE THICKNESS	SRW	2/28/2019
CHECKED BY: SRW	2	CHANGE ROUTE TO E. CEMETERY RD.	SRW	1/20/2020
APPROVED BY: SRW				
DATE: 1/20/2020				
FIELD BOOK: ---	NO.	REVISION DESCRIPTION	APPROVED	DATE



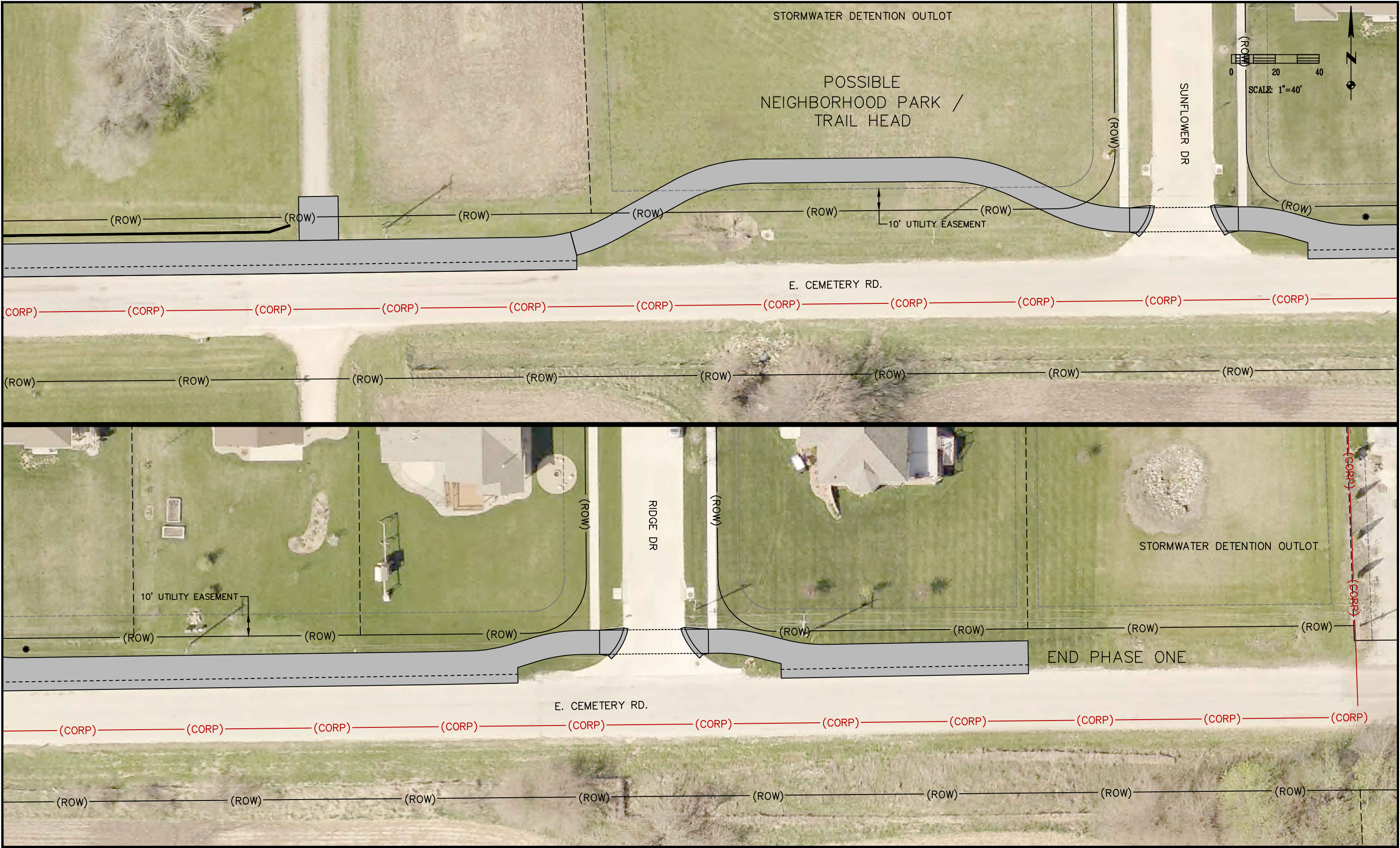
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WEST PRAIRIE CREEK TRAIL
(FAIRFAX – CEDAR RAPIDS TRAIL CONNECTION)
PHASE ONE

SCALE: 1"=1500' PROJECT NO: 6950 GEN

SHEET
2



DRAWN BY: JLL	1	REVISE PAVEMENT & SUBBASE THICKNESS	SRW	2/28/2019
CHECKED BY: SRW	2	CHANGE ROUTE TO E. CEMETERY RD.	SRW	1/20/2020
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WEST PRAIRIE CREEK TRAIL
(FAIRFAX – CEDAR RAPIDS TRAIL CONNECTION)
PHASE ONE

SCALE: 1"=1500' PROJECT NO: 6950 GEN

SHEET
3



Attachment A - Funding Requests

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Project Name

West Main Street Trail

Project Sponsor (If more than one, please list all and indicate lead sponsor)

City of Robins

Contact Person

Name **Lori Pickart**

E-mail **lori@cityofrobins.org**

City **Robins**

Phone # **(319) 393-0588**

Street Address **265 South Second Street**

Project Description

Construction of a 10-foot wide, multi-use trail along West Main Street in Robins, from North Center Point Road to the Cedar Valley Nature Trail.

Purpose & Need Narrative

There is currently no trail to accommodate bicycle or pedestrian traffic between North Center Point Road and the Cedar Valley Nature Trail. This trail will directly serve the west side of Robins, which is approximately 1,100 of the city's 3,300 residents.

Project Score (Please see Attachment C)

76.5

Project Readiness

ROW **ROW Acquisitions expected to begin October 2022.**

Environmental **No Environmental Impacts anticipated.**

Local Match **Project will be on Robins CIP for budgeting in 2020.**

Public Engagement **Project will be on Robins CIP in March 2020 for public comment.**

Project Schedule (MM/YYYY)

Design	Start Date 01/2022	Completion Date 12/2023
ROW Acquisition	Start Date 10/2022	Completion Date 12/2023
Environmental	Start Date N/A	Completion Date N/A
Construction	Start Date 04/2024	Completion Date 11/2024

NOTE: All trail projects require [Iowa DOT from 240004 \(10-17\)](#) in addition to this application.



Attachment A - Funding Requests (Continued)

Application Form for New Projects

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Note: please round all funding request to the nearest \$1,000.00

Project Name

West Main Street Trail

Funding Requested for Planning and Engineering

\$ 0.00 FFY Requested

Funding Requested Right-of-Way

\$ 12,000.00 FFY Requested 2023

Funding Requested for Construction

\$ 648,000.00 FFY Requested 2024

Estimated Total Funding Requested (No more than 80% of Total Project Cost)

\$ 660,000.00

Estimated Total Project Cost (Includes the federal 80% requested above and the 20% local match)

\$ 825,000.00

Project costs and requests should be inflated to the year that funding is requested at a rate of 5% per year. Please document this inflation on your cost estimates indicated on Attachment F.

Available Funding:

- FFY21 - \$25,000 available for roads; \$377,000 available for trails; \$10,000 available for transit
 - FFY22 - \$0 available for roads; \$222,000 available for trails; \$0 available for transit
 - FFY23 - \$0 available for roads; \$0 available for trails; \$0 available for transit
 - FFY24 - \$2,776,000 available for roads; \$1,665,000 available for trails; \$1,110,000 available for transit
 - **Total available for roads: \$2,801,000; Total for trails: \$2,264,000; Total for transit: \$1,120,000**
- Trail applicants please note there are \$464,000 in STBG - TAP funds in FFY24 that maybe used in any TIP year.



Attachment B

Connections 2040 Design Factors

Required Information

In compliance with the Corridor MPO's Long Range Transportation Plan, Connections 2040, design characteristics need to correspond with those listed in Chapter 7 of Connections 2040. Variances from Chapter 7 are allowed with the Transportation Technical Advisory Committee's (TTAC) approval or an official design exception granted from the Iowa Department of Transportation (depending on the nature of the exact design specifications planned for the project).

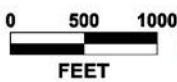
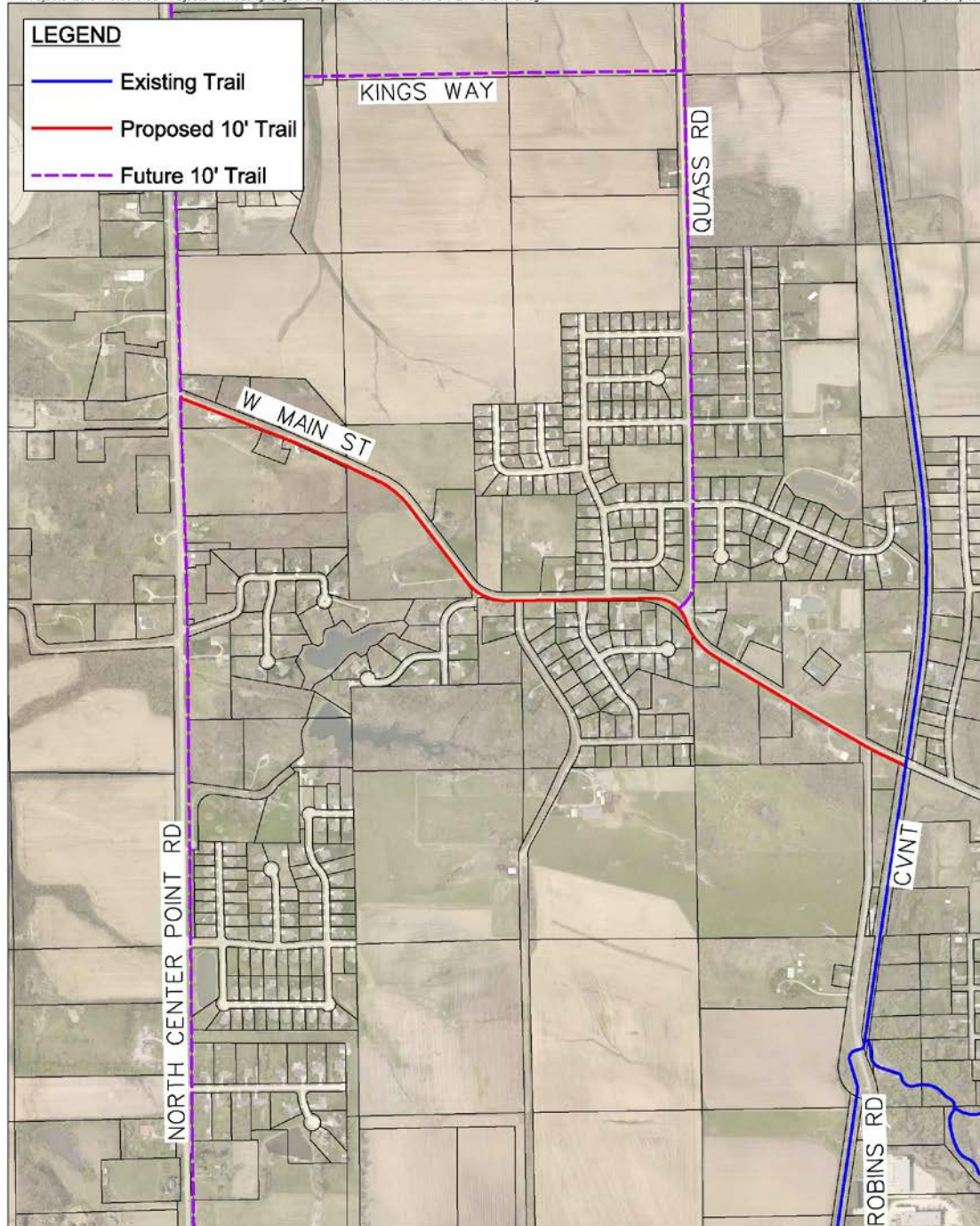
Please fill in the design factors that will be used for your project below.

What basic set of design factors will be used for this project? (see page 7-11 of Connections 2040 for guidance)

Base Design Factor Used (click for dropdown list): Collector

Please list the typical dimensions used in your project (deviations from the typical cross section do not need to be listed here):

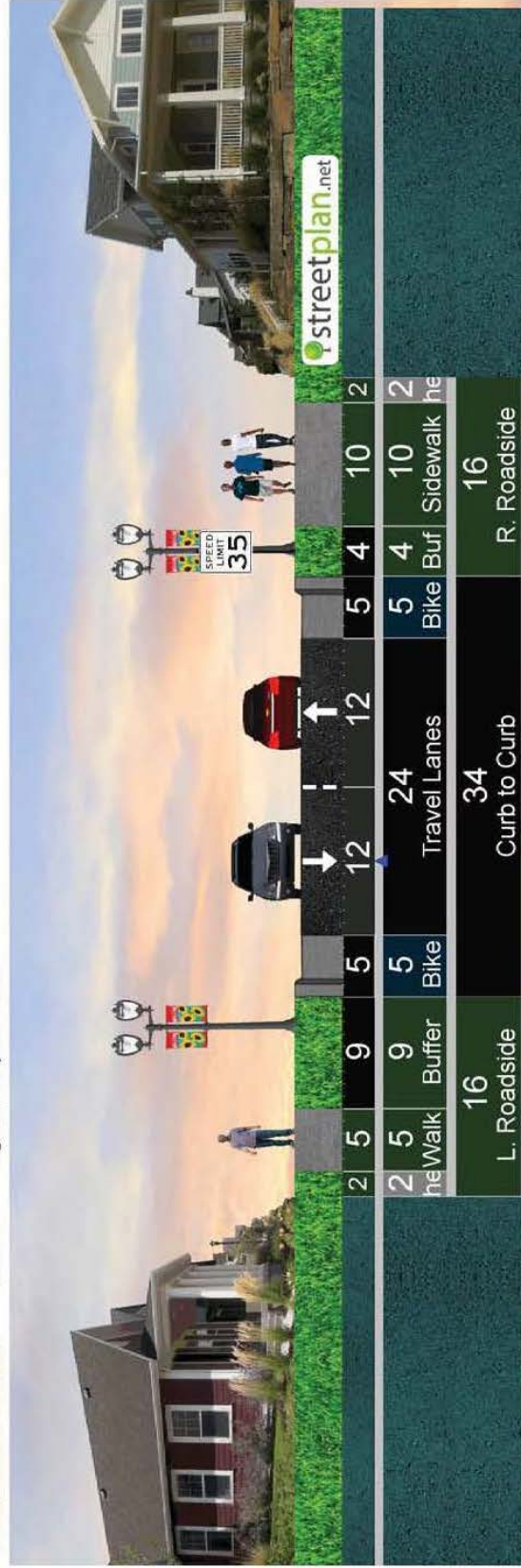
Posted Speed:	N/A
Parking Width (If provided):	N/A
Transit - Is the project on a bus route? If so what accommodations will be provided?	N/A
Number and Width of Through Travel Lanes:	N/A
Median Width (If provided):	N/A
Sidewalk - Is this residential or commercial area? How wide will the sidewalks be?	N/A
Bicycle - Is the project area designated for bikeways in a local plan?	YES
What, if any, bikeways will be provided?	Trail (10')
Roadway Width (Back of Curb to Back of Curb):	N/A
Public Frontage Width:	9' (Future 4')
Curb Offset (All Curbs):	N/A
Sidewalk Distance from Right of Way Line:	2'
Is this a Truck Route?	N/A
Will an Integral Curb and Gutter be used?	N/A
Will Durable Pavement Markings be used?	N/A
Are any design exceptions required from Iowa DOT?	No
Are any design variances required from TTAC?	No

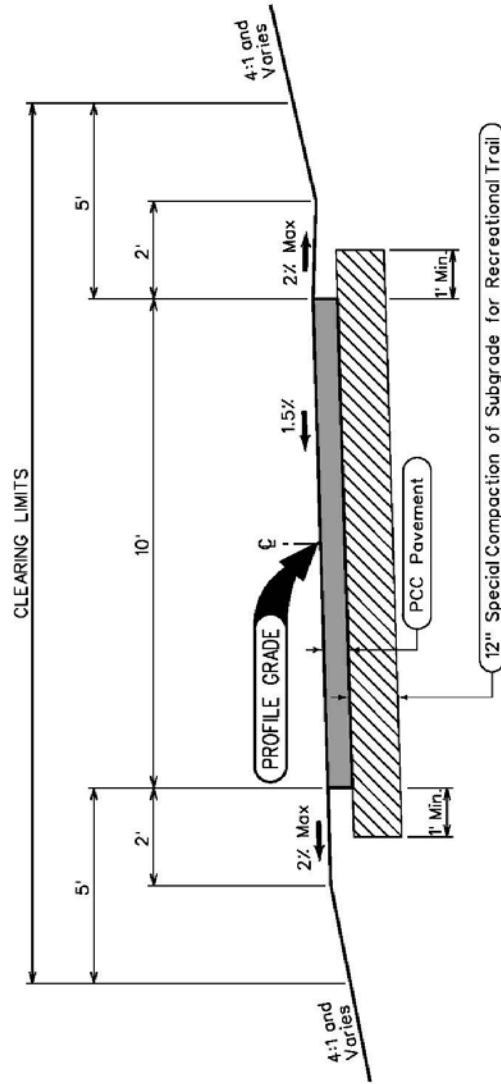


Project Area - Trail

West Main Street Trail | Robins, IA | 12/11/2019

Right-of-Way: 66' of 66'







The trail begins at the intersection of West Main Street with North Center Point Road.



The trail travels through numerous residential areas along this route.



The trail will connect to the Cedar Valley Nature Trail shown in the foreground and connect to the City of Robins trail system shown in the background.



Attachment F – Estimated Project Cost

OPINION OF PROBABLE PROJECT COSTS



WEST MAIN STREET TRAIL
NORTH CENTER POINT ROAD TO CEDAR VALLEY NATURE TRAIL
ROBINS, IA

ITEM #	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENDED PRICE
1	Embankment-In-Place, Contractor Furnished	11000	CY	\$ 12.00	\$ 132,000.00
2	PCC Pavement, 8 in.	475	SY	\$ 60.00	\$ 28,500.00
3	Recreational Trail, PCC, 6 in.	7350	SY	\$ 40.00	\$ 294,000.00
4	Special Compaction of Subgrade for Recreational Trail	70	STA	\$ 250.00	\$ 17,500.00
5	Traffic Control	1	LS	\$ 15,000.00	\$ 15,000.00
6	Mobilization	1	LS	\$ 35,000.00	\$ 35,000.00
7	Seeding and Fertilizing	3.0	AC	\$ 4,500.00	\$ 13,500.00
Subtotal:					\$ 535,500.00
Contingency (25%):					\$ 134,000.00
CONSTRUCTION TOTAL (FY20):					\$ 669,500.00
Inflation (FY20 to FY24):					\$ 140,500.00
CONSTRUCTION TOTAL (FY24):					\$ 810,000.00
<u>Other Project Costs</u>					
Right of Way:					\$ 15,000.00
Preliminary Engineering:					\$ 135,000.00
Construction Engineering:					\$ 90,000.00
TOTAL PROJECT COST (FY20):					\$ 1,050,000.00



Attachment H – DOT Approved Resolution of Support - Trails

RESOLUTION NO. 1219-1

**RESOLUTION AUTHORIZING THE APPLICATION TO CORRIDOR
METROPOLITAN PLANNING ORGANIZATION FOR REGIONAL
TRANSPORTATION FUNDS AND COMMITTING TO PROVIDE LOCAL
MATCHING FUNDS CONTINGENT UPON AWARD AND ACCEPTANCE OF
TRANSPORTATION GRANT FUNDS.**

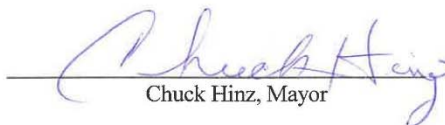
WHEREAS, the City of Robins, Iowa is applying to the Corridor Metropolitan Planning Organization for \$732,000 of federal Surface Transportation Block Grant (STBG) or Transportation Alternatives Set-Aside (TA) funding to construct the West Main Street Trail from North Center Point Road to the Cedar Valley Nature Trail.

WHEREAS, the City has the legal jurisdiction and authority to construct, finance, operate and maintain the proposed recreational trail within Robins city limits for a minimum of twenty years.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROBINS, IOWA, as follows:

1. That the City of Robins, Iowa agrees to conform with the regulations, statutes, terms, and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That the City commits to provide the matching funds of \$183,000 proposed in the funding application contingent upon award, and acceptance, of federal STBG or TA funding for the above mentioned project. The City of Robins is under no obligation to perform said project if Robins' application for funding is not approved.
4. That if federal STBG or TA funds are approved for the above mentioned project, the required local matching funds will be included in the future Capital Improvements Program, and the City will adequately maintain the project for its intended public use for a minimum of twenty years following completion.

PASSED AND APPROVED THIS 2nd day of December, 2019


Chuck Hinz, Mayor

ATTEST:


Lori Pickart, City Clerk/Treasurer



Attachment A - Funding Requests

Please refer to the "Requirements" section on pages 3 – 4 for guidance.

Project Name

Hwy 100 Trail Development, Segment 4, Phase 2

Project Sponsor (If more than one, please list all and indicate lead sponsor)

Linn County Conservation Board

Contact Person

Name **Randy J. Burke**

E-mail randy.burke@linncounty.org

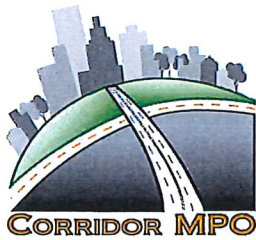
City **Toddville**

Phone # **319.892.6456**

Street Address **10260 Morris Hills Rd. Toddville, IA 52341**

Project Description

1. The total Hwy 100 Trail project is a 4.5 mile section of trail construction to connect two existing beginning at E Avenue and the new entrance to Morgan Creek Park. The beginning point on the south end of the project is the point where the Highway 100 trail connects to the City of Cedar Rapids Cherokee Trail. The trail travels north, generally along Highway 100 until it meets up with the west side of the Cedar River. This location matches up to where the old Milwaukee Railroad crossed the river. Work on this project will be divided into 3 PHASES. Phase ONE is scheduled for FY20, and is comprised of the south 1 mile section through Morgan Creek Park. PHASE TWO, is a 1.9 mile section from Morgan Creek to Covington Rd. Three quarters of a mile of the trail will be constructed on the existing City owned, former railroad R.O.W. This section also includes a crossing of Silver Creek. This phase is scheduled for FY23. PHASE THREE is a 1.7 mile section from Covington Rd. to the west side of the Cedar River. This section will travel along the south side of Highway 100 until it meets up with the existing former railroad grade that leads to the river. This section of trail is scheduled for an FY 24-25 time frame. The future river crossing for the trail will be a bridge constructed across the original piers of the railroad crossing. The trail will ultimately meet up with a 1 mile section of trail which traverses around the north side of the Rock Island Preserve and then south between Rock Island Preserve and Xavier High School. The trail will connect there to the existing 42nd Street Trail. The trail will be a 10' wide, hard surfaced trail with 2' shoulders. The trail will have a compacted, earthen subgrade, min. 6" compacted modified rock base with a 4-5" hard surface.



The majority of the five mile trail project site is owned/managed by either the Linn County Conservation Board, Linn County Secondary Roads, City of Cedar Rapids or Iowa Department of Transportation. This amounts to approximately 32 acres. There are up to four parcels possibly requiring acquisition from private owners. This acquisition appears to amount to a maximum of approximately 6 acres. Estimates are based on a preliminary, in-house investigation and alignment design.

A breakdown of the general site conditions for Phase 2 include the following:

- i. Construction along the existing 80th Street roadway right of way or utility corridor, 6500 feet.
- ii. Construction on an existing former railroad right of way, 3700 feet, to the Covington Rd. underpass.
- iii. There is approximately 500 feet of trail which includes a second bridge or box culvert to cross a waterway, Silver Creek, adjacent to Highway 100.

Purpose & Need Narrative

1. This project, the middle section of the three phases, is needed to help complete a major trail route through the Northwest quadrant of the city. When completed, the trail will connect from the trail system in downtown Cedar Rapids out to the west side of town on the Cherokee Trail through multiple city parks including Cherry Hill. The trail extends along E Avenue to Morgan Creek County Park. The trail generally carries on through Morgan Creek County Park, along 80th Street to the north, across Ellis Road, then along Highway 100 to the west side of the Cedar River. The trail will ultimately cross the river on the old trail alignment, and piers. The trail will connect to a one-mile section of trail that travels along the north and east sides of the Rock Island Preserve, where it will connect to the existing 42nd Street Trail. This one-mile section of trail will be constructed during the 2020 construction season.

Phase 1 of the total project is currently being bid, with construction beginning in the summer of 2020 and completed by early 2021. This project, Phase 2, is essential to get completed as soon as possible, to continue the momentum of completing this major trail corridor.

This trail project lies within the 14,500-acre Highway 100 Corridor Management Plan zone. The trail is nearly centered in the planned development zone. This trail project has long been a major component in numerous City and County Comprehensive plans. One of these most recent plans is the 2016 Highway 100 Corridor Management Plan. On page 56, the plan calls for expanding the bicycle network to improve connectivity and accessibility throughout the Highway 100 corridor and the region. "Much like the pedestrian vision, the bicycle network should attempt to link



destinations within the Study Area.” Additionally, on page 59 the plan include the following “Ultimately, the Highway 100 sidepath becomes the spine route for future trails in the neighborhoods to connect.” The Highway 100 trail will encourage both pedestrian and bicycle traffic throughout the corridor and will keep Highway 100 from becoming a barrier to accessibility and mobility.

2. The trail will provide future connections between major city and county parks along with schools, commercial facilities, business centers and other recreational activities. The Cedar Rapids Community School District owns 37 acres (see map), adjacent to the Morgan Creek Park and this trail will pass along the west side of the new school property. With this trail being considered the trail spine of the corridor, other future trail network connections from residential neighborhoods will be able to reach major destination locations without traversing the major transportation systems. These trail systems will provide more accessible routes for non-drivers, disabled persons, and any other special populations.
3. The trail provides an alternate transportation mode to parks, schools, business centers, churches and commercial centers. This alternate mode is a safer route that does not have to deal with vehicular traffic in the same travel lanes. New development associated with Highway 100 will increase the need for additional trails and connections. This project provides a safer access to the future facilities. The construction of the trail helps to provide an immediate connection for bicyclists and all trail users to access the western and northwestern portions of the city prior to the build out into and along the corridor. This trail is the centerpiece of the western side of the city. The trail, along with other city trails such as the Cherokee Trail, creates a 20-25 mile loop on the west side of town that carries into Hiawatha and into downtown Cedar Rapids.
4. This project is a major link and connection to multiple phases of other trail projects. This phase will link up the west side of the Cedar River. Additional future trail connections include connecting this trail to an existing trail along 42nd Street, and connecting to future trails along Edgewood Road. The ultimate trail connection is to the Cedar Valley Nature Trail. An additional connecting trail runs from a trail connect near the Cedar River, then traveling northwest to Palo, and connecting to Palo’s future trail system. The trail would ultimately travel east and then north to the Wickiup Hill Learning Center.



Smarter Transportation, Better Community

Project Score (Please see Attachment C)

16.35

Project Readiness

ROW	Over 98% of the property required for phase 2 is in public ownership. The only private property that may be required is 2-3 acres and the property owner is supportive of the project and has been discussed with the owner.
Environmental	All the environmental and historic requirements will be explored and reviewed during the design phase.
Local Match	Linn County Conservation will assure the match. The county is requesting CMPO funds for 65% of the construction costs. The county will match with 35% for the construction plus all other associated.
Public Engagement	The Conservation Board has had board meetings, which are open to the public, regarding the Hwy 100 trail project, and will continue with additional open meetings. Staff has also had numerous meetings with various trails groups to discuss the project. These meetings are also open to the public, as well as published online through our county civic platform.

Project Schedule (MM/YYYY)

Design	Start Date 2/15/2020	Completion Date 1/15/2022
ROW Acquisition	Start Date 11/15/2022	Completion Date 12/30/2022
Environmental	Start Date 8/1/2020	Completion Date 11/1/2021
Construction	Start Date 3/1/2023	Completion Date 12/31/2023

NOTE: All trail projects require [Iowa DOT form 240004 \(10-17\)](#) in addition to this application.

Attachment A - Funding Requests (Continued)

Application Form for New Projects

Please refer to the "Requirements" section on pages 3 – 4 for guidance.

Note: please round all funding request to the nearest \$1,000.00



Project Name

Funding Requested for Planning and Engineering

\$ FFY Requested

Funding Requested Right-of-Way

\$ FFY Requested

Funding Requested for Construction

\$ 721,000.00 FFY Requested 23

Estimated Total Funding Requested (No more than 80% of Total Project Cos

\$ 721,000.00

Estimated Total Project Cost (Includes the federal 80% requested above and the 20% local match)

\$ 2,650,000.00

Project costs and requests should be inflated to the year that funding is requested at a rate of 5% per year. Please document this inflation on your cost estimates indicated on Attachment F.

Available Funding:

- FFY21 - \$184,000 available for roads; \$472,000 available for trails; \$73,000 available for transit
- FFY22 - \$0 available for roads; \$222,000 available for trails; \$0 available for transit
- FFY23 - \$213,000 available for roads; \$127,000 available for trails; \$85,000 available for transit
- FFY24 - \$2,776,000 available for roads; \$1,665,000 available for trails; \$1,110,000 available for transit
- Total available for roads: \$3,173,000; Total for trails: \$2,486,000; Total for transit: \$1,268,000

➤ There is a total of \$733,000 in STBG – TAP that may be used in any year.

Attachment A - Funding Requests (Continued)

Application Form for Increasing Funds to an Existing Project

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Note: please round all funding request to the nearest \$1,000.00



Attachment B

Connections 2040 Design Factors

Required Information

In compliance with the Corridor MPO's Long Range Transportation Plan, Connections 2040, design characteristics need to correspond with those listed in Chapter 7 of Connections 2040. Variances from Chapter 7 are allowed with the Transportation Technical Advisory Committee's (TTAC) approval or an official design exception granted from the Iowa Department of Transportation (depending on the nature of the exact design specifications planned for the project).

Please fill in the design factors that will be used for your project below.

What basic set of design factors will be used for this project? (see page 7-11 of Connections 2040 for guidance)

Base Design Factor Used (click for dropdown list): Rural Road

Please list the typical dimensions used in your project (deviations from the typical cross section do not need to be listed here):

Posted Speed:	<input type="text"/>
Parking Width (If provided):	<input type="text"/>
Transit - Is the project on a bus route? If so what accommodations will be provided?	<input type="text"/>
Number and Width of Through Travel Lanes:	<input type="text"/>
Median Width (If provided):	<input type="text"/>
Sidewalk - Is this residential or commercial area? How wide will the sidewalks be?	<input type="text"/>
Bicycle - Is the project area designated for bikeways in a local plan?	YES
What, if any, bikeways will be provided?	<input type="text"/>
Roadway Width (Back of Curb to Back of Curb):	10'
Public Frontage Width:	<input type="text"/>
Curb Offset (All Curbs):	<input type="text"/>
Sidewalk Distance from Right of Way Line:	<input type="text"/>
Is this a Truck Route?	<input type="text"/>
Will an Integral Curb and Gutter be used?	<input type="text"/>
Will Durable Pavement Markings be used?	<input type="text"/>
Are any design exceptions required from Iowa DOT?	NO
Are any design variances required from TTAC?	NO



Attachment F – Estimated Project Cost

Item	Qty.	Unit Price	Unit Msr.	Total
Trail Construction and Surfacing	1.9	1,000,000	mile	\$ 1,900,000.00
Drainage Structure	3	1,000	lin. Ft.	\$ 300,000.00
Engineer/Design	1			\$ 150,000.00
Construction Inspection	1			\$ 75,000.00
Land Acquisition				\$ 25,000.00
Contingency	1			\$ 200,000.00
Total				\$ 2,650,000.00

LINN COUNTY, IOWA, CONSERVATION BOARD

RESOLUTION #2019-20

RESOLUTION IN SUPPORT OF APPLICATION TO METRO PLANNING ORGANIZATION FOR SURFACE TRANSPORTATION BLOCK GRANT & TRANSPORTATION ALTERNATIVES FUNDS

WHEREAS, the Linn County Conservation Board is applying to the Metropolitan Planning Organization for Regional Transportation Funds for the construction of Segment 4, Phase 2 of the Highway 100 trail; and

WHEREAS, the Linn County Conservation Board agrees to conform with the regulations, statutes, terms and conditions described in the applications and instructions; and

WHEREAS, the Linn County Conservation Board agrees to be responsible for the maintenance of the trail for its intended public use for a minimum of twenty years following completion of the project; and

WHEREAS, the Linn County Conservation Board with the financial assistance from its Capital Improvement Program (CIP), Linn County Water and Land Legacy Bonds together with donations of private funds, proposes to provide the matching funds, (20%) minimum as outlined in the grant application; and

NOW THEREFORE BE IT RESOLVED that the Linn County Conservation Board hereby authorizes its Executive Director to submit this application on behalf of the Linn County Conservation Board to the Metropolitan Planning Organization on November 25, 2019 and to act on behalf of the Linn County Conservation Board in providing additional information as may be requested.

DATED at Toddville, Linn County, Iowa this 25th day of November, 2019.

LINN COUNTY, IOWA, CONSERVATION BOARD

BY: [Signature] aye: ☒ nay: ☐ absent: ☐ abstaining: ☐
Steve Emerson, President

BY: _____ aye: ☐ nay: ☐ absent: ☒ abstaining: ☐
Cindy Burke, Vice-President

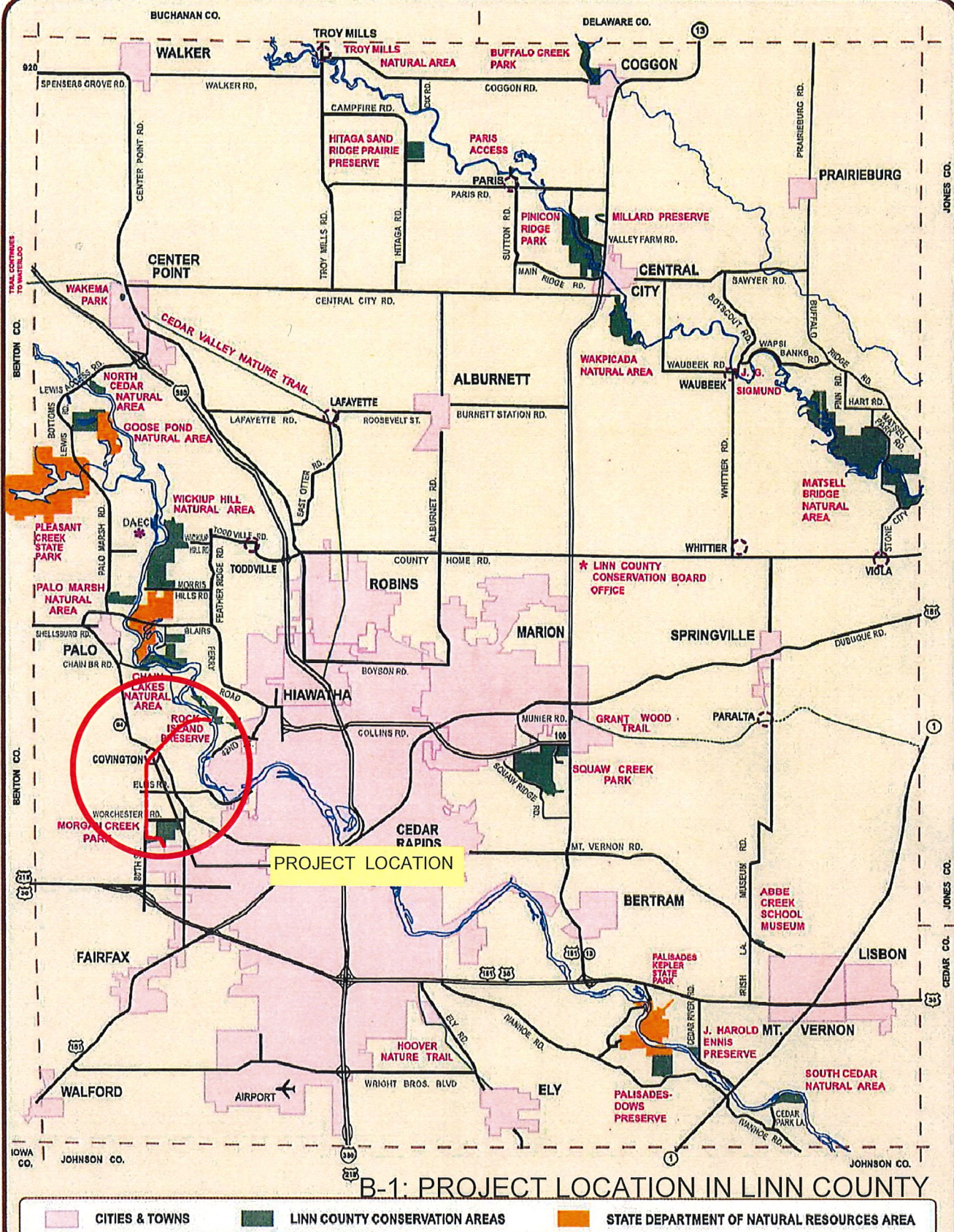
BY: [Signature] aye: ☒ nay: ☐ absent: ☐ abstaining: ☐
John L. Hanson, Secretary

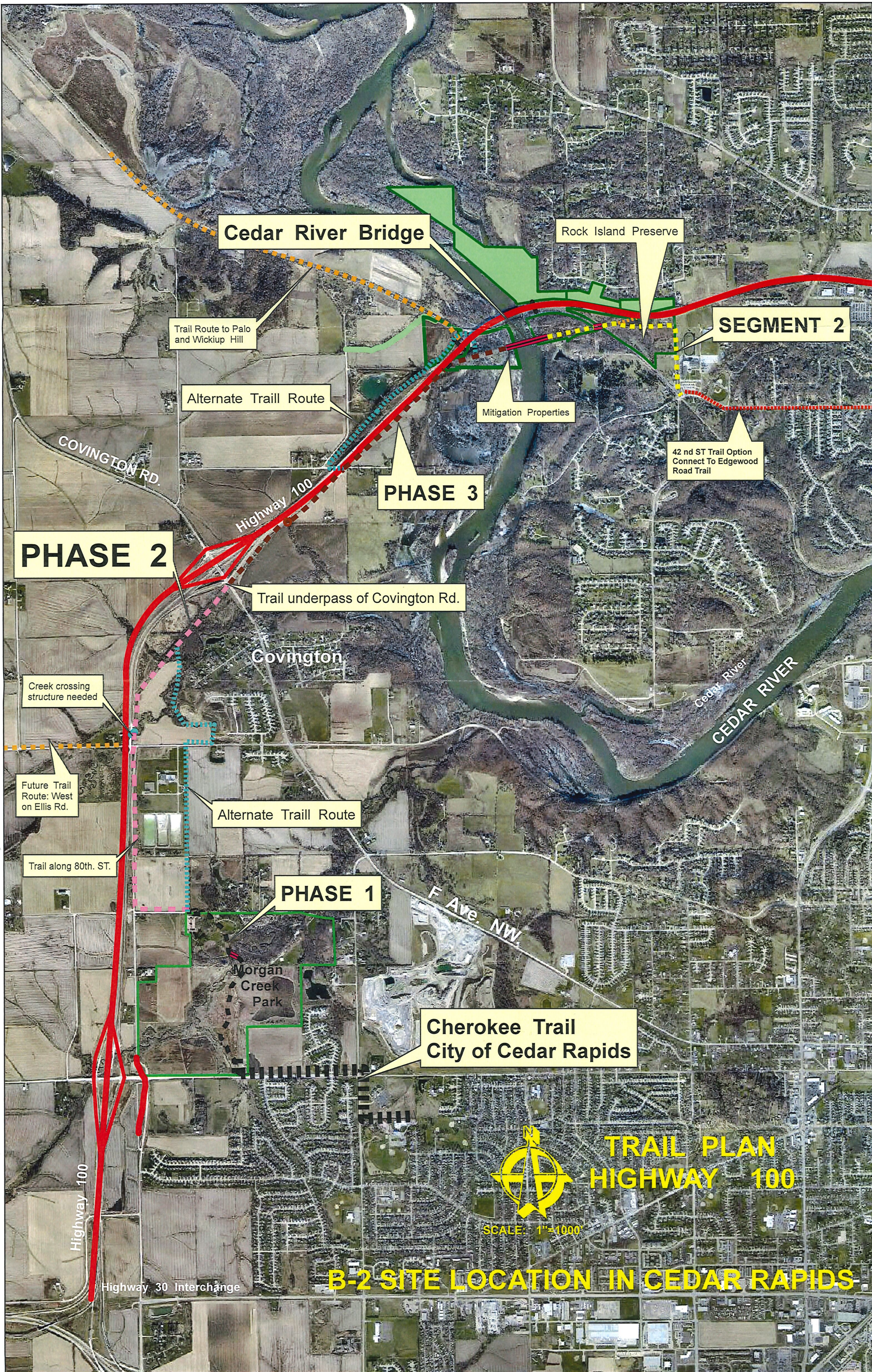
BY: [Signature] aye: ☒ nay: ☐ absent: ☐ abstaining: ☐
George F. Kanz, member

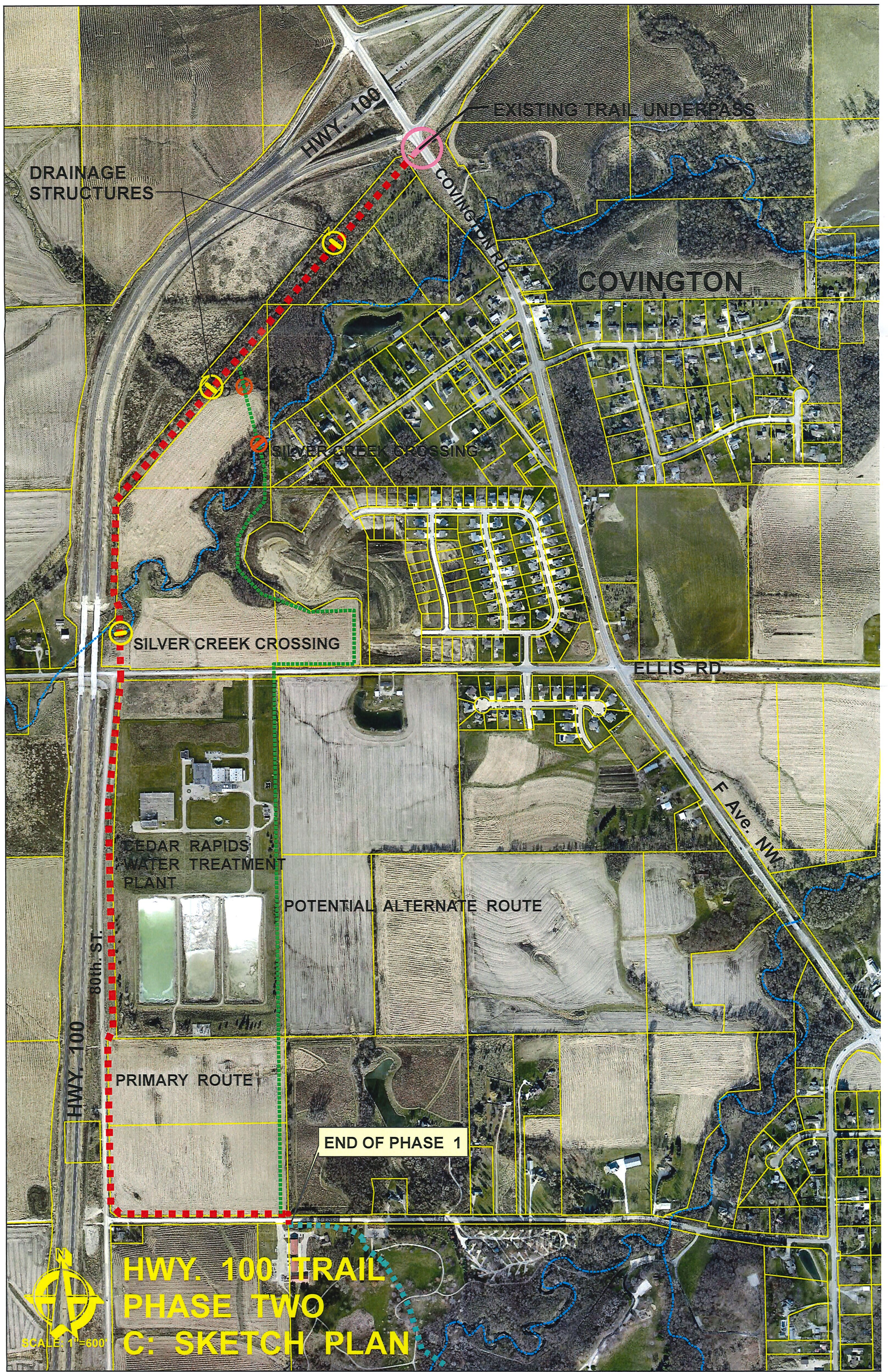
BY: _____ aye: ☐ nay: ☐ absent: ☒ abstaining: ☐
Hillary Hughes, member

SEAL

Linn County Conservation Parks, Preserves and Natural Areas







DRAINAGE
STRUCTURES

EXISTING TRAIL UNDERPASS

COVINGTON

SILVER CREEK CROSSING

SILVER CREEK CROSSING

ELLIS RD

F Ave. NW

CEDAR RAPIDS
WATER TREATMENT
PLANT

POTENTIAL ALTERNATE ROUTE

PRIMARY ROUTE

END OF PHASE 1

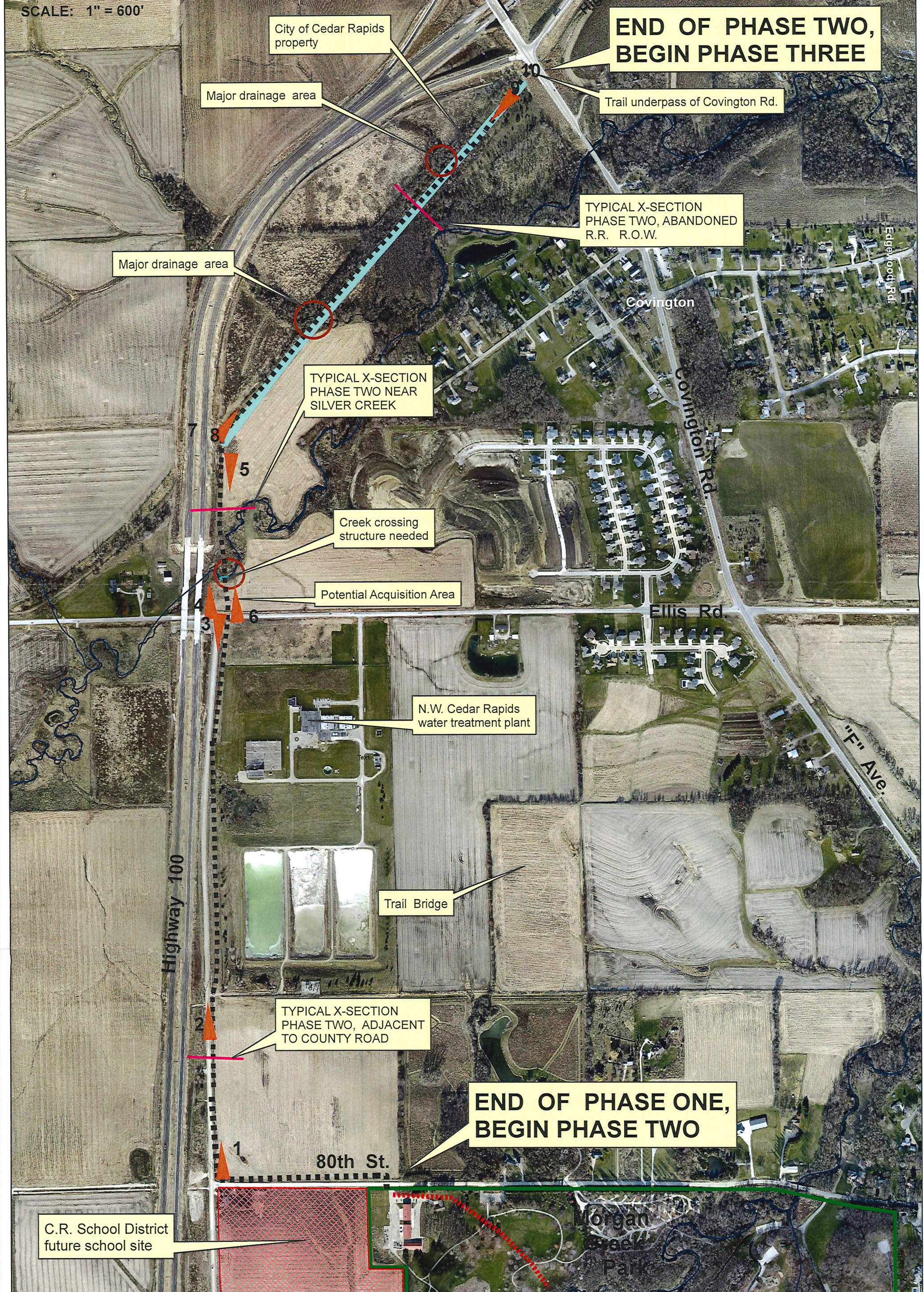
HWY. 100 TRAIL
PHASE TWO
C: SKETCH PLAN





LINN COUNTY CONSERVATION HIGHWAY 100 TRAIL, SEGMENT 4, PHASES 2 PHOTO LOCATION MAP

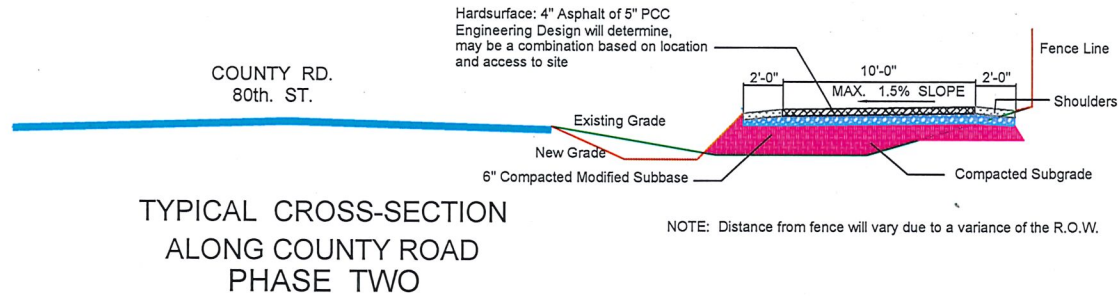
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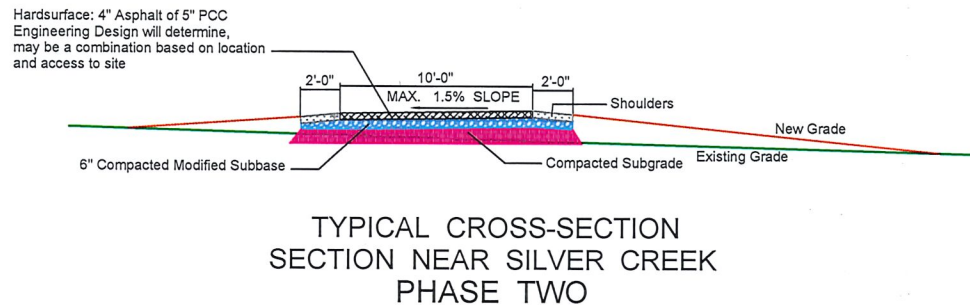
C-2:

TYPICAL CROSS-SECTIONS FOR THE MAJORITY OF THE TRAIL IN PHASE 2

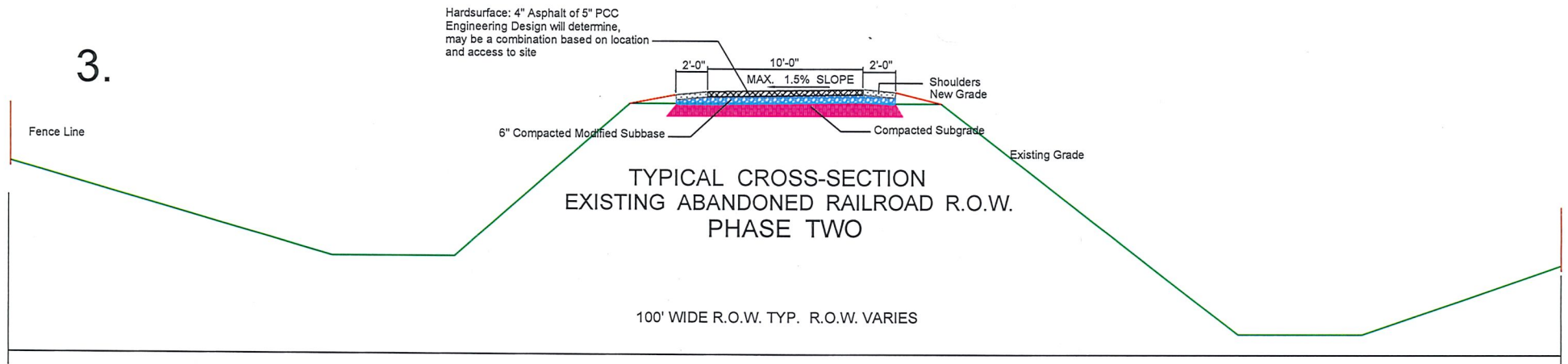
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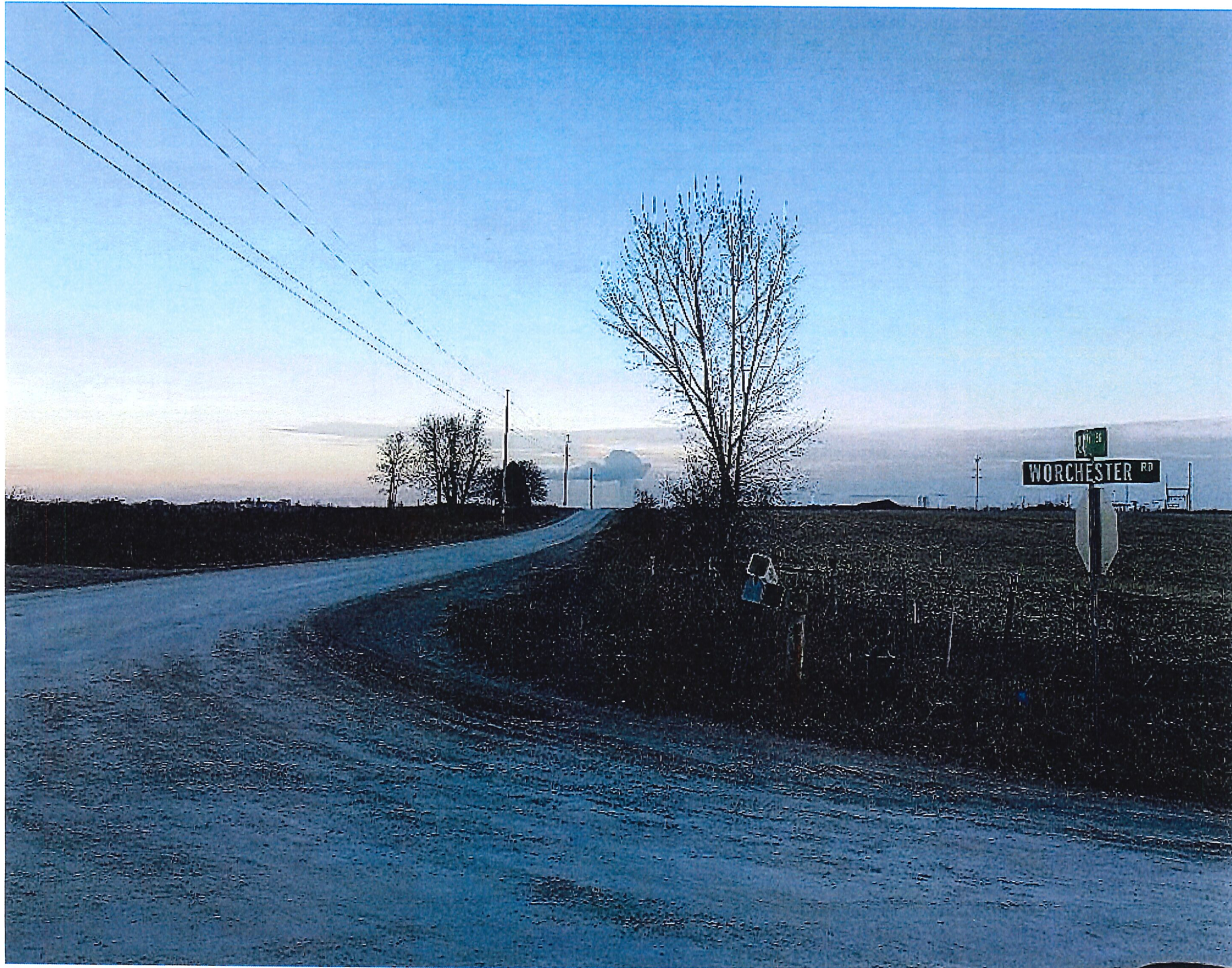
2.



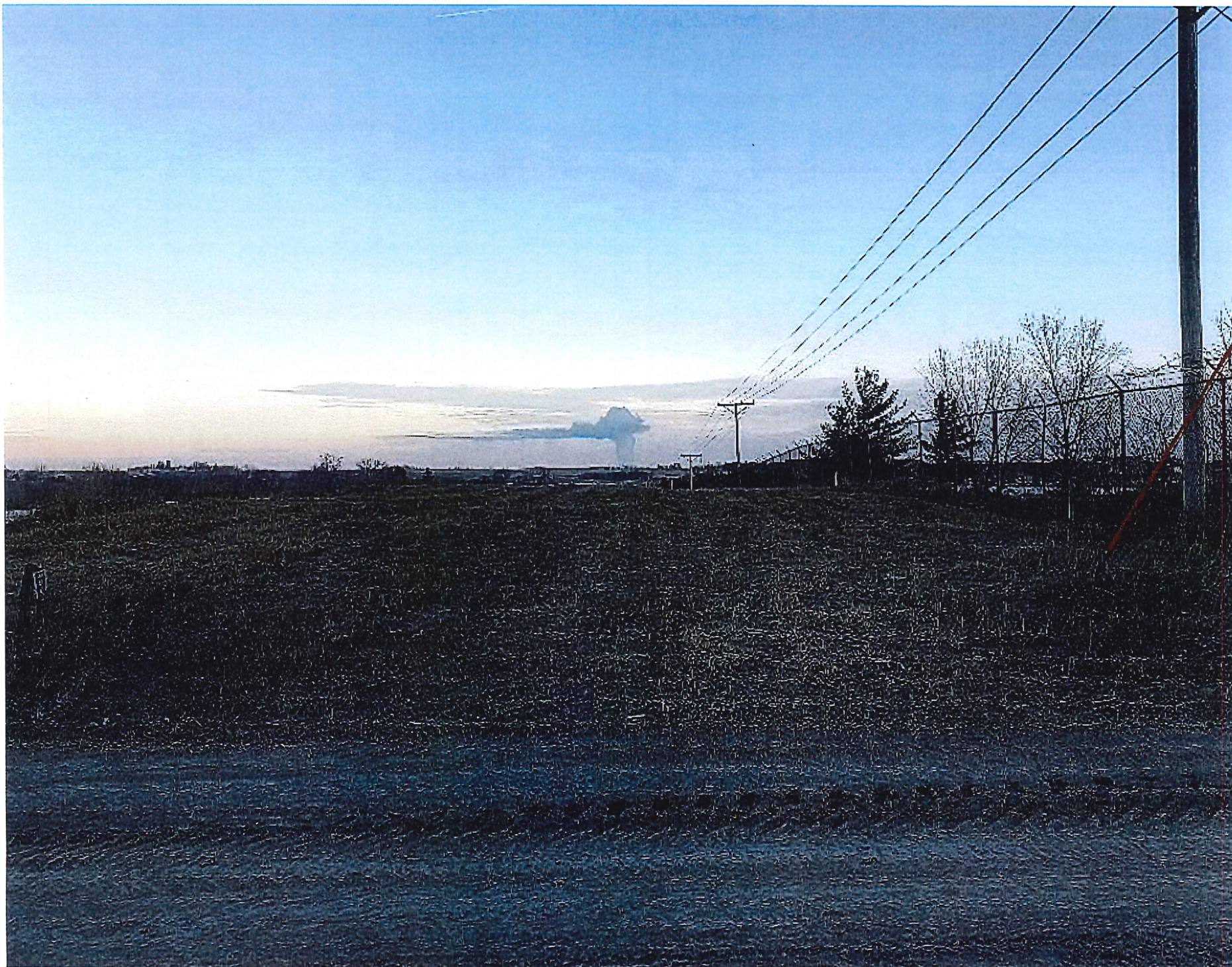
3.



D: PHASE TWO - PHOTOS



2





EL



4



5



6

7







10



Attachment A - Funding Requests

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Project Name

Tower Terrace Road from I-380 to 700’ East of North Center Point Road Pavement Reconstruction

Project Sponsor (If more than one, please list all and indicate lead sponsor)

City of Hiawatha

Contact Person

Name **John Bender**
 E-mail **jbender@hiawatha-iowa.com**
 City **Hiawatha**
 Phone # **319-393-1515 x511**
 Street Address **101 Emmons Street, Hiawatha, IA 52233**

Project Description

Reconstruct existing 2-lane rural pavement to an urban 4-lane divided roadway section. It includes PCC pavement, medians, storm sewers, water main relocation, a 5’ wide sidewalk, a 10’ wide trail, and a roundabout at the intersection of Tower Terrace Road with N. Center Point Road.

Purpose & Need Narrative

The proposed pavement reconstruction and widening is needed to support substantial traffic growth that is anticipated after completion of the new interchange with Interstate 380. The Tower Terrace Road Interchange Justification Report shows that peak hour traffic through the intersection of Tower Terrace Road and N. Center Point Road is expected to grow nearly 5 times the existing volume by 2040 with the new interchange.

Project Score (Please see Attachment C)

218.85

Project Readiness

ROW	Additional ROW will be needed along the south side of Tower Terrace Road. The project will be designed to avoid property impacts to the existing mobile home park on the north side of the road.
Environmental	This project will not require full federal NEPA clearance. Environmental work on the project has been initiated and anticipated to be completed within the next year.
Local Match	All local funds have been secured by the City of Hiawatha. Local funding includes a 20% match for construction, as well as 100% of all design engineering, construction engineering, and ROW acquisition.
Public Engagement	The City of Hiawatha has had individual correspondence with each of the adjacent property owners to obtain feedback on the proposed



improvements. One property owner expressed concern about the proposed roundabout and the ability for his large trucks to get through it. It was explained to the property owner that the roundabout would be designed to accommodate large trucks. The owner of the mobile home park expressed concern about losing several lots with the original concept plan for these improvements. The plan has been modified to avoid property acquisitions from that property owner. Additional formal meetings will be conducted with the public during the design phase of the project.

Project Schedule (MM/YYYY)

Design	Start Date 4/2019	Completion Date 12/2020
ROW Acquisition	Start Date 10/2019	Completion Date 10/2020
Environmental	Start Date 4/2019	Completion Date 7/2020
Construction	Start Date 5/2021	Completion Date 9/2022

NOTE: All trail projects require [Iowa DOT form 240004 \(10-17\)](#) in addition to this application.



Attachment A - Funding Requests (Continued)

Application Form for Increasing Funds to an Existing Project

Please refer to the “Requirements” section on pages 3 – 4 for guidance.

Note: please round all funding request to the nearest \$1,000.00

Project Name

Tower Terrace Road from I-380 to 700' East of North Center Point Road Pavement Reconstruction

Original Amount Awarded from the MPO

\$ 388,000 FFY Awarded 2023

New Funding Requested for Planning and Engineering (Leave blank if no new funding is requested)

\$ FFY Requested

New Funding Requested Right-of-Way (Leave blank if no new funding is requested)

\$ FFY Requested

New Funding Requested for Construction (Leave blank if no new funding is requested)

\$ 2,954,000 FFY Requested 2023

Total Additional Funding Requested

\$ 2,954,000 FFY Requested 2023

New Estimated Total Project Cost (Includes the federal 80% requested above and the 20% local match)

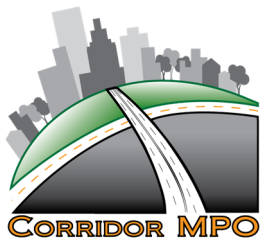
\$ 5,099,000

Project costs and requests should be inflated to the year that funding is requested at a rate of 5% per year. Please document this inflation on your cost estimates indicated on Attachment F.

Available Funding:

- FFY21 - \$184,000 available for roads; \$472,000 available for trails; \$73,000 available for transit
- FFY22 - \$0 available for roads; \$222,000 available for trails; \$0 available for transit
- FFY23 - \$213,000 available for roads; \$127,000 available for trails; \$85,000 available for transit
- FFY24 - \$2,776,000 available for roads; \$1,665,000 available for trails; \$1,110,000 available for transit
- **Total available for roads: \$3,173,000; Total for trails: \$2,486,000; Total for transit: \$1,268,000**

➤ There is a total of **\$733,000 in STBG – TAP** that may be used in any year.



Attachment B

Connections 2040 Design Factors

Required Information

In compliance with the Corridor MPO's Long Range Transportation Plan, Connections 2040, design characteristics need to correspond with those listed in Chapter 7 of Connections 2040. Variances from Chapter 7 are allowed with the Transportation Technical Advisory Committee's (TTAC) approval or an official design exception granted from the Iowa Department of Transportation (depending on the nature of the exact design specifications planned for the project).

Please fill in the design factors that will be used for your project below.

What basic set of design factors will be used for this project? (see page 7-11 of Connections 2040 for guidance)

Base Design Factor Used (click for dropdown list): Rural Road

Please list the typical dimensions used in your project (deviations from the typical cross section do not need to be listed here):

Posted Speed:	35 mph
Parking Width (If provided):	N/A
Transit - Is the project on a bus route? If so what accommodations will be provided?	No
Number and Width of Through Travel Lanes:	4-11'
Median Width (If provided):	17'
Sidewalk - Is this residential or commercial area? How wide will the sidewalks be?	Residential 10' wide (trail)
Bicycle - Is the project area designated for bikeways in a local plan? What, if any, bikeways will be provided?	Yes 10' wide trail
Roadway Width (Back of Curb to Back of Curb):	69'
Public Frontage Width:	6'
Curb Offset (All Curbs):	2'
Sidewalk Distance from Right of Way Line:	2'
Is this a Truck Route?	Yes
Will an Integral Curb and Gutter be used?	Yes
Will Durable Pavement Markings be used?	Yes
Are any design exceptions required from Iowa DOT?	No
Are any design variances required from TTAC?	No

Opinion of Probable Cost
Tower Terrace Road Pavement Reconstruction
From I-380 to 700' East of North Center Point Road

No.	ITEM	QTY	UNIT	UNIT COST	ITEM TOTAL
1	Clearing & Grubbing	1	LS	\$12,000	\$12,000
2	Excavation	13,600	CY	\$15	\$204,000
3	Storm Sewer	3,670	LF	\$100	\$367,000
4	Intakes and Manholes	21	EA	\$5,500	\$115,500
5	Subdrain	5,970	LF	\$15	\$89,550
6	PCC Pavement	18,030	SY	\$80	\$1,442,400
7	Sidewalk/ Trail Pavement	2,820	SY	\$55	\$155,100
8	Pavement Removal	13,540	SY	\$10	\$135,400
9	Roundabout Lighting	1	LS	\$68,000	\$68,000
10	Traffic Control	1	LS	\$60,000	\$60,000
11	Seeding & Mulching	1	LS	\$15,000	\$15,000
12	Erosion Control	1	LS	\$25,000	\$25,000
13	Mobilization	1	LS	\$150,000	\$150,000
14	Pavement Markings	1	LS	\$25,000	\$25,000
Construction Sub-Total					\$2,863,950
Contingency 20%					\$572,790
Construction Total					\$3,436,740
Design and Construction Engineering					\$687,000
Right-of-Way Acquisition					\$71,000
Inflation (5%/year for 4 years)					\$904,000
TOTAL OPINION					\$5,099,000

RESOLUTION NO. 19-250

City Council

RESOLUTION OF SUPPORT FOR NON-TRAIL PROJECTS

WHEREAS, the City of Hiawatha, Iowa is applying to the Corridor Metropolitan Planning Organization for \$2,954,000 of additional federal Surface Transportation Block Grant (STBG) to reconstruct Tower Terrace Road from I-380 to approximately 700' east of North Center Point Road, and

WHEREAS, the City has the legal jurisdiction and authority to construct, finance, operate, and maintain the proposed facility within Hiawatha, and


NOW, THEREFORE, BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF HIAWATHA, IOWA, as follows:

1. That the City of Hiawatha, Iowa agrees to conform with the regulations, statutes, terms, and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That the City commits to provide the matching funds of \$1,757,000 proposed in the funding application contingent upon award, and acceptance, of federal STBG funding for the above-mentioned project. The City of Hiawatha is under no obligation to perform said project if Hiawatha's application for funding is not approved.
4. That if federal STBG or TA funds are approved for the above-mentioned project, the required local matching funds will be included in the future Capital Improvements Program, and the City will adequately maintain the project for its intended public use for a minimum of twenty years following completion.

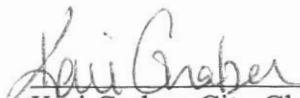
AYES: Rob Archibald, Aime Wichtendahl, Dick Olson, Dennis Norton, Steve Dodson

NAYS: None

PASSED AND APPROVED this 18th day of December, 2019.


Bill Bennett, Mayor

ATTEST:


Kari Graber, City Clerk

Location Map



Photos



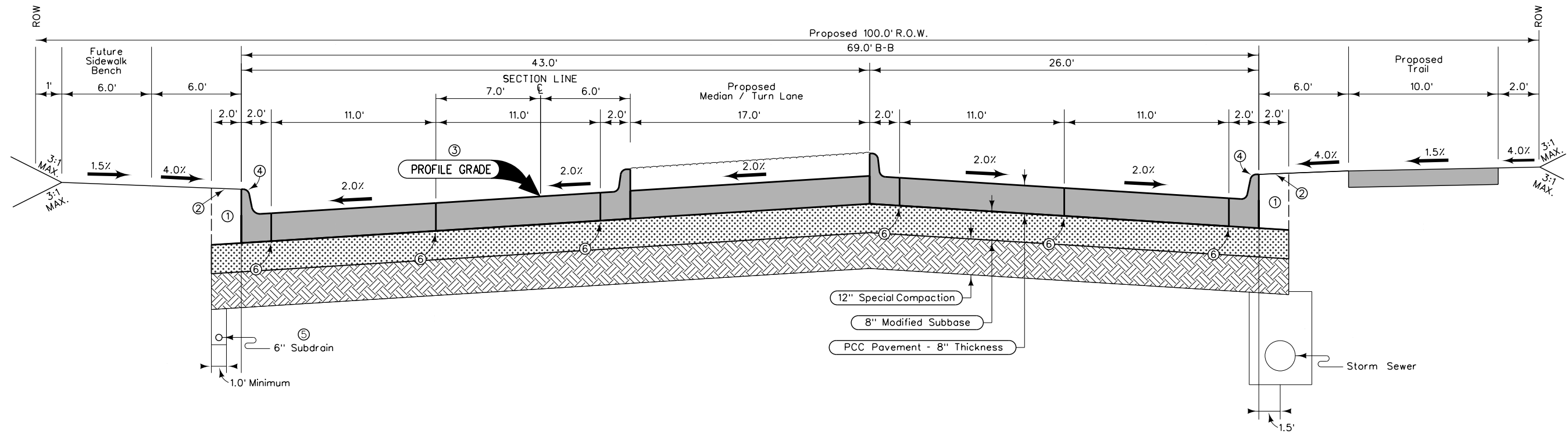
Tower Terrace Road - Looking West from N. Center Point Road



Tower Terrace Road - Looking East near West Project Limits

- ① Excavate and backfill 2.0'
- ② Earth Shoulder Finishing
- ③ Refer to cross sections for additional information
- ④ 6" standard curb.
- ⑤ Omit subdrain where longitudinal storm sewer is installed along roadway.
- ⑥ KT-2 or L-2 joint

Notes:
Normal sections shown may be appropriately modified for areas specifically designated by the Engineer, such as intersections.



TYPICAL CROSS SECTION - TOWER TERRACE ROAD
4-LANE RECONSTRUCTION
PCC PAVEMENT WITH CURBS

