



Smarter Transportation, Better Community

101 First Street SE
Cedar Rapids, Iowa 52401
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corridormpo@corridormpo.com
www.corridormpo.com

MEETING NOTICE AND AGENDA

Corridor Metropolitan Planning Organization Executive Committee

Jean Oxley Linn County Public Service Center - Conference Room 3A/3B

935 Second Street SW, Cedar Rapids, IA

Wednesday, February 12, 2020 at 8:30 AM

Roll Call

Public Comment Period

Action/Discussion Items

1. Approve Minutes – January 8, 2020. [ATTACHED](#)
2. FFY21-24 TIP Transit Projects – Liz Darnall. [APPLICATIONS ATTACHED](#)
 - Informational item to provide overview of transit projects:
 1. 2 Fixed-Route Replacement Buses
 2. Paratransit Replacement Buses
 3. Edgewood Road Stops and Sidewalks
3. FFY21-24 TIP Trail Projects – Brandon Whyte. [APPLICATIONS ATTACHED](#)
 - Informational item to provide overview of trail projects:
 1. Wiley Boulevard Sidepath Phase 1
 2. Sac & Fox Trail Extension – Segment 1
 3. Edgewood Trail from Glass to Blairs Ferry
 4. West Prairie Creek Trail – Phase 1
 5. West Main Street Trail
 6. Highway 100 Trail
4. FFY21-24 TIP Road Projects – Hilary Hershner. [APPLICATIONS ATTACHED](#)
 - Informational item to provide overview of road projects:
 1. Tower Terrace Road from east I-380 to N. Center Point Road
 2. Tower Terrace Road west of I-380
 3. 7th Avenue from 12th Street to 22nd Street
5. STBG and TAP Funding Trend Analysis and Solutions Follow-Up – Brandon Whyte
 - Discussion item

Reports/Member Updates

Next Executive Committee Meeting

- March 11, 2020 at 8:30 am – Robins City Hall – Council Chambers, 265 S. 2nd Street, Robins, IA

Anyone who requires an auxiliary aid or translation service for effective communication, or a modification of policies or procedures to participate in a MPO program, service, or activity, should contact Hilary Hershner at (319) 286-5161 or email h.hershner@corridormpo.com as soon as possible, but no later than 48 hours before the event. This public announcement satisfies Section 5307 program of projects requirements for transit project public review and comment.



CORRIDOR MPO EXECUTIVE COMMITTEE MEETING MINUTES
Training Room Cedar Rapids City Hall, 265 S Second St, Robins
Wednesday, January 8, 2020 at 8:30 AM

Member	Present	Not Present	Notes
Chuck Hinz	X		
Scott Olson	X		
Bill Bennett	X		
Bernie Frieden		X	
Nick AbouAssaly		X	
Brent Oleson	X		
Eric Van Kerckhove	X		
Jeff Horne		X	Mayor Eldy Miller

MPO Staff Present: Hilary Hershner, Elizabeth Darnall, Brandon Whyte, & Bill Micheel

Non-MPO Staff Presenter: Kesha Billings

Chairperson Hinz called the meeting to order at 8:31AM.

Roll Call was answered with five (5) members present.

Public Comment Period

There were no public comments.

AGENDA

Action/Discussion Items

1. Approve Minutes – November 13, 2019

Eldy Miller motioned to approve the November 13, 2019 Executive Committee minutes. Bill Bennett seconded. The motion passed unanimously.

2. Nominate Chairperson and Vice-Chairperson

Brent Oleson motioned to approve the recommendation of Chairperson Scott Olson and Vice-Chairperson Chuck Hinz for Policy Board 2020. Bill Bennett seconded. The motion passes unanimously.

3. Re-phasing of Tower Terrace Road Interchange Projects

Brandon Whyte shared that the Corridor MPO pledged \$4,000,000 in MPO funds and \$1,000,000 in local funds to the interchange project on Tower Terrace Road. The award notice has grouped the three projects (Tower Terrace Road Interchange at I-380; Tower Terrace Road Interchange Western Phase; Tower Terrace Road Interchange Eastern Phase) into three phases of this overall project of the re-phasing of Tower Terrace Road Interchange. MPO funds can be moved interchangeable within the different phases. There was discussion among MPO Staff and the Committee regarding the whether the length of the projects change, costs of the projects, which funding is interchangeable, and the language of the notice of the award.

Scott Olson motioned to recommend the approval regarding the language and the notice of award. Seconded by Chuck Hinz. The motion carried.

4. Adoption of FHWA Title VI Plan

Hilary Hershner shared a presentation on the Federal Highway Administration (FHWA) Title VI Plan Adoption. She shared that the FHWA Title VI Plan outlines the Title VI policy, standard assurances, and complaint procedure. There was no discussion.



Brent Oleson motioned to recommend approval of FHWA Title VI Plan to the Policy Board. Seconded by Bill Bennett. The motion carried.

5. Amendment to Title VI Complain Procedure in FTA Title VI Plan

Hilary Hershner shared a presentation on the Federal Transit Administration (FTA) Title VI Plan Amendment. She shared MPO Staff had to update the Complaint Procedure to the Title VI Plan. MPO Staff made the change to when a complaint is received, MPO Staff would log the complaint and forwarded it to the Iowa DOT. Then the FTA would determine whether the MPO or the Iowa DOT would handle the investigation. There was discussion among Ms. Hershner and the Committee regarding what types of complaints could be filed related to the Title VI Plan and whether or not the MPO has received any.

Eric Van Kerckhove motioned to recommend approval of the amendments to the FTA Title VI Plan to the Policy Board. Seconded by Eldy Miller. The motion carried.

6. Amendment to PPP for MPO Staff to open Public Comment Periods

Hilary Hershner shared a presentation on Public Participation Plan (PPP) Amendments. Ms. Hershner stated that currently, the PPP notes that only Executive Committee or Policy Board may open public comment periods for the MPO which would require an official meeting. The Amendment would allow for Corridor MPO Staff to open public comment periods instead of Policy Board or Executive Committee. MPO Staff would then notify the Board and Committee at the next meeting that a public comment period was opened. There was discussion among the Committee about notifying Board and Committee members via email instead of at the next meeting.

Eldy Miller motioned to recommend to approve the PPP amendment to allow CMPO staff to open public comment periods with the added note of MPO Staff will email Board and Committee members when they open a public comment period. Seconded by Bill Bennett. The motion carried.

Reports/Member Updates

Mayor Chuck Hinz shared that the City of Robins Snow Removal Policy was recently updated.

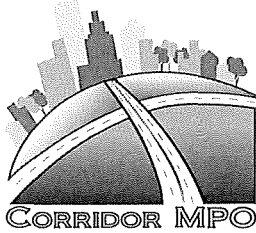
Adjournment

Bill Bennett moved to adjourn the meeting at 9:05 am; seconded by Eldy Miller. The motion carried.

Respectfully Submitted,

Amy Cannon, Administrative Assistant II
Community Development

Corridor Metropolitan Planning Organization - FFY21-FFY24 Transportation Improvement Program (TIP) Funding Requests												
TRANSIT Applications Received - December 13, 2019												
Requestor	Project	Project Description	Estimated Total Cost for Project	MPO Funding Previously Allocated to Project	Total Amount Requested	Funding Amount Requested FFY21	Funding Amount Requested FFY22	Funding Amount Requested FFY23	Funding Amount Requested FFY24	Project Score	Expected Construction Completion	Percentage of MPO Funding in Project (IF APPROVED)
Cedar Rapids Transit	2 Fixed-Route Replacement Buses	Purchase of two (2) heavy-duty replacement buses for fixed-route service	\$ 1,116,320	\$ -	\$ 893,000	\$ -	\$ -	\$ -	\$ 893,000	82	10/1/2024	80%
Cedar Rapids Transit	Paratransit Bus Replacement	Purchase of one (1) medium-duty replacement bus for the ADA paratransit service	\$ 215,000	\$ -	\$ 172,000	\$ -	\$ -	\$ -	\$ 172,000	82	10/1/2024	80%
City of Cedar Rapids	Edgewood Road Stops and Sidewalks (16th Ave SW to O Ave NW)	Installation of new sidewalks along the east and west sides of Edgewood Road, 4 concrete bus pads with benches, and 2 shelters. Project includes all required ADA sidewalk ramps and street crossing improvements at intersections and at existing and proposed bus stops along the route. This project will add 1 mi of new sidewalk along a key arterial road in Cedar Rapids. Project does not include repair of existing sidewalk or sidewalk ramps.	\$ 554,000	\$ 129,000	\$ 314,000	\$ 10,000	\$ -	\$ -	\$ 304,000	50	8/1/2023	80%
Totals:			\$ 1,885,320	\$ 129,000	\$ 1,379,000	\$ 10,000	\$ -	\$ -	\$ 1,369,000			
Available Now:					\$ 1,423,000	\$ 63,000	\$ 165,000	\$ 85,000	\$ 1,110,000			
* Difference					\$ 44,000	\$ 53,000	\$ 165,000	\$ 85,000	\$ (259,000)			



Smarter Transportation, Better Community

Attachment A - Funding Requests

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

Project Name

Fixed-Route Replacement Buses

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

Cedar Rapids Transit

Contact Person

Name **Brad DeBrower**
 E-mail **b.debrower@cedar-rapids.org**
 City **Cedar Rapids**
 Phone # **319-286-5560**
 Street Address **427 8th St NW**

Project Description

Purchase of two (2) heavy-duty replacement buses for the fixed-route service

Purpose & Need Narrative

This project will include the purchase of two (2) heavy-duty, ADA-accessible, fixed-route buses to replace buses that exceed their 12-year useful life threshold. The purchase of these replacement buses will provide improved reliability, passenger and driver safety and comfort, and operating and maintenance efficiencies.

Project Score (Please see Attachment C)

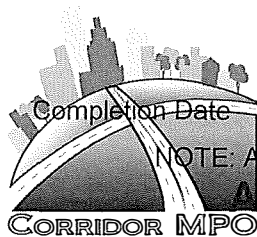
82

Project Readiness

ROW	NA
Environmental	NA
Local Match	Yes
Public Engagement	Yes

Project Schedule (MM/YYYY)

Design	FY24	Start Date FY24
ROW Acquisition	Start Date FY24	
Environmental	Start Date FY24	Completion Date FY24
Construction	Start Date FY24	Completion Date FY25



Completion Date

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

Attachment A - Funding Requests (Continued)

Smarter Transportation, Better Community

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

Fixed-Route Replacement Buses

Funding Requested for Planning and Engineering

\$ 0000 FFY Requested 0000

Funding Requested Right-of-Way

\$ 0000 FFY Requested 0000

Funding Requested for Construction

\$ 893,000 FFY Requested FY24

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

\$ 893,000

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

\$ 1,116,320

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; \$15,000 available for trails; \$10,000 available for transit
- FFY22 - \$0 available for roads; \$0 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: \$1,680,000; 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 F

Project Name: FY24 Fixed-Route Bus Replacement

Using the Iowa DOT FY20 Programming Guidance for Transit Vehicles as the unit price of \$459,200 plus a 5%/year cost increase.						
Item #	Item Description	Quantity	Unit \$	Total \$	80% Amount	Requested Amount
1	Heavy-Duty Bus	2	\$ 558,160	\$ 1,116,320	\$ 893,056	\$ 893,000

FY 2020 Programming Guidance for Transit Vehicles

Vehicle type	Standard description	Typical capacities (seats/wheelchairs)	Ceiling* for federal participation	Federal replacement threshold
Minivan	Minivan	3/1, 1/2	85% of \$ 52,500	4 yr./100,000 mi.
Non-ADA standard minivan	Non-ADA standard minivan	6	80% of \$ 38,750	4 yr./100,000 mi.
Conversion van**	Conversion van	8/1, 4/2	85% of \$ 54,600	4 yr./100,000 mi.
Non-ADA standard van**	Non-ADA standard van	14	80% of \$ 38,850	4 yr./100,000 mi.
Light-duty (LD) bus (138" wb)	138" LD bus	8/1, 4/2	85% of \$ 83,000	5 yr./150,000 mi.
Non-ADA LD bus (138" wb)	Non-ADA 138" LD bus	13	80% of \$ 69,500	5 yr./150,000 mi.
Light-duty bus (158" -170" wb)	158" LD bus	13/1, 6/2	85% of \$ 85,100	5 yr./150,000 mi.
Non-ADA LD bus (158" - 170" wb)	Non-ADA 158" LD bus	17-21	80% of \$ 71,500	5 yr./150,000 mi.
Light-duty bus (176" wb)	176" LD bus	14/2, 10/3	85% of \$ 90,500	5 yr./150,000 mi.
Non-ADA LD bus (176" wb)	Non-ADA 176" LD bus	25	80% of \$ 76,750	5 yr./150,000 mi.
Medium-duty (MD) bus (to 28 ft.)	28' MD bus	12/2, 8/3	85% of \$ 177,450	7 yr./200,000 mi.
Medium-duty bus (29-32 ft.)	30' MD bus	13/2, 10/3	85% of \$ 182,800	7 yr./200,000 mi.
Medium-duty bus (33-36 ft.)	35' MD bus	17/2, 14/3	85% of \$ 209,100	7 yr./200,000 mi.
Medium-duty bus (37-42 ft.)	40' MD bus	21/2, 18/3	85% of \$ 232,200	7 yr./200,000 mi.
Heavy-duty (HD) bus (26-29 ft.)	26' HD bus	18/2, 14/3	85% of \$ 399,300	10 yr./350,000 mi.
Heavy-duty bus (30-34 ft.)	30' HD bus	26/2, 22/3	85% of \$ 451,800	10 yr./350,000 mi.
Heavy-duty bus (35-39 ft.)	35' HD bus	34/2, 30/3	85% of \$ 459,200	12 yr./500,000 mi.
Heavy-duty bus (40-42 ft.)	40' HD bus	42/2, 38/3	85% of \$ 483,300	12 yr./500,000 mi.

Note: Percentages may be different depending on the grant

Diesel engine: included in ceiling for HD and MD buses; but add \$8,000 to programmed cost for LD buses. [Be sure to list "diesel" in project description.] Alternate fuel engine: add funding required to ceiling shown and justify cost increase separately for compressed natural gas (CNG), liquid natural gas (LNG), or other clean air engine/features.

Low-floor: included in ceiling for HD buses; but, for purchasing MD buses, add \$75,000 to programmed cost. If purchasing LD buses, add \$50,000.

Urban fixed-route configuration: included in ceiling for HD buses; but, for purchasing farebox, light-emitting diode (LED) destination signs, passenger signal devices(s), PA system, and standee grab bars add \$7,000 to programmed cost for LD and MD buses.

Vehicle surveillance systems: If a vehicle will be equipped with an expansion (not replacement) digital video and audio surveillance system, the program ceiling for that vehicle type should be increased: 1) for van type vehicles that will be equipped with at least two cameras by \$2,500 (\$2,125 federal); 2) for LD buses that will be equipped with at least four cameras by \$4,000 (\$3,400 federal), by at least six cameras by \$6,000 (\$5,100 federal); and 3) for MD/HD buses that will be equipped with at least six cameras by \$8,000 (\$6,800 federal) and with at least eight cameras \$10,000 (\$8,500 federal).

Body styling upgrades: Each program ceiling shown is for a standard revenue vehicle. Body styling upgrades (e.g., trolley; BRT styling) are allowed as a separate line item in the TIP. Such upgrades must use local, formula, STP or other funds rather than statewide Section 5339 funding.

Vehicle rehabilitation (rehab): may be programmed for any revenue vehicle at 30 percent of new cost (i.e. SFY 2015 ceiling with 80 percent federal participation, if vehicle has met minimum FTA replacement (repl) threshold. Once rehabbed, a vehicle's replacement threshold will be 50 percent of the federal replacement threshold for a new vehicle.

*Ceilings shown reflect that each vehicle programmed must be equipped to meet ADA, unless it is specifically described and justification is provided for the vehicle to be "Non-ADA". Section 5339 funds will not be used toward Non-ADA vehicle purchases. Two-way radio purchase/transfer, vehicle inspection and make ready costs, as well as factory visit costs are also eligible expenses under these ceilings.

** Conversion and standard vans with wheelbases of 127" to 148" are not recommended for "like kind" replacement or fleet expansion under Iowa DOT administered grants. NHTSA has issued warnings about the safety of conversion and standard vans. Some insurance carriers have also increased premiums, or may deny coverage, on these types of vehicles. As such, transit systems planning to purchase replacements for such vehicles are permitted/encouraged to program a minivan or a light duty bus instead.

Price adjustments for future program years: Vehicle type replacement values are adjusted annually based upon a 3 year average of the Producer Price Index, with the discretion of the Office of Public Transit to make adjustments as deemed necessary (Producers Price Index (PPI) category #WPU1413, Transportation Equipment, Truck and Bus Bodies)

RESOLUTION NO. 1397-11-19

WHEREAS, the Corridor MPO is soliciting applications from member jurisdictions for federal funding for eligible roads, trails, and transit projects for Federal Fiscal Year 2024, and

WHEREAS, the City of Cedar Rapids, doing business as Cedar Rapids Transit, has a need to replace buses that are used in the fixed-route transit and ADA paratransit services, and

WHEREAS, Cedar Rapids Transit is applying to the Corridor MPO for \$1,065,000 in funds from FFY24 for the purchase of two heavy-duty buses and one medium-duty bus to replace buses that exceed their federal replacement thresholds, and

WHEREAS, the City of Cedar Rapids has the legal jurisdiction and authority to purchase, operate and maintain the proposed capital projects, has sufficient non-federal funds to provide the local match for capital projects, and will have the funds to operate and maintain the buses as purchased under this project.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR RAPIDS, IOWA that Cedar Rapids Transit is authorized on behalf of the City of Cedar Rapids to apply for transportation funds to the Corridor Metropolitan Planning Organization as follows:

1. The City agrees to conform with the regulations, statutes, terms, and conditions described in the application and instructions.
2. The City will comply with the conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. The City commits to provide the matching funds as proposed in the funding application contingent upon award, and acceptance, of federal funding.
4. The City is under no obligation to perform the project if the application for funding is not approved.
5. If federal funds are approved for the project, the City will include the required local matching funds in its Capital Improvements Program, and the City will adequately maintain the buses through their respective federal replacement thresholds.


Passed this 5th day of November, 2019.

Voting: Council member Olson (Tyler) moved the adoption of the resolution; seconded by Council member Hoeger. 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

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. PROJECT APPLICANT(S): Cedar Rapids Transit

(Please reference Application Guideline #1.)

2. PROJECT NAME: Fixed-Route Replacement Buses

(Please reference Application Guideline #2.)

3. PROJECT DESCRIPTION: This project will include the replacement of two (2) heavy-duty, ADA-accessible, fixed-route buses per year. The replacement of two buses per year will allow us to keep our fleet in a state of good repair by establishing a consistent replacement program for the bus fleet and ensuring that buses are replaced within a few years after reaching their 12-year useful life threshold. The state of good repair goal will be to replace the buses prior to them reaching 15 years of age.

(Please reference Application Guideline #3.)

4. PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON: The newest buses are placed on the highest ridership routes.

(Please reference Application Guideline #4.)

5. COSTS TO COMPLETE PROJECT: \$950,000

(Please reference Application Guideline #5.)

6. TIMEFRAME FOR COMPLETION: — 2021 to 2024 ☒ — 2025 to 2029 ☒ — 2030 to 2040 ☒

(Please reference Application Guideline #6.)

7. TRANSIT SPECIFIC QUESTIONS:

(Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☒
- Does the project include support equipment?* ---Yes ☐
- Does the project enhance existing equipment amenities?** ---Yes ☐
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. Yes - approximately \$50,000/bus/year in operating and maintenance costs
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. Yes - approximately \$50,000/bus/year in operating and maintenance costs

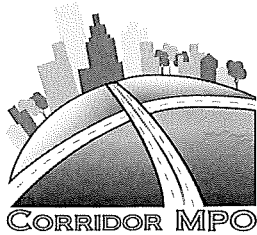
- Does the project include any of the following? Please mark yes by each improvement included in the project.

- | | | |
|---|--------|-------------------------------------|
| ➤ Project includes addition of new sidewalk connection or fills gap | ---Yes | <input type="checkbox"/> |
| ➤ Project includes public safety devices | ---Yes | <input checked="" type="checkbox"/> |
| ➤ Project includes lighting at or near bus stops | ---Yes | <input type="checkbox"/> |
| ➤ Project includes traffic/pedestrian signals or signage | ---Yes | <input type="checkbox"/> |
| ➤ Project includes bus pullouts | ---Yes | <input type="checkbox"/> |
| ➤ Project includes signage/wayfinding | ---Yes | <input type="checkbox"/> |
| ➤ Project improves safety of the bus itself | ---Yes | <input checked="" type="checkbox"/> |
| ➤ Project includes ADA ramps | ---Yes | <input checked="" type="checkbox"/> |
| ➤ Project improves conditions for visually impaired | ---Yes | <input type="checkbox"/> |
| ➤ Project improves conditions for hearing impaired | ---Yes | <input type="checkbox"/> |
| ➤ Project includes SUDAS approved bus pad] | ---Yes | <input type="checkbox"/> |
| ➤ Project includes addition of curb bump out | ---Yes | <input type="checkbox"/> |

- Does the project increase the frequency of bus service? ---Yes
- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☐
- Will the project result in an expectation of short total trip times? ** ---Yes

** Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.*

*** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.*



Smarter Transportation, Better Community

Attachment A - Funding Requests

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

Project Name

Paratransit Replacement Bus

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

Cedar Rapids Transit

Contact Person

Name **Brad DeBrower**
 E-mail **b.debrower@cedar-rapids.org**
 City **Cedar Rapids**
 Phone # **319-286-5560**
 Street Address **427 8th St NW**

Project Description

Purchase of one (1) medium-duty replacement bus for the ADA paratransit service.

Purpose & Need Narrative

This project will include the purchase of one (1) medium-duty, ADA-accessible, paratransit bus to replace a bus that exceeds its useful life threshold. The purchase of these replacement buses will provide improved reliability, passenger and driver safety and comfort, and operating and maintenance efficiencies.

Project Score (Please see Attachment C)

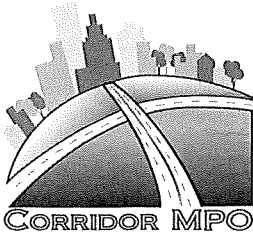
82

Project Readiness

ROW	NA
Environmental	NA
Local Match	Yes
Public Engagement	Yes

Project Schedule (MM/YYYY)

Design	Start Date N/A	Completion Date N/A
ROW Acquisition	Start Date N/A	Completion Date N/A
Environmental	Start Date N/A	Completion Date N/A
Construction	Start Date FY24	Completion Date FY25



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

Paratransit Replacement Bus

Funding Requested for Planning and Engineering

\$ FFY Requested

Funding Requested Right-of-Way

\$ FFY Requested

Funding Requested for Construction

\$ 172,000 FFY Requested FY24

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

\$ 172,000

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

\$ 215,000

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 - \$25,000 available for roads; \$15,000 available for trails; \$10,000 available for transit
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➤ Trail applicants please note there are \$464,000 in STBG - TAP funds in FFY24 that maybe used in any TIP year.

Attachment F

Project Name: FY24 Paratransit Bus Replacement

Using the Iowa DOT FY19 Programming Guidance for Transit Vehicles as the unit price of \$177,450 plus a 5%/year cost increase.						
Item #	Item Description	Quantity	Unit \$	Total \$	80% Amount	Requested Amount
1	Medium-Duty Bus	1	\$ 215,691	\$ 215,691	\$ 172,553	\$ 172,000



Office of Public Transit

12/31/2018

FY 2020 Programming Guidance for Transit Vehicles

Vehicle type	Standard description	Typical capacities (seats/wheelchairs)	Ceiling* for federal participation	Federal replacement threshold
Minivan	Minivan	3/1, 1/2	85% of \$ 52,500	4 yr./100,000 mi.
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Heavy-duty (HD) bus (26-29 ft.)	26' HD bus	18/2, 14/3	85% of \$ 399,300	10 yr./350,000 mi.
Heavy-duty bus (30-34 ft.)	30' HD bus	26/2, 22/3	85% of \$ 451,800	10 yr./350,000 mi.
Heavy-duty bus (35-39 ft.)	35' HD bus	34/2, 30/3	85% of \$ 459,200	12 yr./500,000 mi.
Heavy-duty bus (40-42 ft.)	40' HD bus	42/2, 38/3	85% of \$ 483,300	12 yr./500,000 mi.

Note: Percentages may be different depending on the grant

Diesel engine: included in ceiling for HD and MD buses; but add \$8,000 to programmed cost for LD buses. [Be sure to list "diesel" in project description.] Alternate fuel engine: add funding required to ceiling shown and justify cost increase separately for compressed natural gas (CNG), liquid natural gas (LNG), or other clean air engine/features.

Low-floor: included in ceiling for HD buses; but, for purchasing MD buses, add \$75,000 to programmed cost. If purchasing LD buses, add \$50,000.

Urban fixed-route configuration: included in ceiling for HD buses; but, for purchasing farebox, light-emitting diode (LED) destination signs, passenger signal devices(s), PA system, and standee grab bars add \$7,000 to programmed cost for LD and MD buses.

Vehicle surveillance systems: If a vehicle will be equipped with an expansion (not replacement) digital video and audio surveillance system, the program ceiling for that vehicle type should be increased: 1) for van type vehicles that will be equipped with at least two cameras by \$2,500 (\$2,125 federal); 2) for LD buses that will be equipped with at least four cameras by \$4,000 (\$3,400 federal), by at least six cameras by \$6,000 (\$5,100 federal); and 3) for MD/HD buses that will be equipped with at least six cameras by \$8,000 (\$6,800 federal) and with at least eight cameras \$10,000 (\$8,500 federal).

Body styling upgrades: Each program ceiling shown is for a standard revenue vehicle. Body styling upgrades (e.g., trolley; BRT styling) are allowed as a separate line item in the TIP. Such upgrades must use local, formula, STP or other funds rather than statewide Section 5339 funding.

Vehicle rehabilitation (rehab): may be programmed for any revenue vehicle at 30 percent of new cost (i.e. SFY 2015 ceiling with 80 percent federal participation, if vehicle has met minimum FTA replacement (repl) threshold. Once rehabbed, a vehicle's replacement threshold will be 50 percent of the federal replacement threshold for a new vehicle.

*Ceilings shown reflect that each vehicle programmed must be equipped to meet ADA, unless it is specifically described and justification is provided for the vehicle to be "Non-ADA". Section 5339 funds will not be used toward Non-ADA vehicle purchases. Two-way radio purchase/transfer, vehicle inspection and make ready costs, as well as factory visit costs are also eligible expenses under these ceilings.

** Conversion and standard vans with wheelbases of 127" to 148" are not recommended for "like kind" replacement or fleet expansion under Iowa DOT administered grants. NHTSA has issued warnings about the safety of conversion and standard vans. Some insurance carriers have also increased premiums, or may deny coverage, on these types of vehicles. As such, transit systems planning to purchase replacements for such vehicles are permitted/encouraged to program a minivan or a light duty bus instead.

Price adjustments for future program years: Vehicle type replacement values are adjusted annually based upon a 3 year average of the Producer Price Index, with the discretion of the Office of Public Transit to make adjustments as deemed necessary (Producers Price Index (PPI) category #WPU1413, Transportation Equipment, Truck and Bus Bodies)

RESOLUTION NO. 1397-11-19

WHEREAS, the Corridor MPO is soliciting applications from member jurisdictions for federal funding for eligible roads, trails, and transit projects for Federal Fiscal Year 2024, and

WHEREAS, the City of Cedar Rapids, doing business as Cedar Rapids Transit, has a need to replace buses that are used in the fixed-route transit and ADA paratransit services, and

WHEREAS, Cedar Rapids Transit is applying to the Corridor MPO for \$1,065,000 in funds from FFY24 for the purchase of two heavy-duty buses and one medium-duty bus to replace buses that exceed their federal replacement thresholds, and

WHEREAS, the City of Cedar Rapids has the legal jurisdiction and authority to purchase, operate and maintain the proposed capital projects, has sufficient non-federal funds to provide the local match for capital projects, and will have the funds to operate and maintain the buses as purchased under this project.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR RAPIDS, IOWA that Cedar Rapids Transit is authorized on behalf of the City of Cedar Rapids to apply for transportation funds to the Corridor Metropolitan Planning Organization as follows:

1. The City agrees to conform with the regulations, statutes, terms, and conditions described in the application and instructions.
2. The City will comply with the conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. The City commits to provide the matching funds as proposed in the funding application contingent upon award, and acceptance, of federal funding.
4. The City is under no obligation to perform the project if the application for funding is not approved.
5. If federal funds are approved for the project, the City will include the required local matching funds in its Capital Improvements Program, and the City will adequately maintain the buses through their respective federal replacement thresholds.


Passed this 5th day of November, 2019.

Voting: Council member Olson (Tyler) moved the adoption of the resolution; seconded by Council member Hoeger. 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

CONNECTIONS 2040 UPDATE PROJECT APPLICATION FORM

1. PROJECT APPLICANT(S): Cedar Rapids Transit

(Please reference Application Guideline #1.)

2. PROJECT NAME: Paratransit Replacement Buses

(Please reference Application Guideline #2.)

3. PROJECT DESCRIPTION: This project will include the replacement of one light- or medium-duty bus per year to be used for ADA paratransit service. The replacement of one paratransit bus per year will allow us to keep the paratransit fleet in a state of good repair by establishing a consistent replacement program and ensuring that the buses are replaced within a few years after reaching their four or seven year useful life threshold.

(Please reference Application Guideline #3.)

4. PROJECT LIMITS, BUS STOPS, OR ROUTE EQUIPMENT WILL BE USED ON: ADA paratransit service in the metro area.

(Please reference Application Guideline #4.)

5. COSTS TO COMPLETE PROJECT: \$188,000

(Please reference Application Guideline #5.)

6. TIMEFRAME FOR COMPLETION: --- 2021 to 2024 ☒ --- 2025 to 2029 ☒ --- 2030 to 2040 ☒

(Please reference Application Guideline #6.)

7. TRANSIT SPECIFIC QUESTIONS:

(Please reference Application Guideline #7.)

- Does the project replace an obsolete vehicle(s)? ---Yes ☒
- Does the project include support equipment?* ---Yes
- Does the project enhance existing equipment amenities?* * ---Yes
- Will a long-term operations or maintenance cost be generated by completing the project? If yes, please provide monetary figures on an annual basis. Yes - approximately \$12,000/bus/year in operating and maintenance costs
- Will a long-term operations or maintenance savings be generated by completing the project? If yes, please provide monetary figures on an annual basis. Yes - approximately \$12,000/bus/year in operating and maintenance costs

- Does the project include any of the following? Please mark yes by each improvement included in the project.

- | | | |
|---|--------|-------------------------------------|
| ➤ Project includes addition of new sidewalk connection or fills gap | ---Yes | <input type="checkbox"/> |
| ➤ Project includes public safety devices | ---Yes | <input checked="" type="checkbox"/> |
| ➤ Project includes lighting at or near bus stops | ---Yes | <input type="checkbox"/> |
| ➤ Project includes traffic/pedestrian signals or signage | ---Yes | <input type="checkbox"/> |
| ➤ Project includes bus pullouts | ---Yes | <input type="checkbox"/> |
| ➤ Project includes signage/wayfinding | ---Yes | <input type="checkbox"/> |
| ➤ Project improves safety of the bus itself | ---Yes | <input checked="" type="checkbox"/> |
| ➤ Project includes ADA ramps | ---Yes | <input checked="" type="checkbox"/> |
| ➤ Project improves conditions for visually impaired | ---Yes | <input type="checkbox"/> |
| ➤ Project improves conditions for hearing impaired | ---Yes | <input type="checkbox"/> |
| ➤ Project includes SUDAS approved bus pad] | ---Yes | <input type="checkbox"/> |
| ➤ Project includes addition of curb bump out | ---Yes | <input type="checkbox"/> |

- Does the project increase the frequency of bus service? ---Yes
- Will the project result in an expected two percent or greater increase in ridership? * ---Yes ☐
- Will the project result in an expectation of short total trip times? ** ---Yes ☐

* Project does not need to increase transit ridership overall; instead, it needs to increase ridership by more than 2 percent at that improvement or on a certain route.

** "Total Trip Time" includes time from the user's origin until they reach their destination. Including but not limited to bus travel time, waiting time between transfers, and travel time to or from the transit vehicle to the user's origin or destination.



Attachment A - Funding Requests

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

Project Name

Edgewood Transit Stops and Sidewalk (from 16th Avenue SW to O Avenue NW project)

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 project would include the installation of new sidewalks on both sides of the roadway, 4 concrete bus pads with benches and 2 shelters as needed. The additional sidewalk would provide more connectivity along one of Cedar Rapids main arterial roadways which would provide more access to the new and existing bus stop locations. The project would include providing all required ADA sidewalk ramps and street crossing improvements at intersections and at existing and proposed bus stops along the route. This would add a mile of new sidewalk along a key arterial road in Cedar Rapids. This is a new route to the bus system and has continued to grow since it was added. Additional sidewalk, bus pads and shelters improve access for bus riders. This project will not include any repair of existing sidewalk or sidewalk ramps. [REDACTED]

Purpose & Need Narrative

This project would provide additional bus pads and ADA crossings along the bus route. The project would also add sidewalk along a this busy corridor providing pedestrian safety. Adding sidewalk will provide a safer route to bus pads and shelters for all bus riders. The new sidewalk will provide more access to both existing and proposed bus stops along Edgewood. [REDACTED]

Project Score (Please see Attachment C)

50

Project Readiness

ROW Additional ROW will be needed to accommodate construction of the sidewalk. ROW Acquisition has not commenced.

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 10/2020	Completion Date 03/2023
ROW Acquisition	Start Date 11/2021	Completion Date 01/2023
Environmental	Start Date 01/2022	Completion Date 09/2022
Construction	Start Date 03/2023	Completion Date 08/2023

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

Funding Requested for Planning and Engineering

\$ **FFY Requested**

Funding Requested Right-of-Way

\$ **FFY Requested**

Funding Requested for Construction

\$ **FFY Requested**

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

\$

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

\$



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 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 Transit Stops and Sidewalk (from 16th Avenue SW to O Avenue SW)

Original Amount Awarded from the MPO

\$ 94,000 FFY Awarded 21

\$ 35,000 FFY Awarded 23

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

\$ 0 FFY Requested NA

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

\$ 0 FFY Requested NA

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

\$ 10,000 FFY Requested 21

\$ 304,000 FFY Requested 24

Total Additional Funding Requested

\$ 10,000 FFY Requested 21



\$ 304,000 FFY Requested 24

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

\$ 554,000

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 - \$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 A - Funding Requests (Continued)

Application Form for Advancing Design, ROW or Construction of an Existing Project – No Additional Funds Requested

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

Original Amount of Funding Requested from the MPO

\$ FFY Requested

Funding Requested for Advancement of Planning and Engineering (Will be deducted from currently funded year)

\$ FFY Requested

Funding Requested Advancement of Right-of-Way (Will be deducted from currently funded year)

\$ FFY Requested

Funding Requested for Advancement of Construction (Will be deducted from currently funded year)

\$ FFY Requested

Total Funding Deducted from Currently Funded Year

\$ Currently Funded Year

Estimated Total Project Cost (Both federal and local portions. Cannot be different than original estimated total project cost)

\$

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): 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?	<input type="text"/>
What, if any, bikeways will be provided?	<input type="text"/>
Roadway Width (Back of Curb to Back of Curb):	<input type="text"/>
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?	<input type="text"/>
Are any design variances required from TTAC?	<input type="text"/>

Attachment F - Estimated Project Cost

Project Name: Edgewood Transit Stops and Sidewalk (from 16th Avenue SW to O Avenue NW)

Item No.	Item Description	Walk (LF)	Unit	Unit Price	2019 Project Cost	2019 Contingency Project Cost	2024 Contingency & Inflation Project Cost
1	Sidewalk, 5' PCC	5,320	LF	\$ 45	\$ 239,400	\$ 263,340	\$ 336,096
2	Pavement Repair	840	SF	\$ 50	\$ 42,000	\$ 46,200	\$ 58,964
3	Bus pad, PCC	3,060	SF	\$ 10	\$ 30,600	\$ 33,660	\$ 42,960
4	Bench	4	EA	\$ 1,000	\$ 4,000	\$ 4,400	\$ 5,616
5	Shelter	2	EA	\$ 12,000	\$ 24,000	\$ 26,400	\$ 33,694
6	Acquisitions	1	LS	\$ 60,000	\$ 60,000	\$ 60,000	\$ 76,577
Total					\$ 400,000	\$ 434,000	\$ 553,906

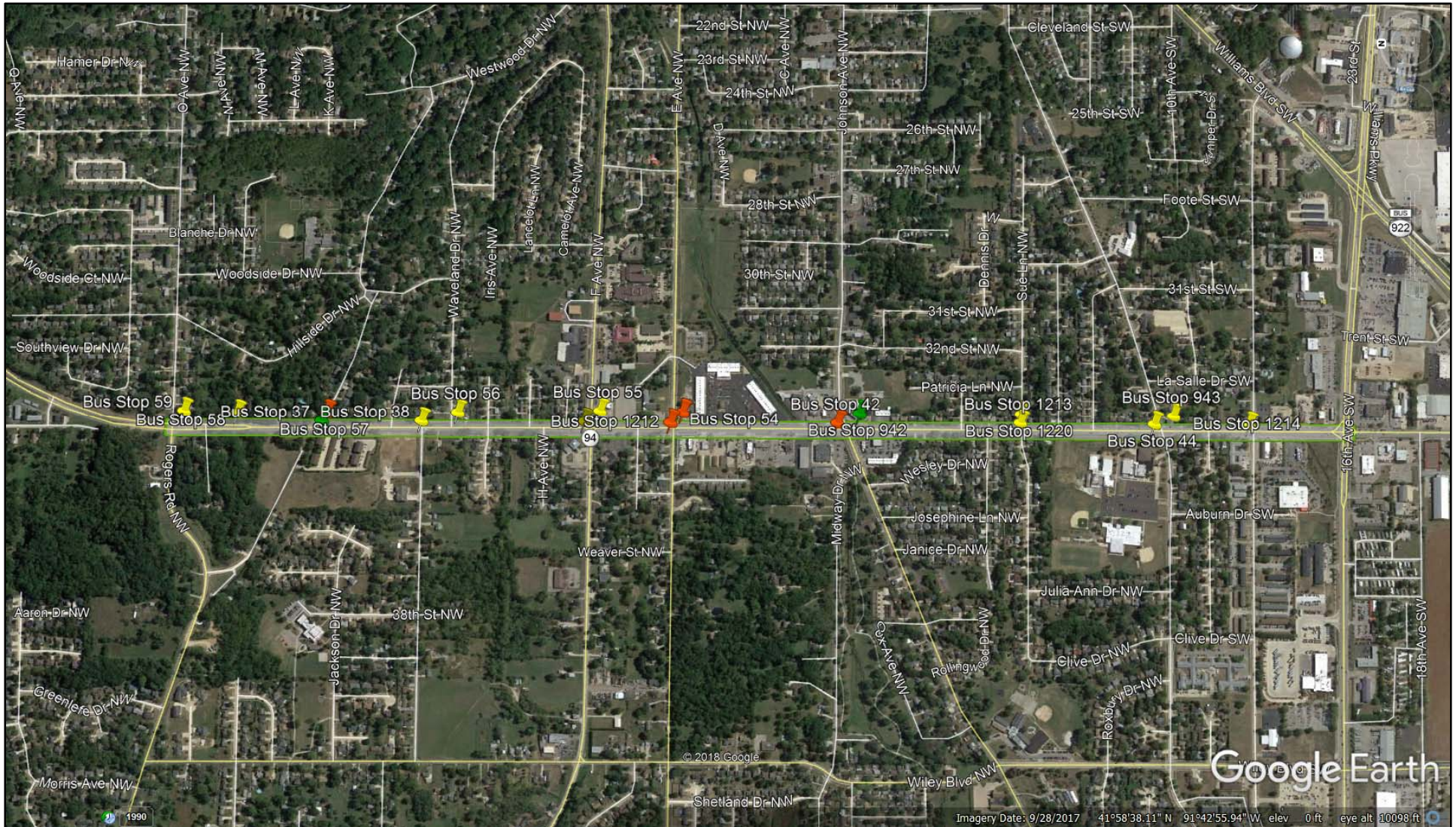


Attachment G – Funding Policy

Amendments to the Vision Plan & Fiscally Constrained Plan

Please refer to chapter 11 pages 11-10 and 11-11 of Connections 2040 for greater details. Click below or point your browser to:

http://www.corridormpo.com/images/files/Connections_2040_2015/Final%20Document/Final_Ch11_7-30-15.pdf



Bus Pad



Bus Pad & Bench

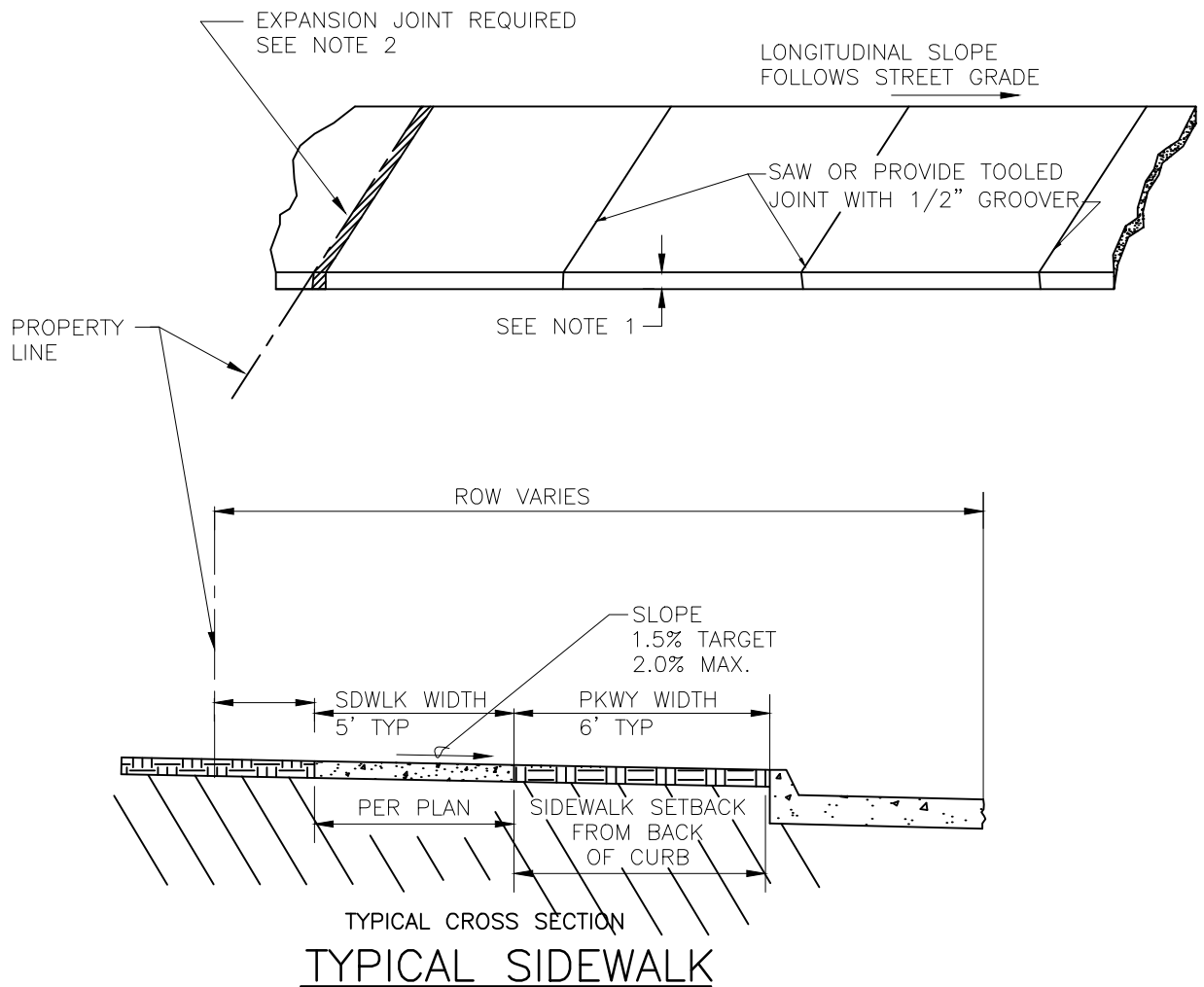


Bus Pad & Shelter

CORRIDOR MPO APPLICATION – TRANSIT

EDGEWOOD ROAD SIDEWALK PROJECT

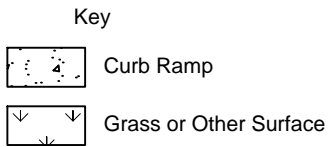
EDGEWOOD ROAD FROM 16TH AVENUE SW TO O AVENUE NW



NOTES:

1. SIDEWALK IS 4" MINIMUM THICKNESS. SIDEWALK THROUGH DRIVEWAYS IS 5" MINIMUM THICKNESS, OR THE DRIVEWAY THICKNESS, WHICHEVER IS GREATER. SIDEWALKS THROUGH ALLEYS IS 7" MINIMUM THICKNESS.
2. 1/2" EXPANSION MATERIAL REQUIRED AT PROPERTY LINE AND DRIVEWAYS AND EACH 75 FT. INCREMENT ALONG LENGTH OF SIDEWALK.
3. TOLERANCE ON RIGHT-OF-WAY GRADING IS 0.5%. SUBJECT TO PROVIDING MINIMUM SLOPE TO AVOID PONDING WATER.
4. HORIZONTAL TOLERANCE IN SIDEWALK LOCATION IS $\pm 2"$ ON STRAIGHT AWAY AND $\pm 4"$ ON CURVES.

FILE NO.: 2700-112	CEDAR RAPIDS METROPOLITAN AREA STANDARD DETAILS FOR PUBLIC IMPROVEMENTS	
APPROVAL DATE: APRIL 2003		
REVISION NO.: 3	TYPICAL SIDEWALK AND RIGHT-OF-WAY GRADING	
REVISION DATE: FEB. 2015		
		NO. 2700-112



- ① Sidewalk
Target Cross-slope = 1.5%;
Maximum Cross-slope = 2.0%
See Cedar Rapids Metro Specification 2700-112.

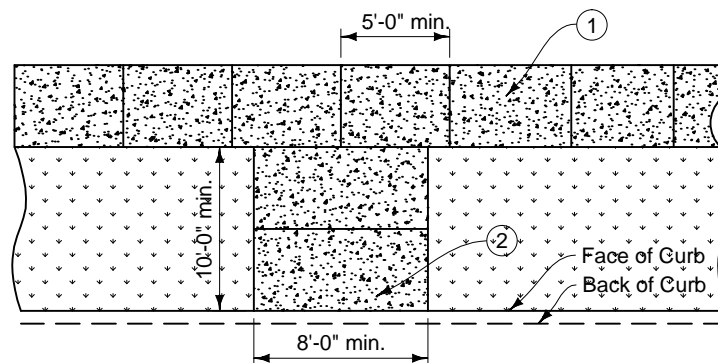
- ② Bus Pads
Minimum Dimension:
8' wide by 10' deep.

Desired Dimensions:
8' wide by 10' deep.

Target Cross-slope = 1.5%;
Maximum Cross-slope = 2.0%
Cross-slope shall be maintained parallel or perpendicular to the roadway.

Bus pad shall be concrete

Bus pad is 5" minimum thickness



APPROVAL DATE: JAN 2017

REVISION NO.:

REVISION DATE:

BUS PAD TYPICAL SECTION

RESOLUTION NO. 1714-12-17

WHEREAS, the City of Cedar Rapids, Iowa is applying for the Corridor Metropolitan Planning Organization (MPO) \$553,900 funding in Federal Fiscal year 2020 for Federal Surface Transportation Block Grant (STBG) or Transportation Alternatives Set-Aside (TA) to construct the Edgewood Road Multi-Use Walkway from 16th Avenue SW to O Avenue NW 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:

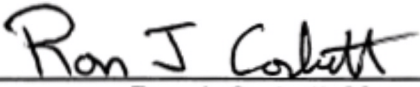
1. That the City of Cedar Rapids, Iowa agrees to conform with the regulations, statutes, terms and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That the City commits to provide the matching funds of \$106,780 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.

, and

BE IT FURTHER RESOLVED, that the City Manager and City Clerk are hereby authorized to execute any future documents associated with the Surface Transportation Block Grant or Transportation Alternatives Set-Aside in connection with the Edgewood Road Multi-Use Walkway from 16th Avenue SW to O Avenue NW project.

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





Corridor Metropolitan Planning Organization - FFY21-FFY24 Transportation Improvement Program (TIP) Funding Requests

TRAIL Applications Received - December 13, 2019

Requestor	Project	Project Description	Estimated Total Cost for Project	MPO Funding Previously Allocated to Project	Total Amount Requested	Funding Amount Requested FFY21	Funding Amount Requested FFY22	Funding Amount Requested FFY23	Funding Amount Requested FFY24	Project Score	Expected Construction Completion	Percentage of MPO Funding in Project (IF APPROVED)
City of Cedar Rapids	Wiley Blvd Sidepath Phase 1	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.	\$ 1,715,000	\$ 903,000	\$ 469,000	\$ 469,000	\$ -	\$ -	\$ -	162.05	10/1/2023	80%
City of Cedar Rapids	Sac & Fox Trail Extension - Segment 1	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.	\$ 1,590,000	\$ -	\$ 1,272,000	\$ -	\$ -	\$ 192,000	\$ 1,080,000	133.75	10/1/2024	80%
City of Cedar Rapids	Edgewood Trail from Glass to Blairs Ferry	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.	\$ 2,240,000	\$ 1,686,000	\$ 106,000	\$ -	\$ 106,000	\$ -	\$ -	121.75	11/1/2023	80%
City of Fairfax	West Prairie Creek Trail - Phase 1	The project will involve constructing phase one of the West Prairie Creek Trail (formerly Fairfax - Cedar Rapids Trail Connection). Phase one will consist of 2,400 ft. of paved trail within the City of Fairfax, beginning at the existing trail located in the center of Fairfax and following East Cemetary Road to the eastern corporate limits of Fairfax. 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.	\$ 1,071,000	\$ 492,000	\$ 365,000	\$ -	\$ -	\$ 365,000	\$ -	100.05	10/1/2024	80%
City of Robins	West Main Street Trail	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.	\$ 825,000	\$ -	\$ 660,000	\$ -	\$ -	\$ 12,000	\$ 648,000	76.5	11/12024	80%
Linn County	Highway 100 Trail	Construct 5.3 miles of 10 ft wide, hardsurfaced trail from E Ave to the west side of the Highway 100 bridge over the Cedar River. Trail will begin at E Ave in Morgan Creek Park, which connects this trail to the Cherokee Trail. The trail will generally follow along the south and east side of Highway 100.	\$ 3,047,500	\$ 709,000	\$ 721,000	\$ -	\$ -	\$ 721,000	\$ -	16.35	12/31/2022	47%
Totals:			\$ 10,488,500	\$ 3,790,000	\$ 3,593,000	\$ 469,000	\$ 106,000	\$ 1,290,000	\$ 1,728,000			
Available STBG :					\$ 1,753,000	\$ 472,000	\$ 80,000	\$ -	\$ 1,201,000			
Available TAP in any year:					\$ 733,000							
Available:					\$ 2,486,000	\$ 472,000	\$ 80,000	\$ -	\$ 1,201,000			
* Difference					\$ (1,107,000)	\$ 3,000	\$ (26,000)	\$ (1,290,000)	\$ (527,000)			



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

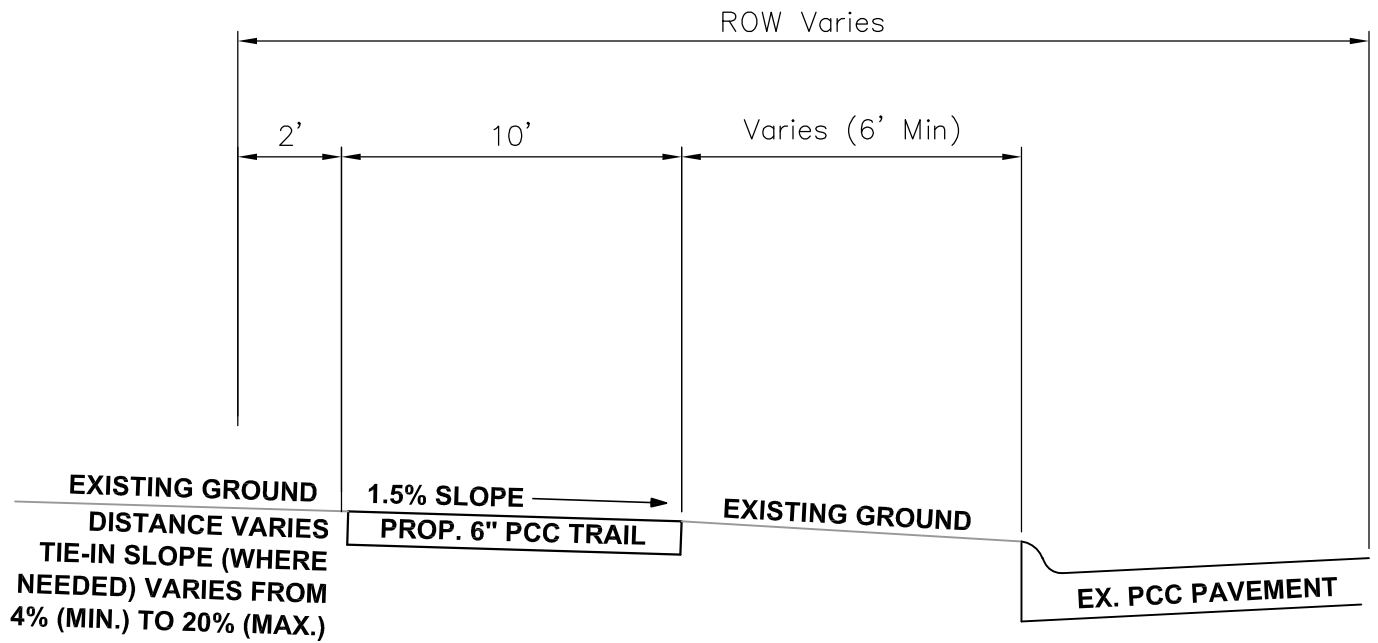
Estimated Project Cost for STP & TAP Projects

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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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



12.18.2017



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:

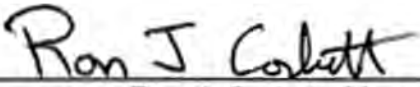
1. That the City of Cedar Rapids, Iowa agrees to conform with the regulations, statutes, terms and conditions described in the application and instructions.
2. Comply with conditions of accepting transportation funding from the Corridor Metropolitan Planning Organization.
3. That the City commits to 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

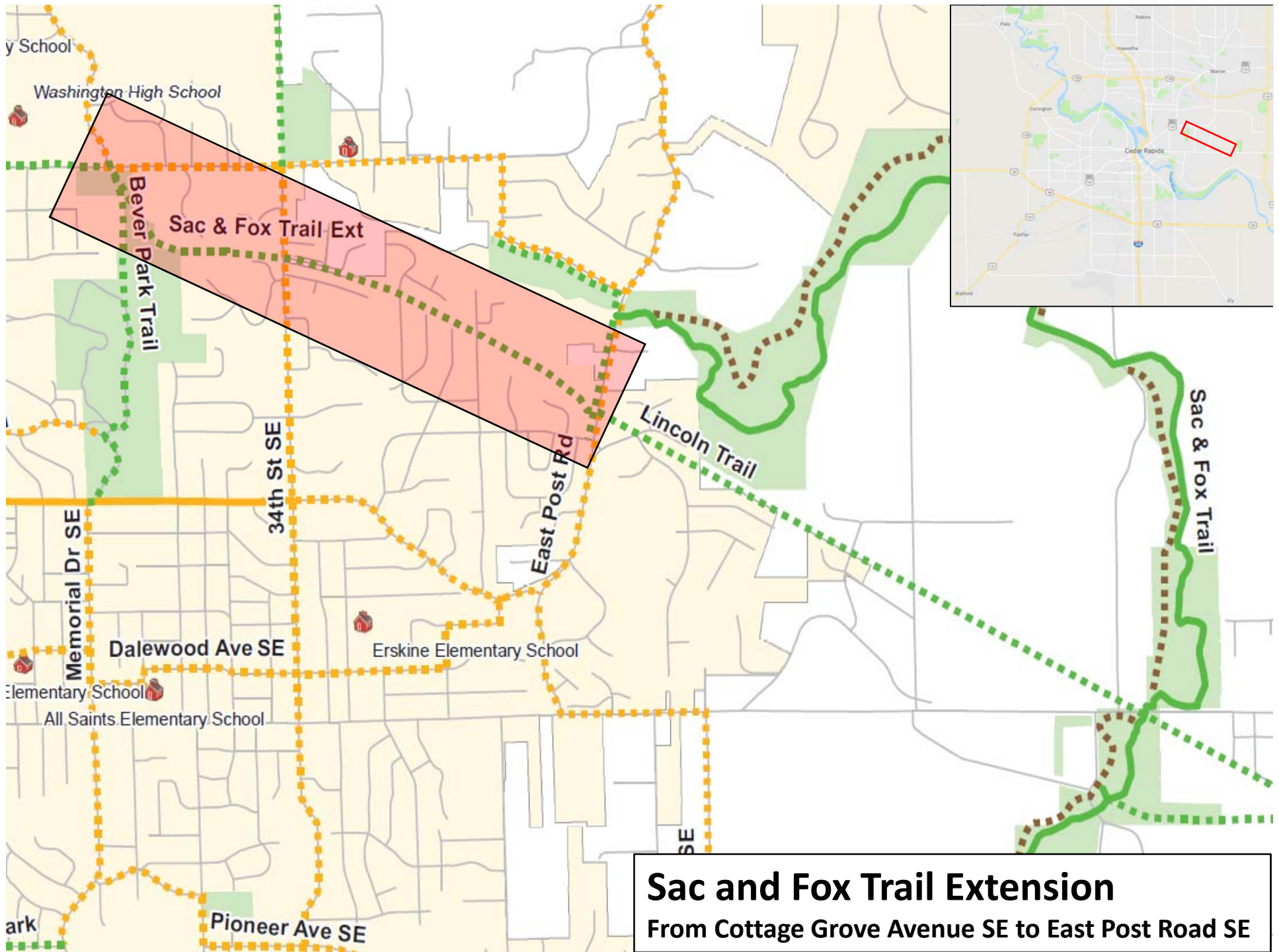
Estimated Total Project Cost (Includes the federal 80% requested above and the 20% local match)

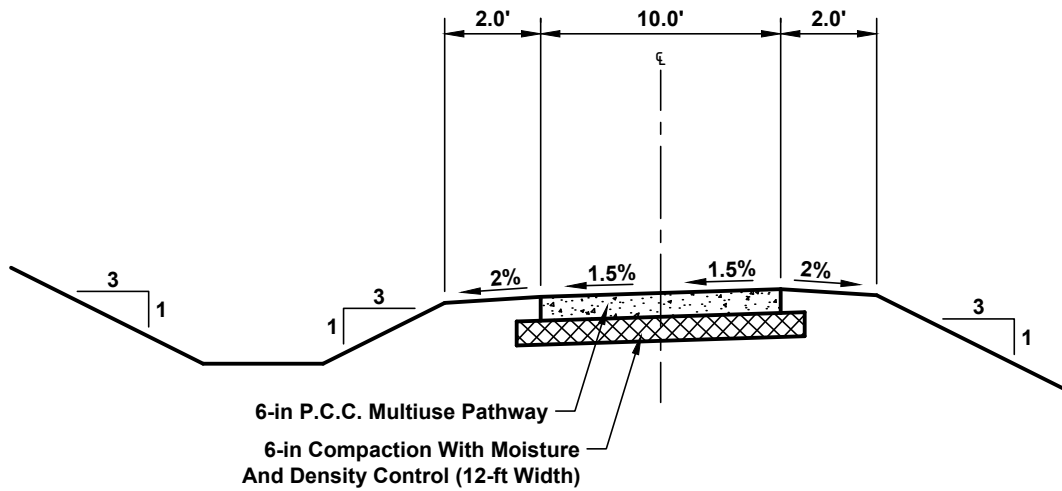
\$ 1,590,000

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





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

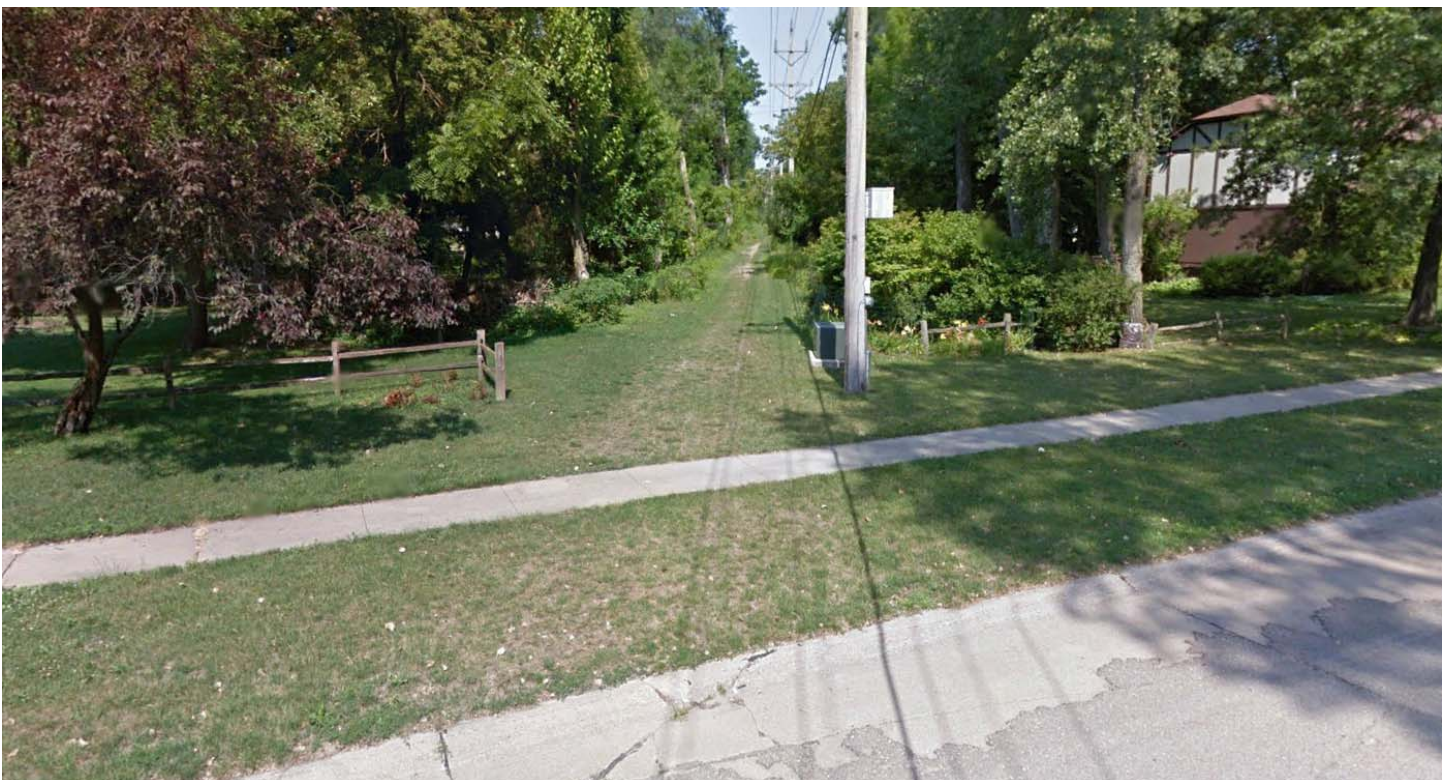
Date:
 Drawn By:
 Approved By:
 CIP No:

SAC AND FOX TRAIL

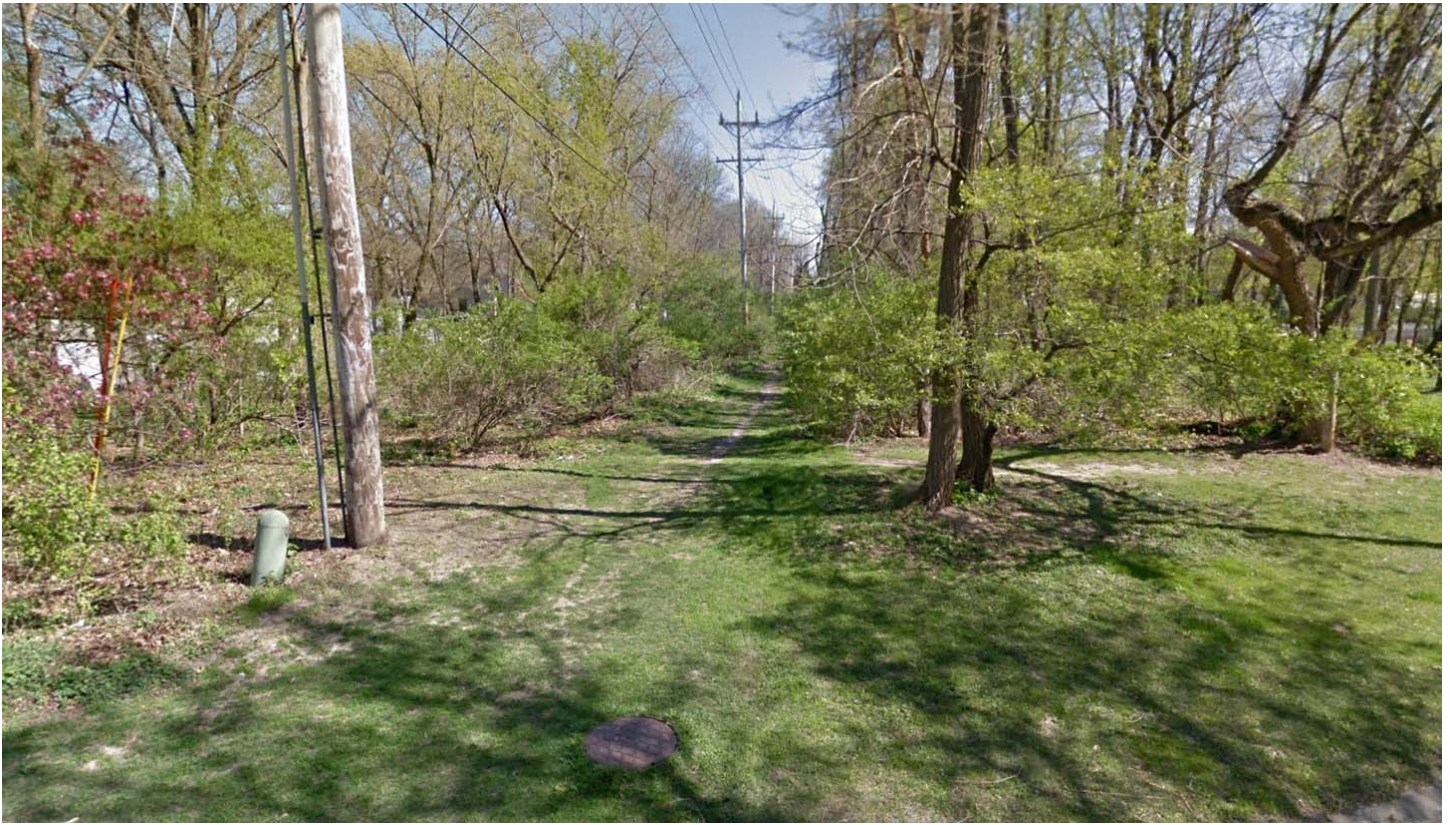
SHEET No.
 1



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)

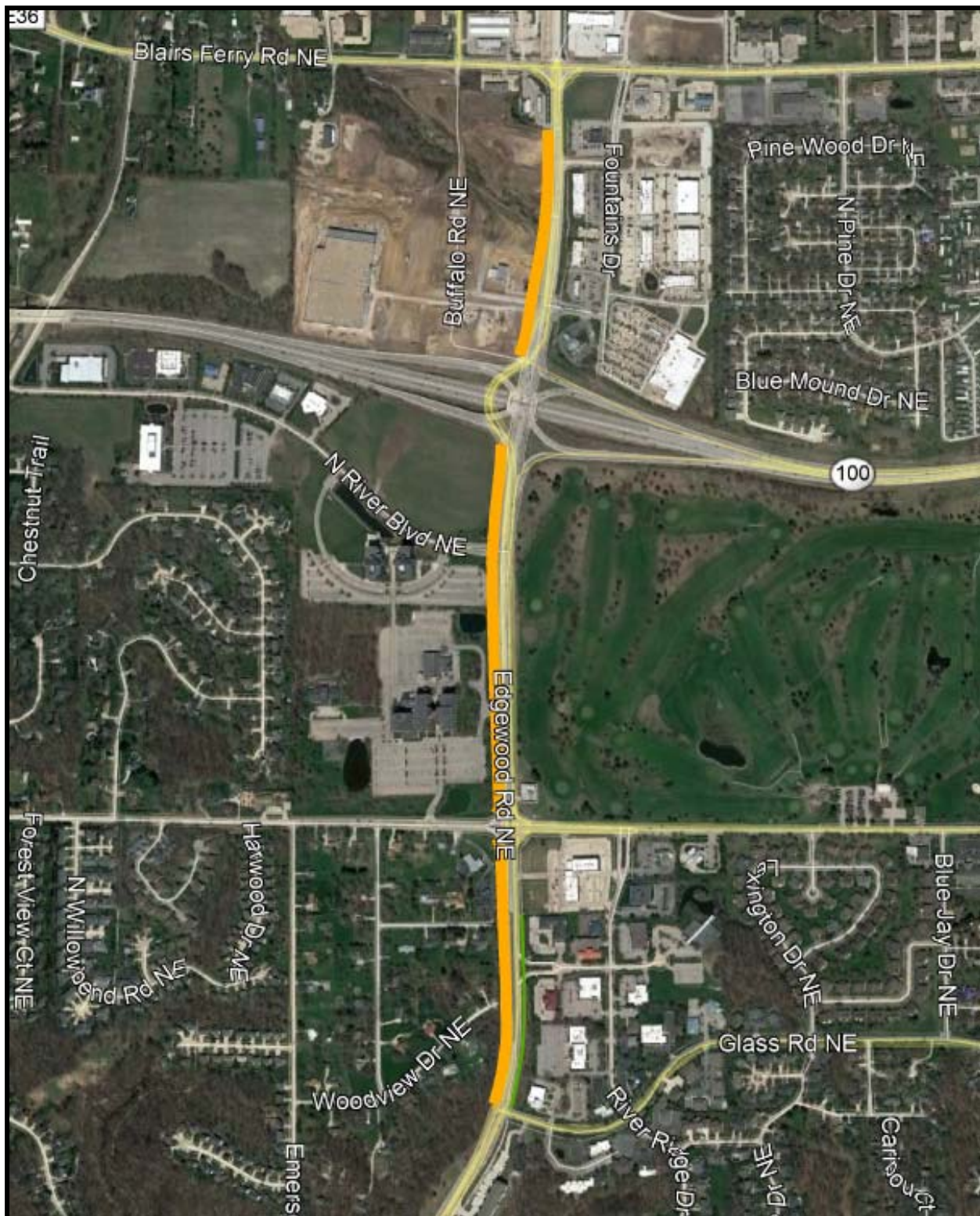
\$ 2,240,000

Corridor MPO

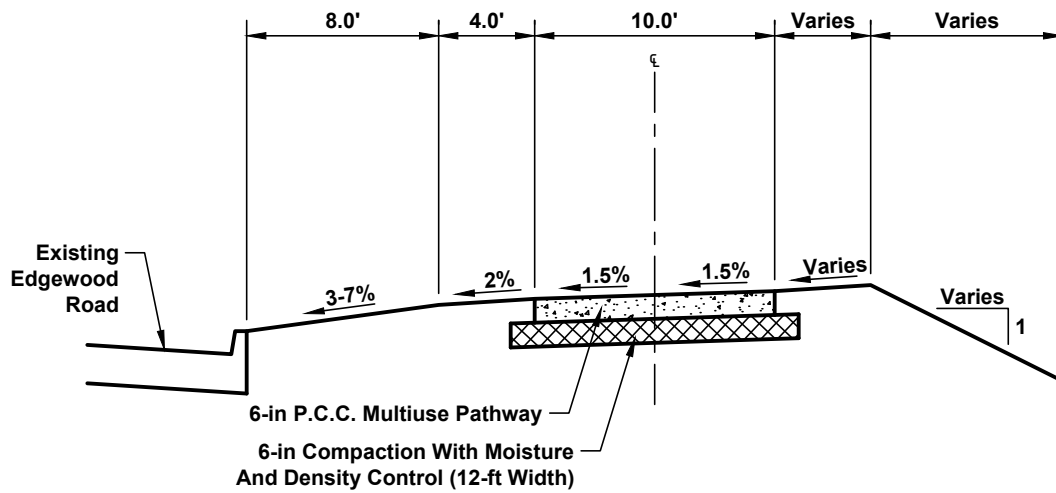
Estimated Project Cost for STP & TAP Projects

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



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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:

**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)

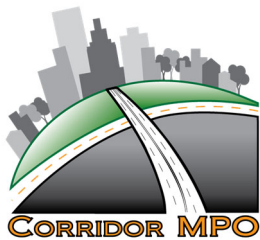
Project ID	Project Name	Jurisdiction Applying for Funding	Total Cost	Year of Construction Cost	Year of Construction	Score
1-11	Wiley Blvd Sidepath	Cedar Rapids	\$ 2,765,000	\$ 3,592,288	2020-2024	162.05
1-16	Lindale Trail Ext	Cedar Rapids	\$ 1,750,000	\$ 2,273,600	2020-2024	150.8
6-01	10th Ave Sidepaths	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.

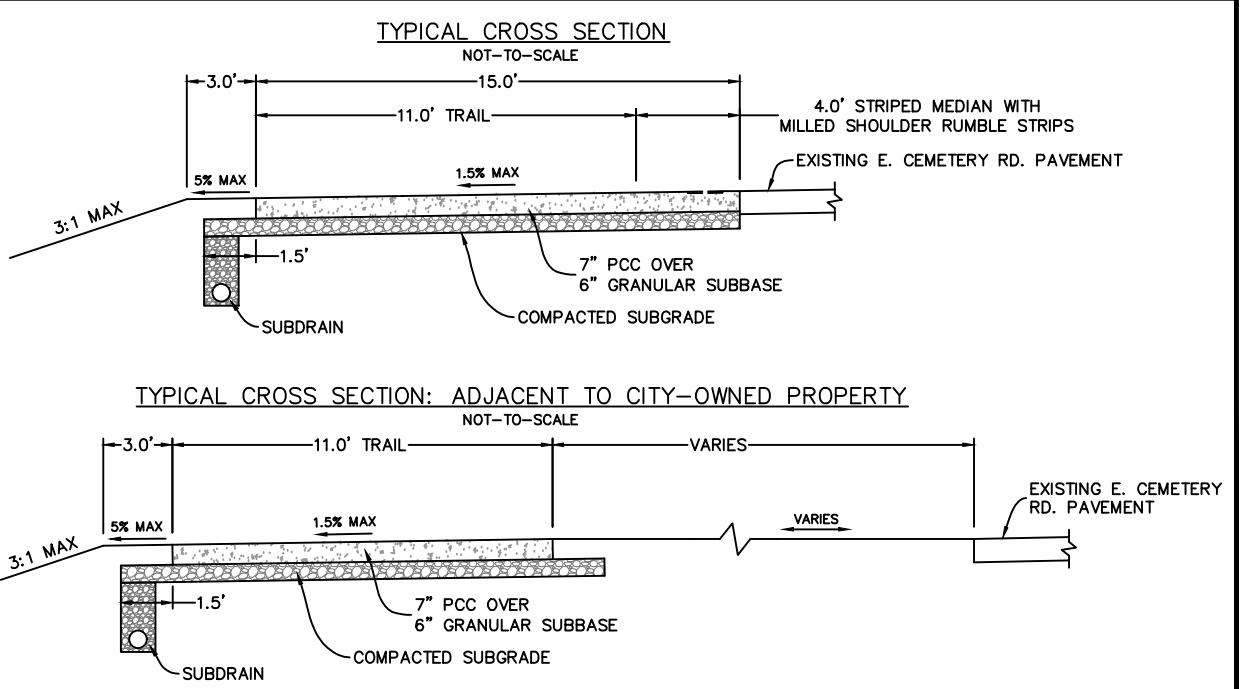
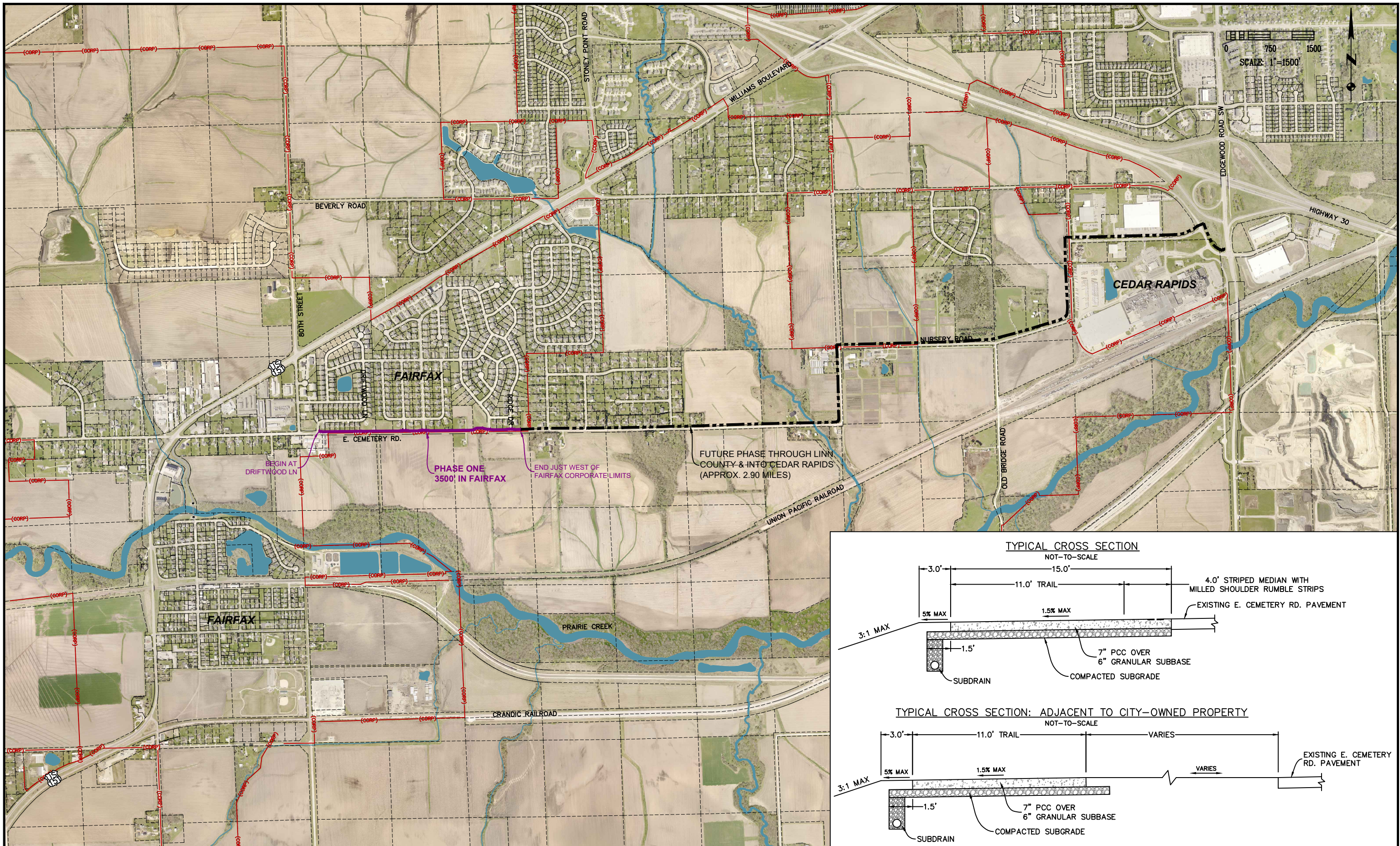
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DRAWN BY: JLL	1	REVISE PAVEMENT & SUBBASE THICKNESS	SRW	2/28/2019
CHECKED BY: SRW	2	CHANGE ROUTE TO E. CEMETERY RD.	SRW	1/20/2020
APPROVED BY: SRW				
DATE: 1/20/2020				
FIELD BOOK: ---	NO.	REVISION DESCRIPTION	APPROVED	DATE



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

OVERALL LAYOUT

SCALE: 1"=1500' PROJECT NO: 6950 GEN 78

SHEET



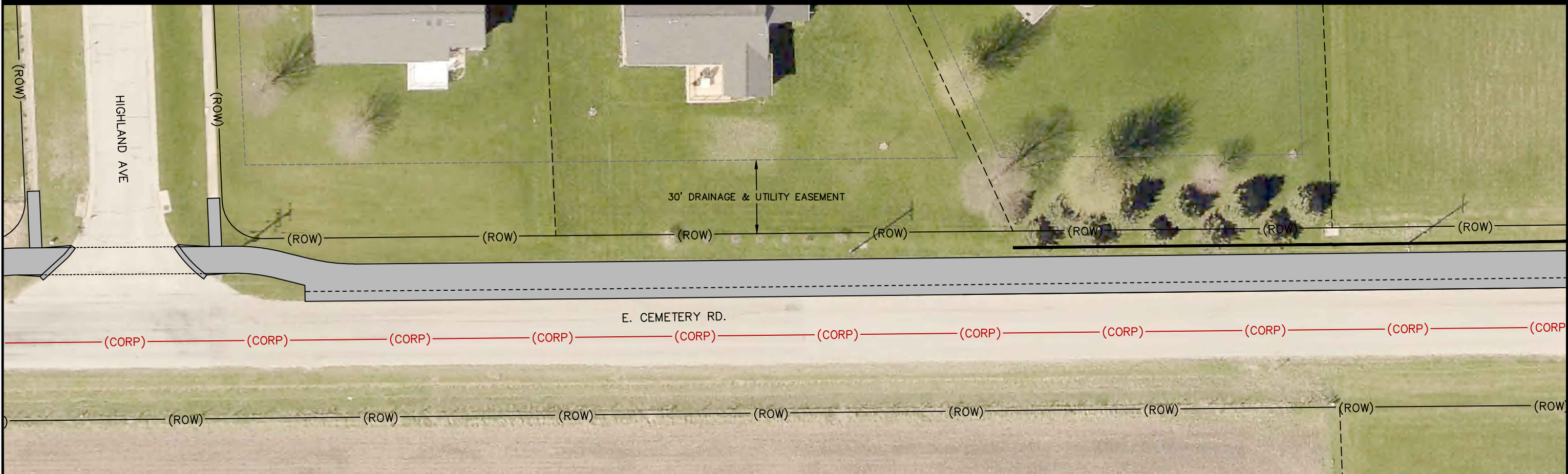
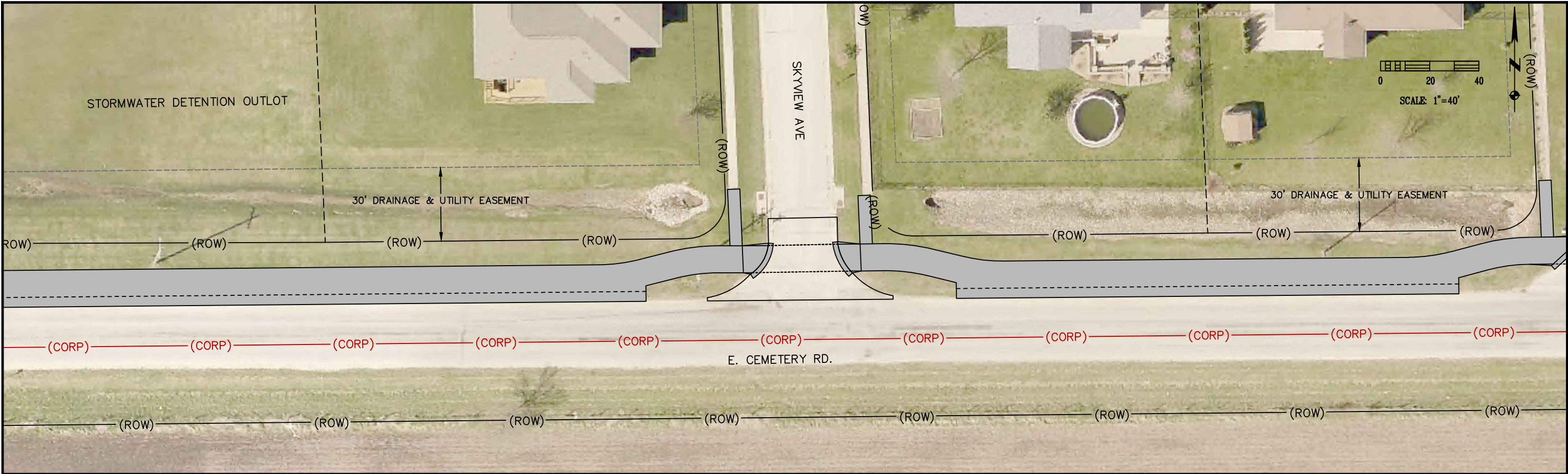
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CHECKED BY: SRW	2	CHANGE ROUTE TO E. CEMETERY RD.	SRW	1/20/2020
APPROVED BY: SRW				
DATE: 1/20/2020				
FIELD BOOK: ---	NO.	REVISION DESCRIPTION	APPROVED	DATE



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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 79



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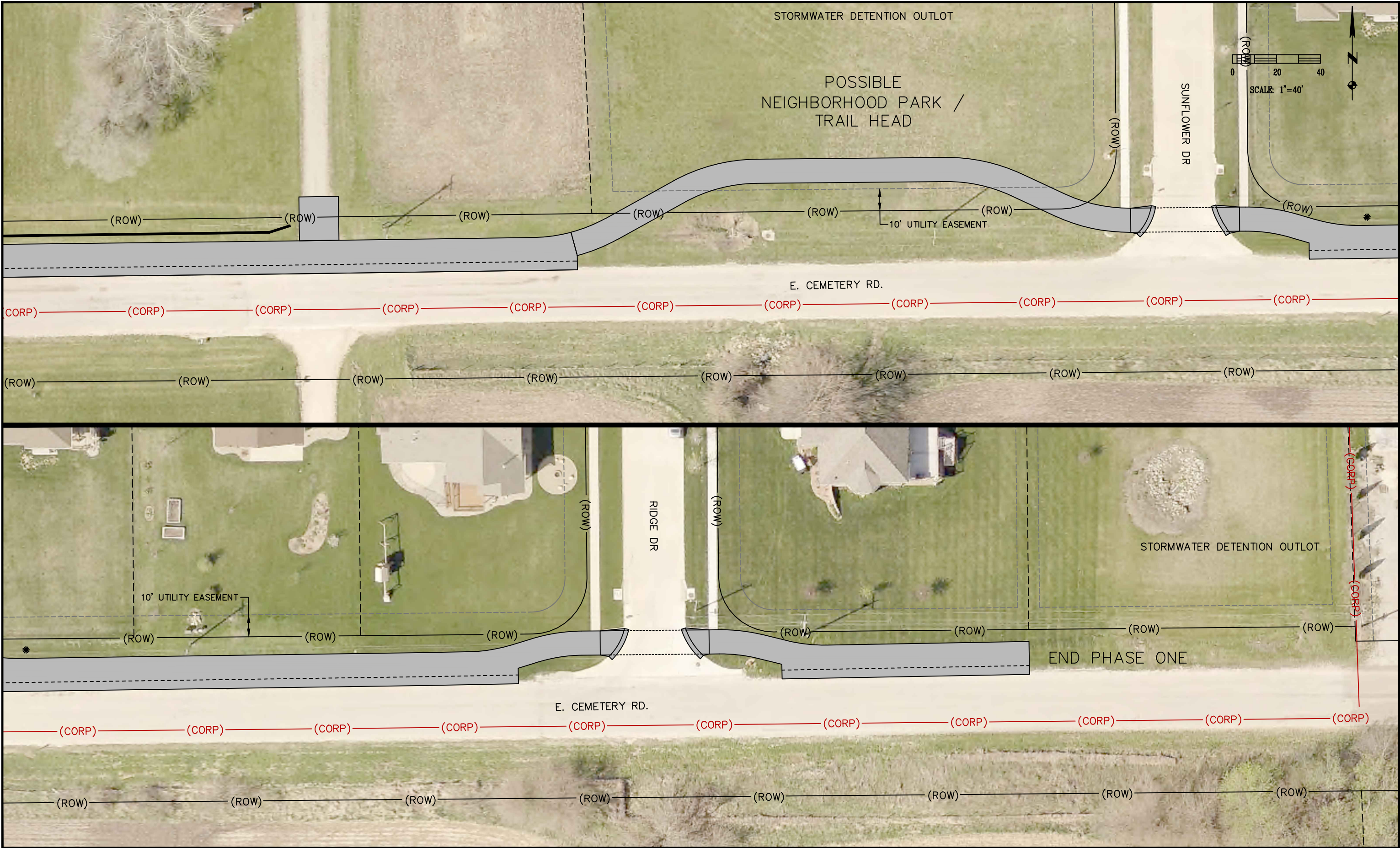
WEST PRAIRIE CREEK TRAIL
(FAIRFAX – CEDAR RAPIDS TRAIL CONNECTION)
PHASE ONE

SCALE: 1"=1500'

OVERALL LAYOUT

PROJECT NO: 6950 GEN 80

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
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'

OVERALL LAYOUT

PROJECT NO: 6950 GEN 81

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.

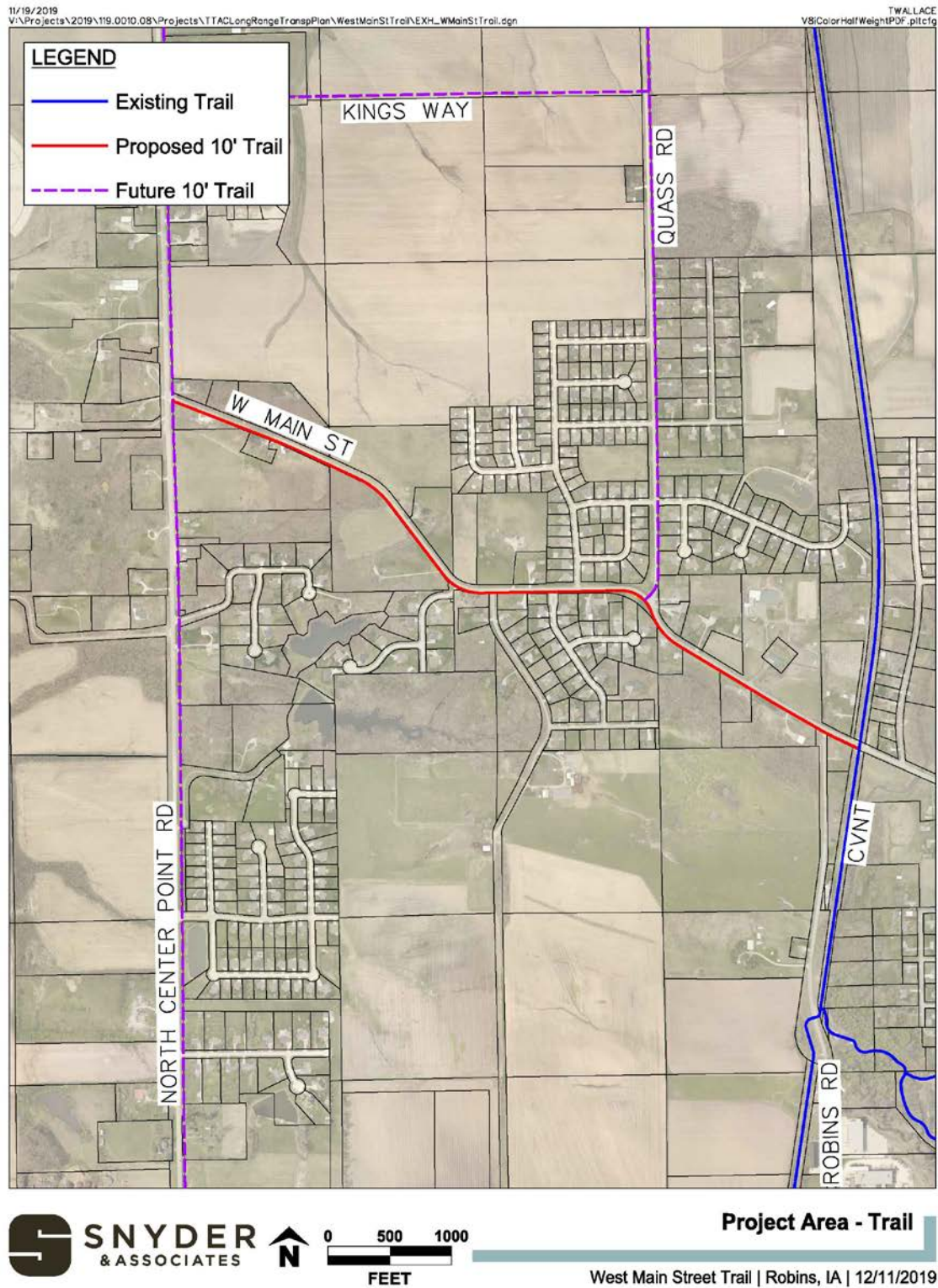
What basic set of design factors will be used for this project? (see page 7-11 of Connections 2040 for guidance)

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

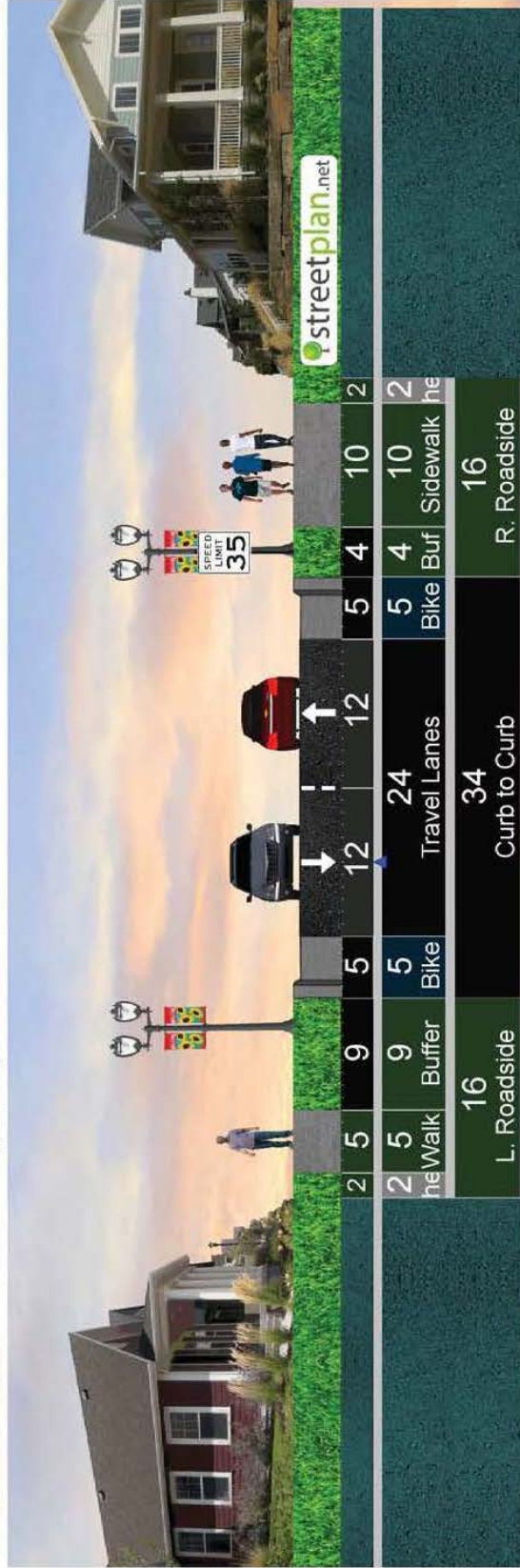
Please list the typical dimensions used in your project (deviations from the typical cross section do not need to be listed here):

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

B. DETAILED MAP



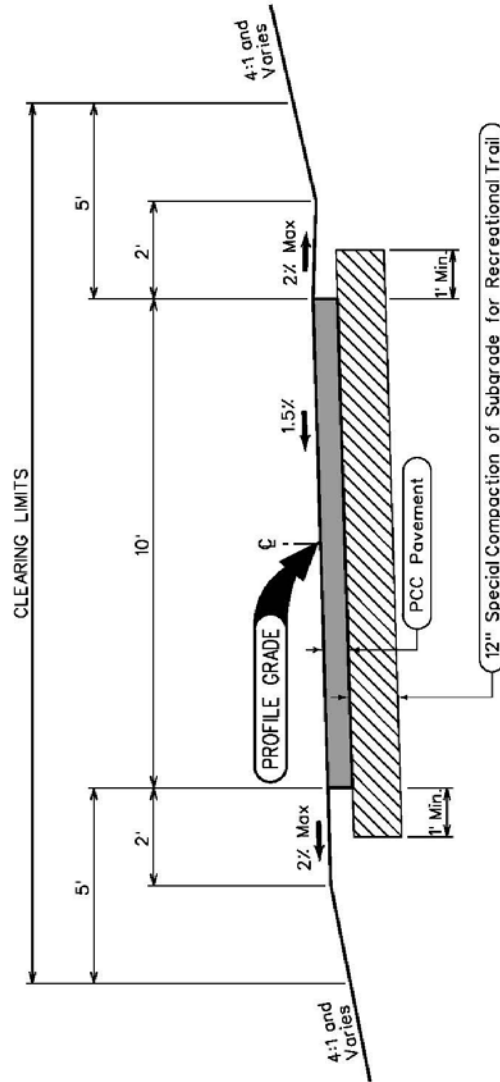
West Main Street 35MPH Right-of-Way: 66' of 66'



C. SKETCH PLAN

TWALLAGE
V8C00001WeightPDF.plt

11/14/2019
V:\Projects\2019\19.0010.08\Projects\TAC LongRangeTransPlan\WestMainStreet\EXH - WMainStreet.dgn



Typical Cross Section - Trail

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

D. DIGITAL PHOTOGRAPHS



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.**

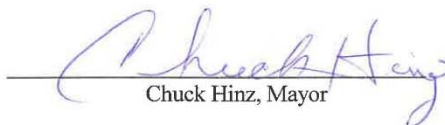
WHEREAS, the City of Robins, Iowa is applying to the Corridor Metropolitan Planning Organization for \$732,000 of federal Surface Transportation Block Grant (STBG) or Transportation Alternatives Set-Aside (TA) funding to construct the West Main Street Trail from North Center Point Road to the Cedar Valley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

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

Q:

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

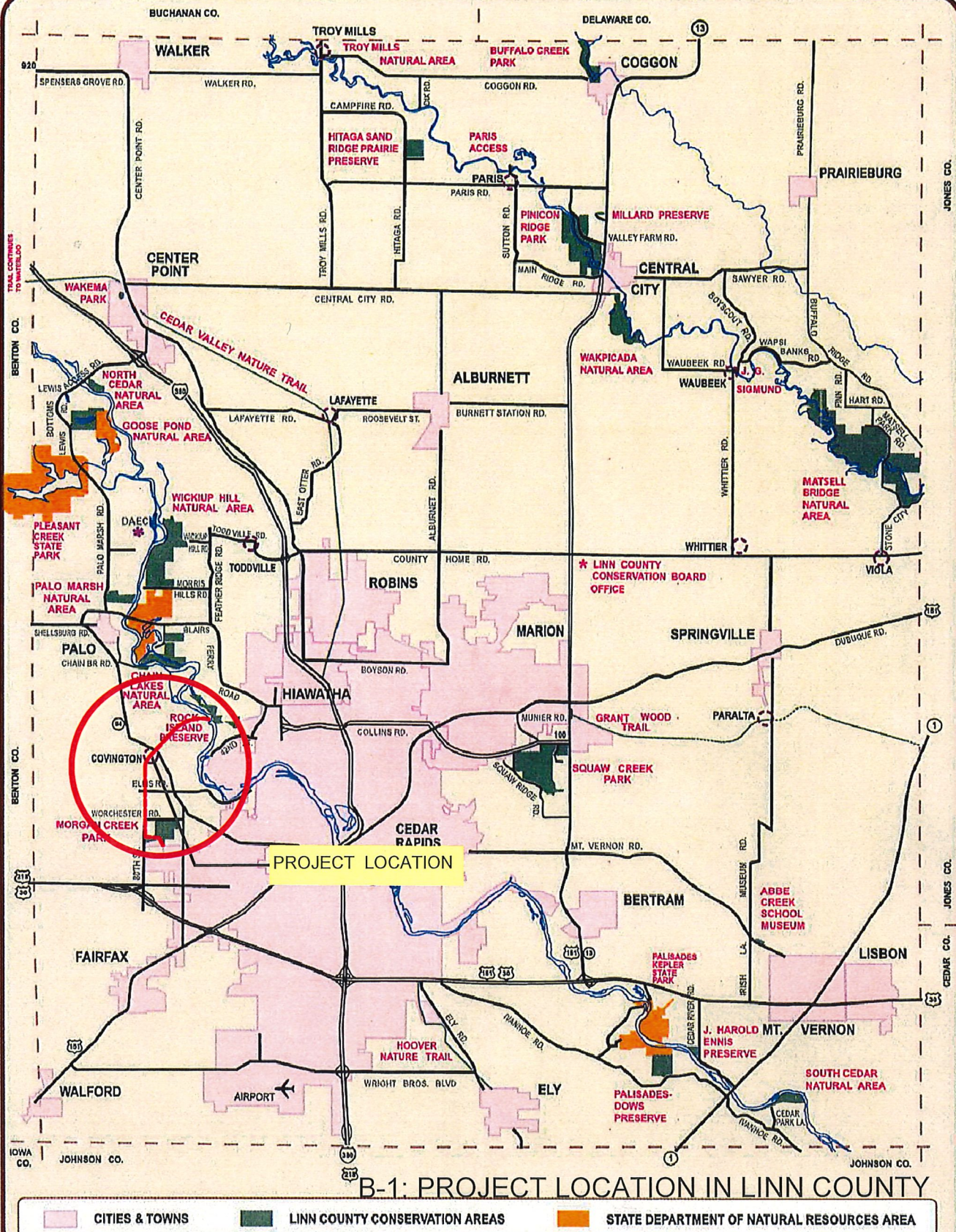
BY: [Signature] aye: ☒ nay: ☐ absent: ☐ abstaining: ☐
John L. Hanson, Secretary

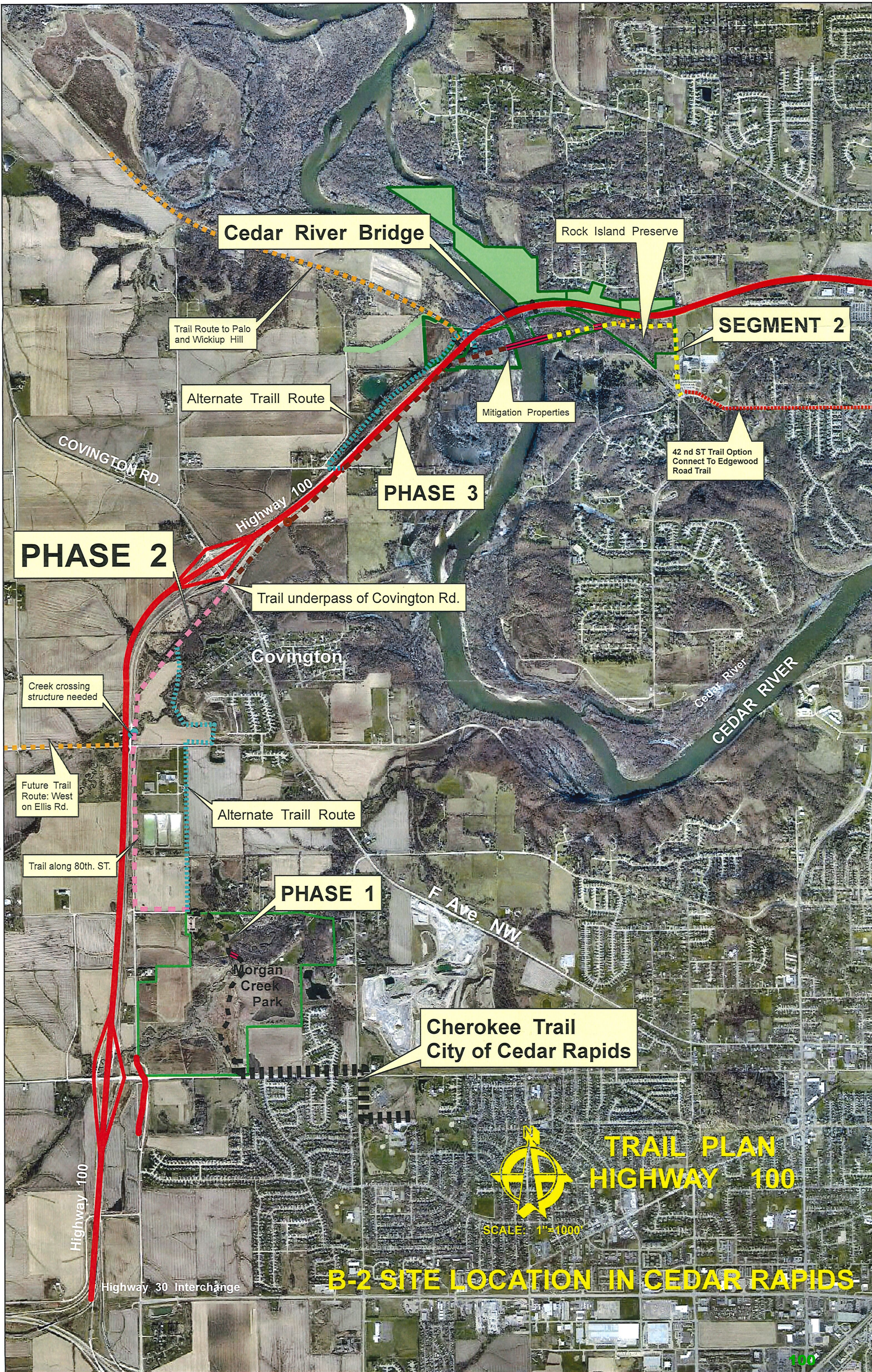
BY: [Signature] aye: ☒ nay: ☐ absent: ☐ abstaining: ☐
George F. Kanz, member

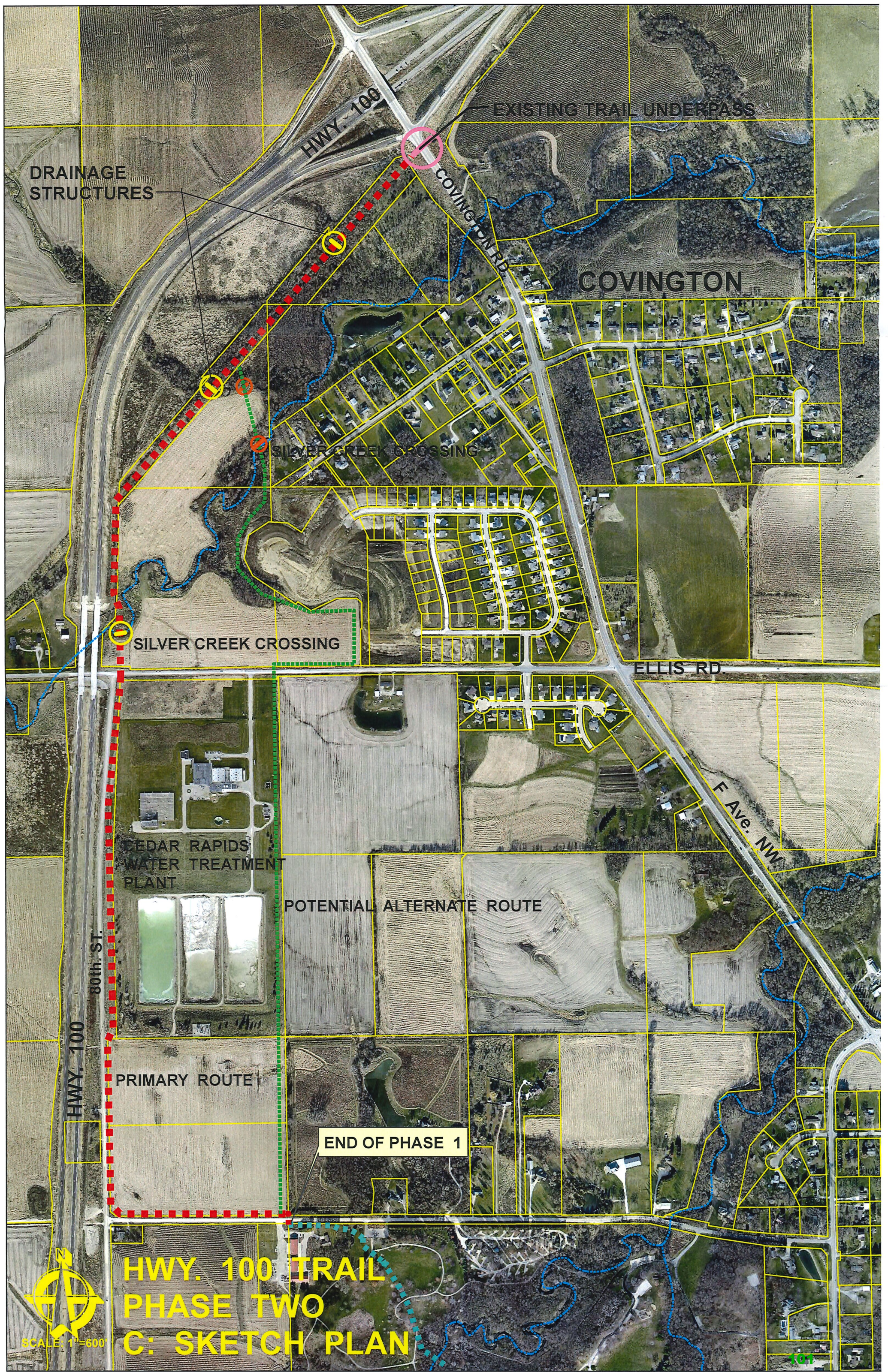
BY: _____ aye: ☐ nay: ☐ absent: ☒ abstaining: ☐
Hillary Hughes, member

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

SCALE: 1"=600'



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

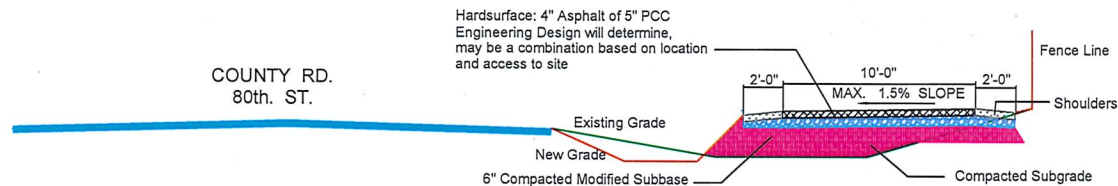
SCALE: 1" = 600'



C.R. School District
future school site

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

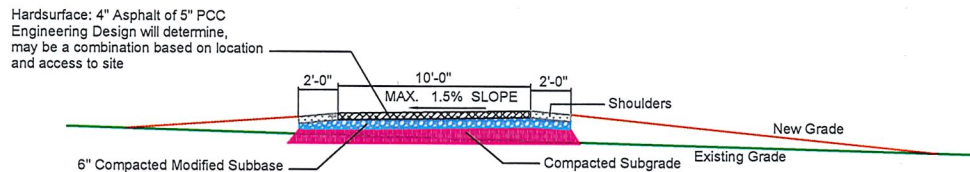
1.



TYPICAL CROSS-SECTION
ALONG COUNTY ROAD
PHASE TWO

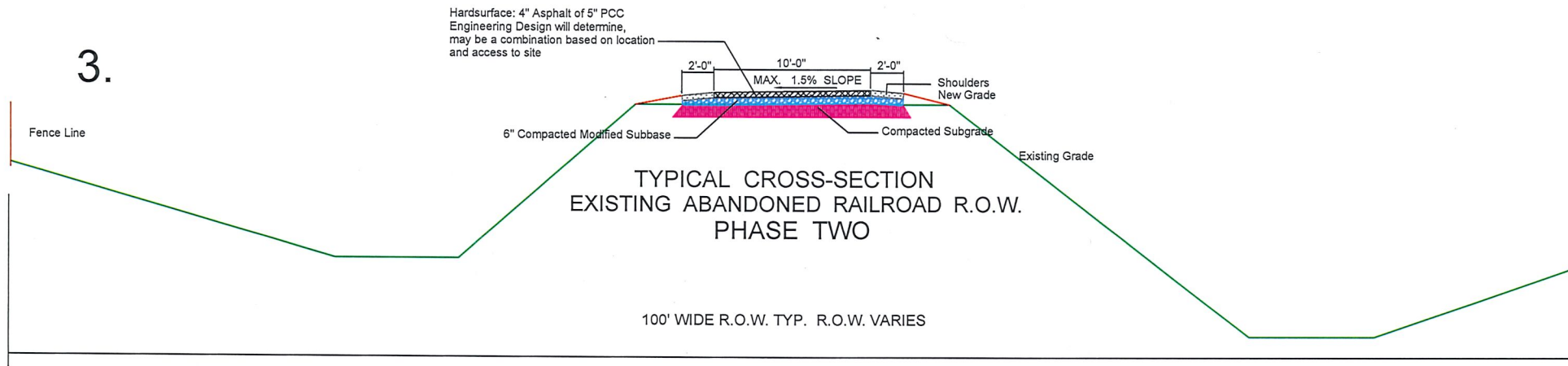
NOTE: Distance from fence will vary due to a variance of the R.O.W.

2.

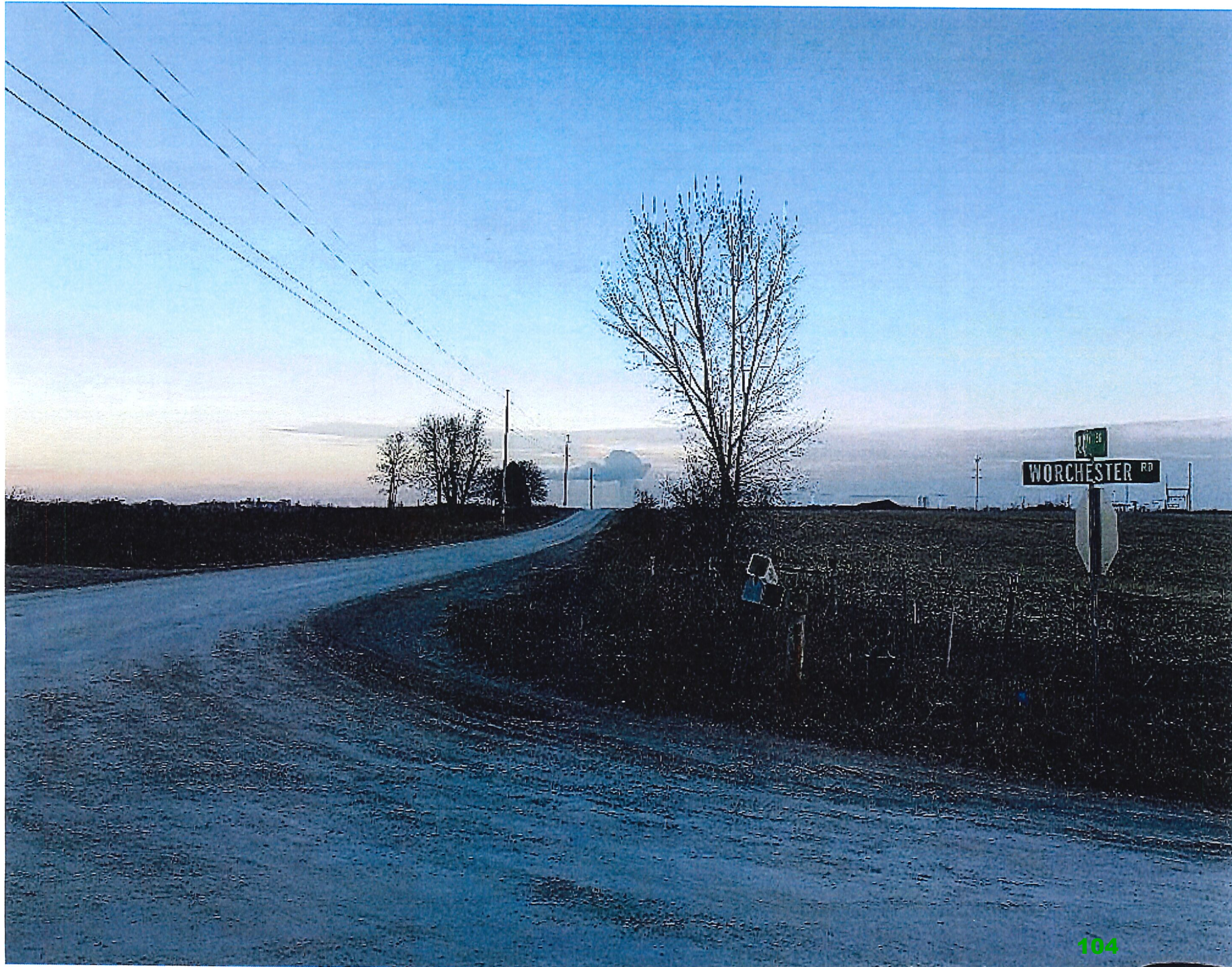


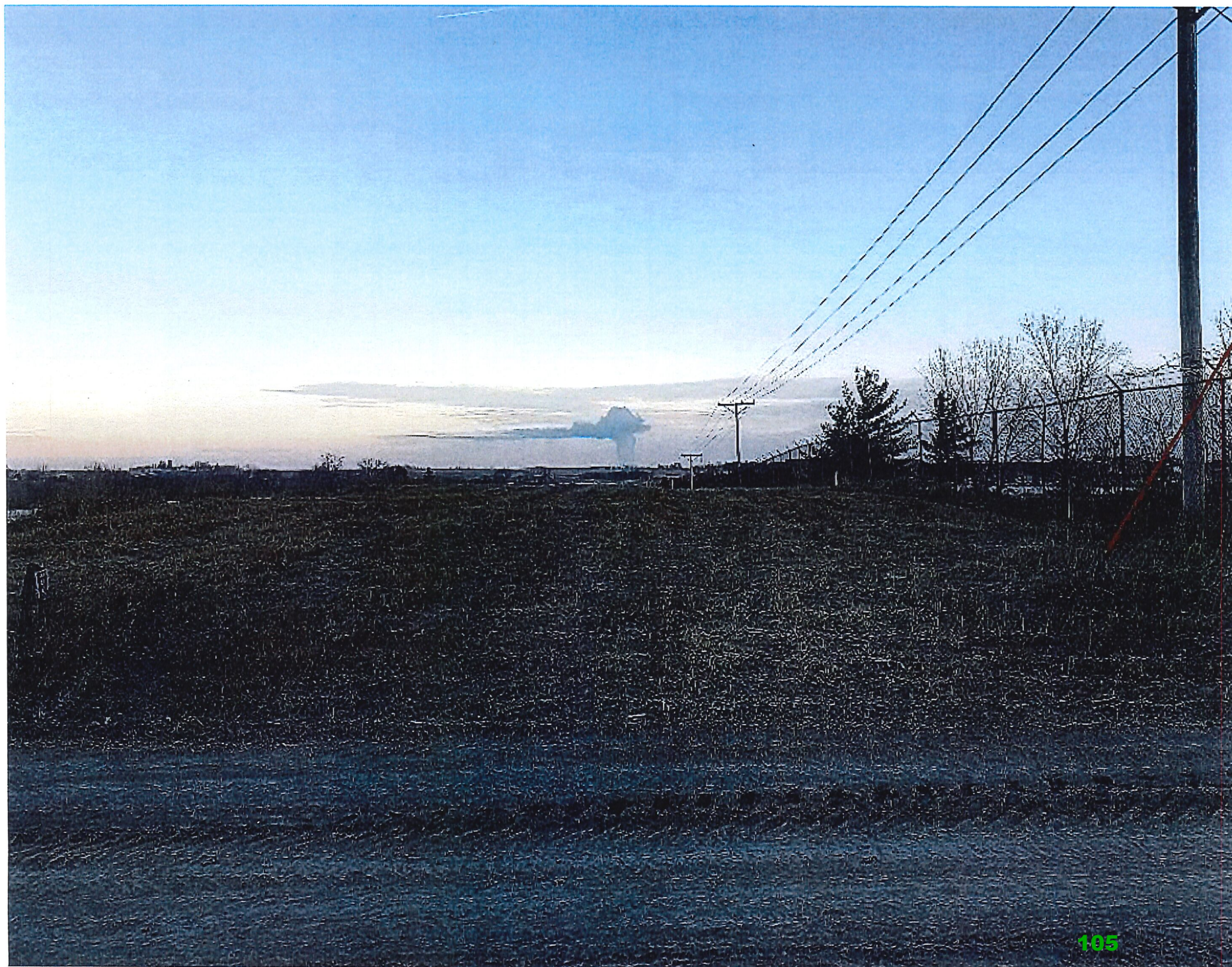
TYPICAL CROSS-SECTION
SECTION NEAR SILVER CREEK
PHASE TWO

3.



D: PHASE TWO - PHOTOS





2



EL



4



5



6

7







10



Corridor Metropolitan Planning Organization - FFY21-FFY24 Transportation Improvement Program (TIP) Funding Requests												
All TIP Roadway Project Applications Received - December 16, 2019												
Requestor	Project	Project Description	Estimated Total Cost for Project	MPO Funding Previously Allocated to Project	Total Amount Requested	Funding Amount Requested FFY21	Funding Amount Requested FFY22	Funding Amount Requested FFY23	Funding Amount Requested FFY24	Project Score	Expected Construction Completion	Percentage of MPO Funding in Project (IF APPROVED)
City of Hiawatha	Tower Terrace Road east from I-380 to 700 ft. east of N Center Point Road	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.	\$ 5,099,000	\$ 388,000	\$ 2,954,000	\$ -	\$ -	\$ 2,954,000	\$ -	218.85	9/1/2022	66%
City of Cedar Rapids	Tower Terrace Road west of I-380	Construct Tower Terrace Road NE from the proposed I-380 interchange (approximately 300 ft E of Edgewood Rd), to a tie in point approximately 1,000 feet west of Miller Road. The project will require new right-of-way, pavement, storm sewer improvements, grading, trail and sidewalk along Tower Terrace Road and Edgewood Road, street lighting, and other miscellaneous improvements.	\$ 1,893,150	\$ 388,000	\$ 1,126,500	\$ -	\$ -	\$ -	\$ 1,126,500	191.27	11/1/2022	80%
City of Marion	7th Avenue from 12th Street to 22nd Street	Reconstruction of 7th Avenue between 12th Street and 22nd Street from a 4-lane cross section to a 3-lane cross section with a center dual left turn lane. Includes additional infrastructure improvements: storm sewer, sanitary sewer, watermain, sidewalk, lighting, and other improvements	\$ 6,445,000	\$ -	\$ 3,173,000	\$ 184,000	\$ -	\$ 213,000	\$ 2,776,000	242.15	12/1/2024	49%
Totals:			\$ 13,437,150		\$ 7,253,500	\$ 184,000	\$ -	\$ 3,167,000	\$ 3,902,500			
<i>Available Now:</i>					\$ 3,173,000	\$ 184,000	\$ -	\$ 213,000	\$ 2,776,000			
<i>* Difference</i>					\$ (4,080,500)	\$ -	\$ -	\$ (2,954,000)	\$ (1,126,500)			

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)

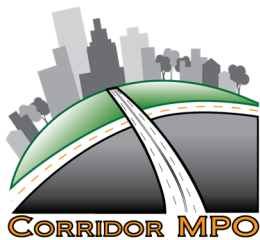
\$ 5,099,000

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): **Major Arterial**

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?	Yes
What, if any, bikeways will be provided?	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.

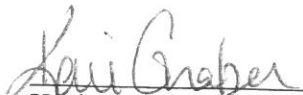
AYES: Rob Archibald, Aime Wichtendahl, Dick Olson, Dennis Norton, Steve Dodson
NAYS: None

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



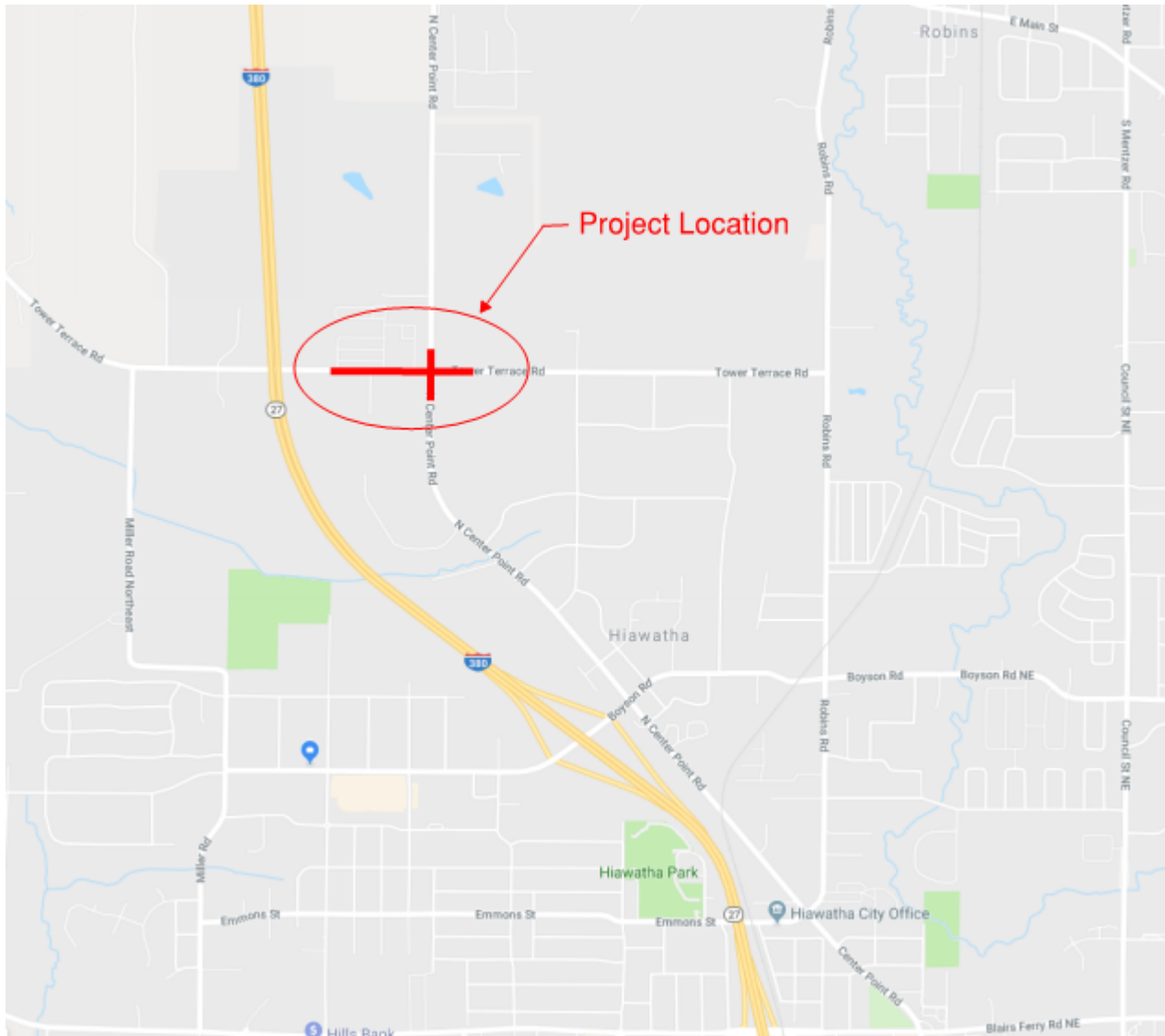
Bill Bennett, Mayor

ATTEST:



Kari Graber, City Clerk

Location Map



Photos



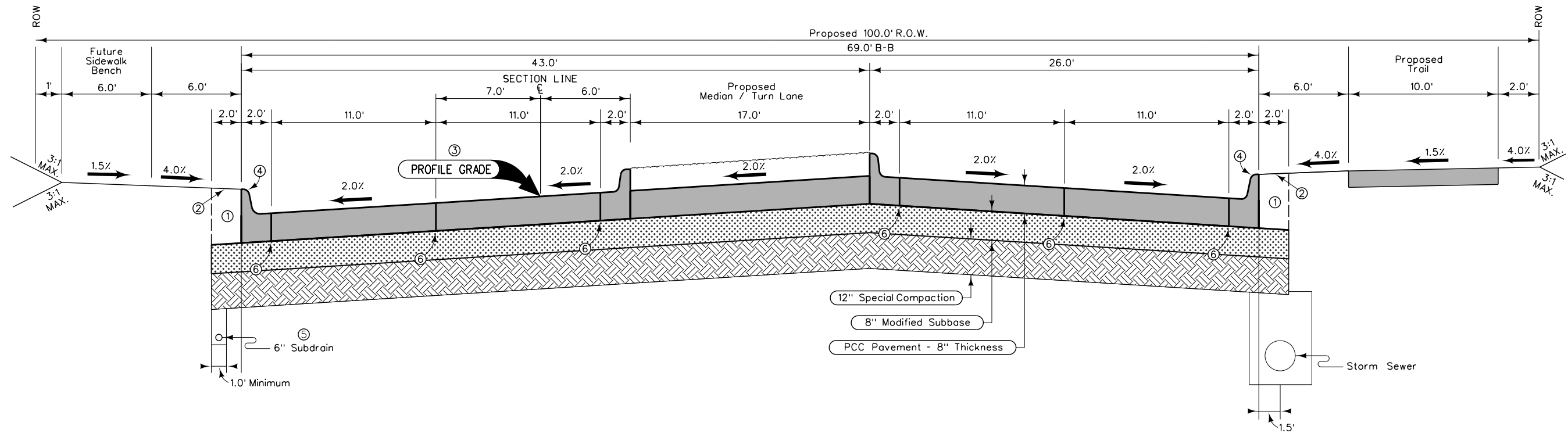
Tower Terrace Road - Looking West from N. Center Point Road



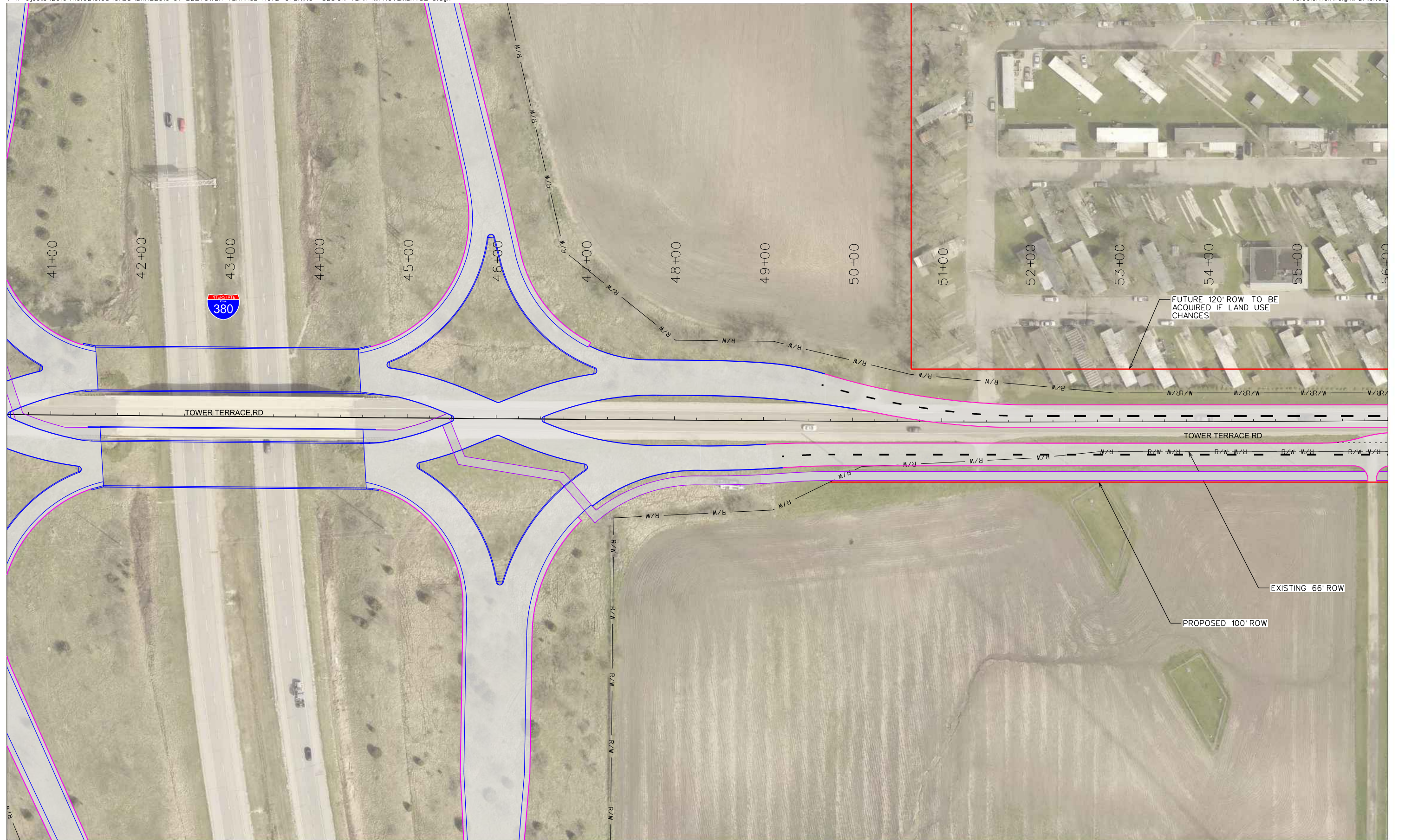
Tower Terrace Road - Looking East near West Project Limits

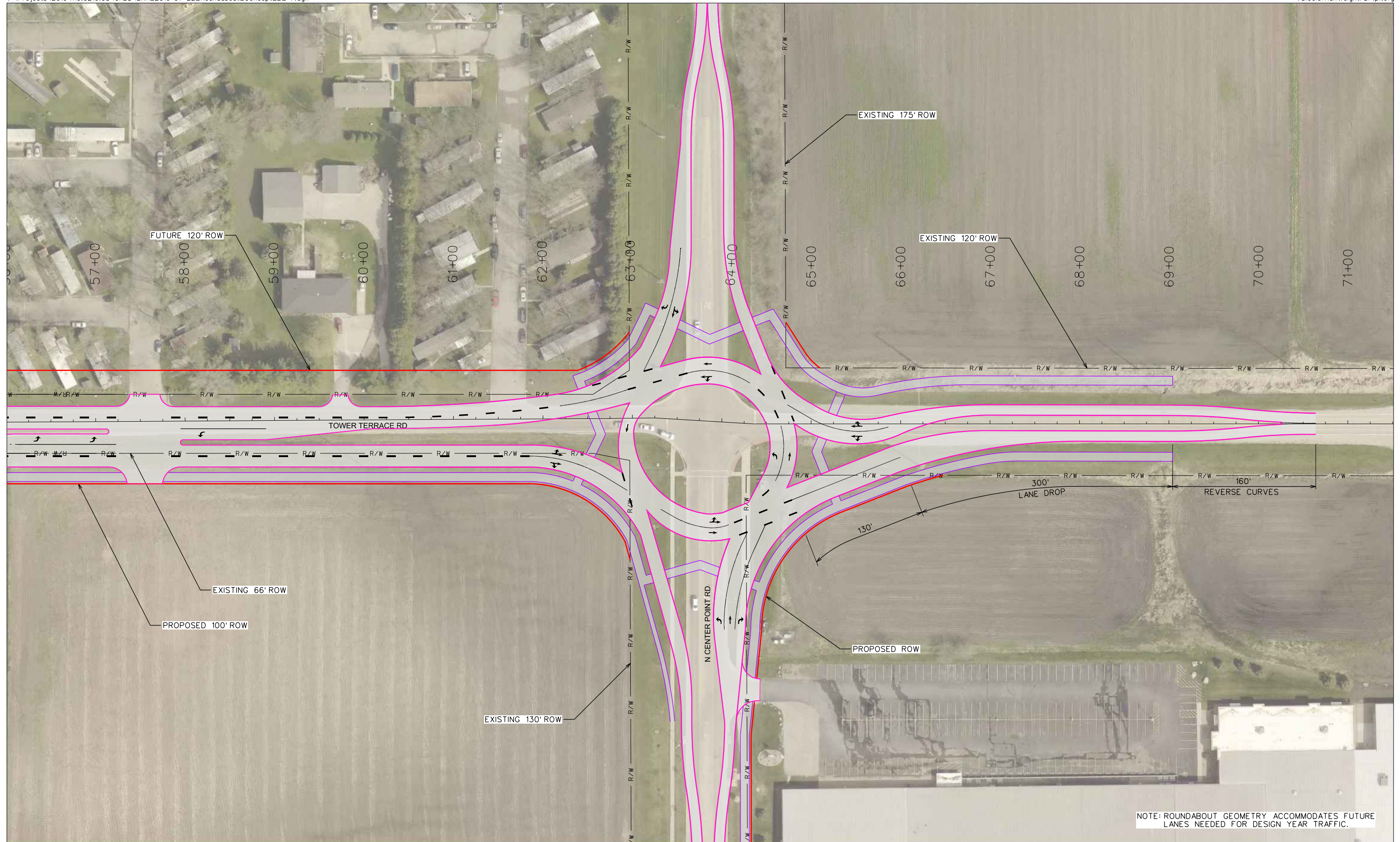
- ① Excavate and backfill 2.0'
- ② Earth Shoulder Finishing
- ③ Refer to cross sections for additional information
- ④ 6" standard curb.
- ⑤ Omit subdrain where longitudinal storm sewer is installed along roadway.
- ⑥ KT-2 or L-2 joint

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







Attachment A - Funding Requests

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

Project Name

Tower Terrace Rd aprx 300' E of Edgewood Rd to aprx 1000' W of Miller Rd & all intersections

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

Cedar Rapids

Contact Person

Name **Gary C Petersen**
E-mail **g.petersen@cedar-rapids.org**
City **Cedar Rapids**
Phone # **319-286-5153**
Street Address **500 15th Avenue SW, Cedar Rapids, IA 52404**

Project Description

Construct Tower Terrace Road NE from the proposed I-380 interchange, to a tie in point approximately 1,000 feet west of Miller Road. The project will require new right-of-way, pavement, storm sewer improvements, grading, trail and sidewalk along Tower Terrace Road and Edgewood Road, street lighting, and other miscellaneous improvements.

Purpose & Need Narrative

Tower Terrace Road from 1,000 feet west of Miller Road to the I-380 interchange is part of a much larger roadway corridor that extends beyond I-380 to Highway 13. The goal of the Tower Terrace Road corridor is to provide safe and efficient transportation for all modes of travel while providing an aesthetically pleasing roadway that will have positive impacts on the surrounding area.

Tower Terrace Road will be a parallel route to other east-west corridors, providing relief for growing traffic volumes along the other corridors. Without parallel routes, the existing corridors require costly capacity improvements in the form of widening for additional through lanes, and intersection improvements in the form of additional turn lanes and traffic signals.

Tower Terrace Road will be constructed along a corridor containing mostly undeveloped land. Once Tower Terrace Road is completed, the remaining undeveloped land adjacent to the roadway will provide an opportunity for in-fill development. This particular project is coordinated with the Iowa DOT efforts to design and construct a new interchange at Tower Terrace Road and I-380.

Project Score (Please see Attachment C)

191.27



Smarter Transportation, Better Community

Project Readiness

ROW Right-of-way acquisition and temporary construction easements will be needed.

Environmental Environmental Assessment was initiated by the Iowa DOT as part of the I-380 interchange project. This work will be used to complete the environmental process for this project. We anticipate completion and approval in early 2020

Local Match The City of Cedar Rapids will provide local match funds.

Public Engagement A public information meeting was held on October 30, 2018 as part of the Tower Terrace Road Corridor Management Update Plan. Additional public meetings and a public hearing will be held in 2019/2020 as part of the environmental and plan development processes.

Project Schedule (MM/YYYY)

Design	Start Date 07/2019	Completion Date 07/2021
ROW Acquisition	Start Date 02/2020	Completion Date 03/2021
Environmental	Start Date 09/2019	Completion Date 02/2020
Construction	Start Date 09/2021	Completion Date 11/2022

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

Funding Requested for Planning and Engineering

\$ FFY Requested



Funding Requested Right-of-Way

\$ FFY Requested

Funding Requested for Construction

\$ FFY Requested

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

\$

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

\$

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

Tower Terrace Rd aprx 300' E of Edgewood Rd to aprx 1000'W of Miller Rd & all intersections

Original Amount Awarded from the MPO

\$388,000 FFY Awarded FFY23

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)

\$ 1,126,500 FFY Requested FFY24

Total Additional Funding Requested

\$ 1,126,500 FFY Requested FFY24

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

\$ 1,893,150

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): **Major Arterial**

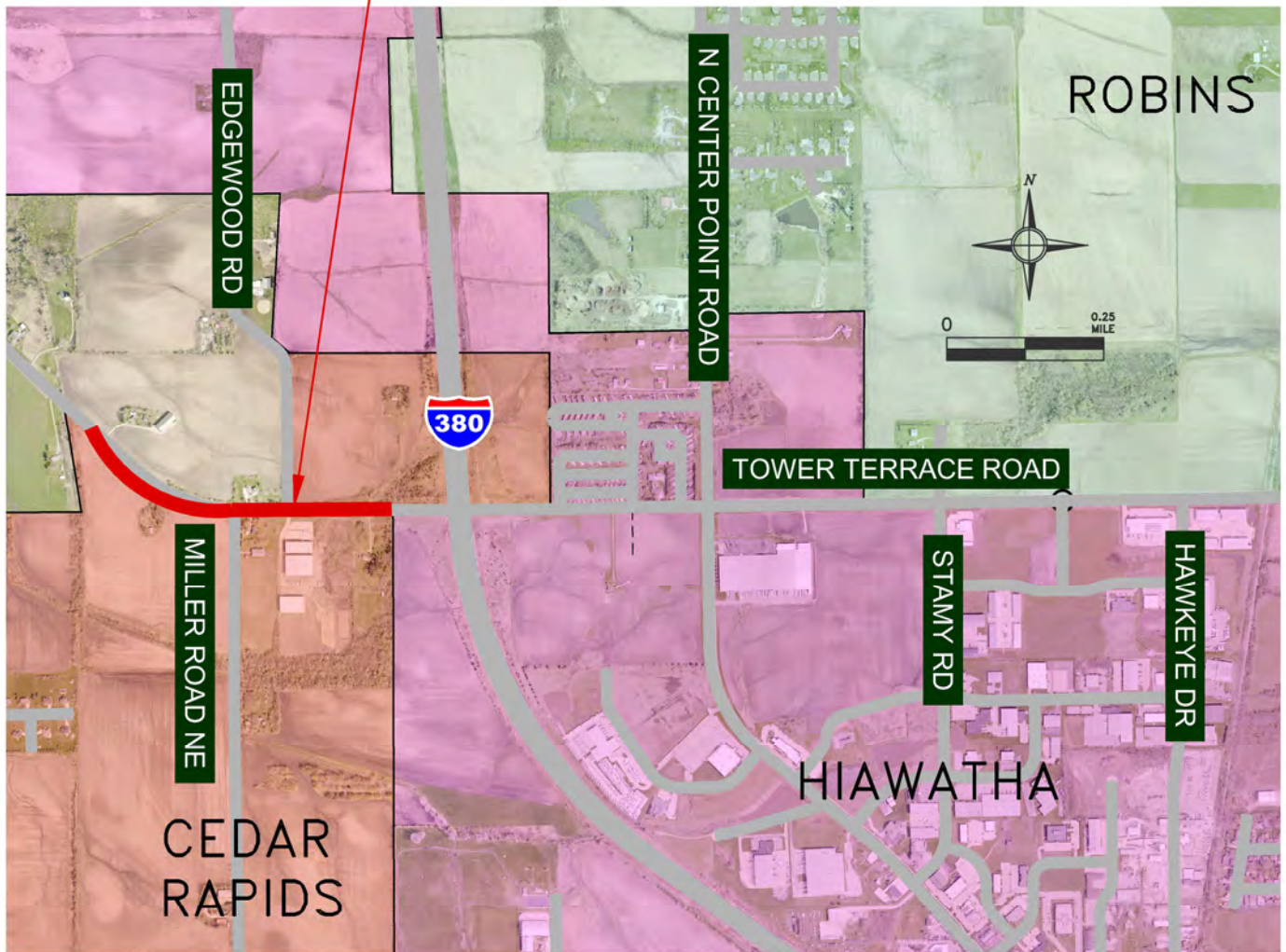
Please list the typical dimensions used in your project (deviations from the typical cross section do not need to be listed here):

Posted Speed:	45 mph
Parking Width (If provided):	NA
Transit - Is the project on a bus route? If so what accommodations will be provided?	NA
Number and Width of Through Travel Lanes:	2@11'
Median Width (If provided):	16'
Sidewalk - Is this residential or commercial area? How wide will the sidewalks be?	Comm. 6'
Bicycle - Is the project area designated for bikeways in a local plan?	Yes
What, if any, bikeways will be provided?	10' Trail
Roadway Width (Back of Curb to Back of Curb):	66'
Public Frontage Width:	14' to 17'
Curb Offset (All Curbs):	2'
Sidewalk Distance from Right of Way Line:	Varies, 2' to
12'	
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

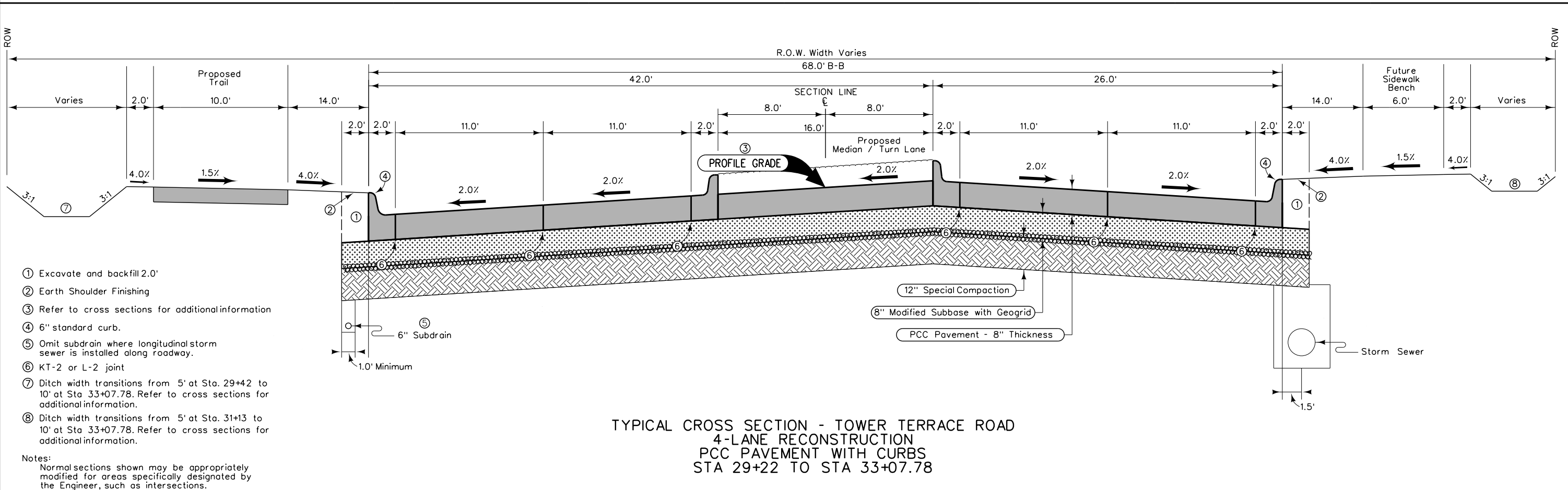
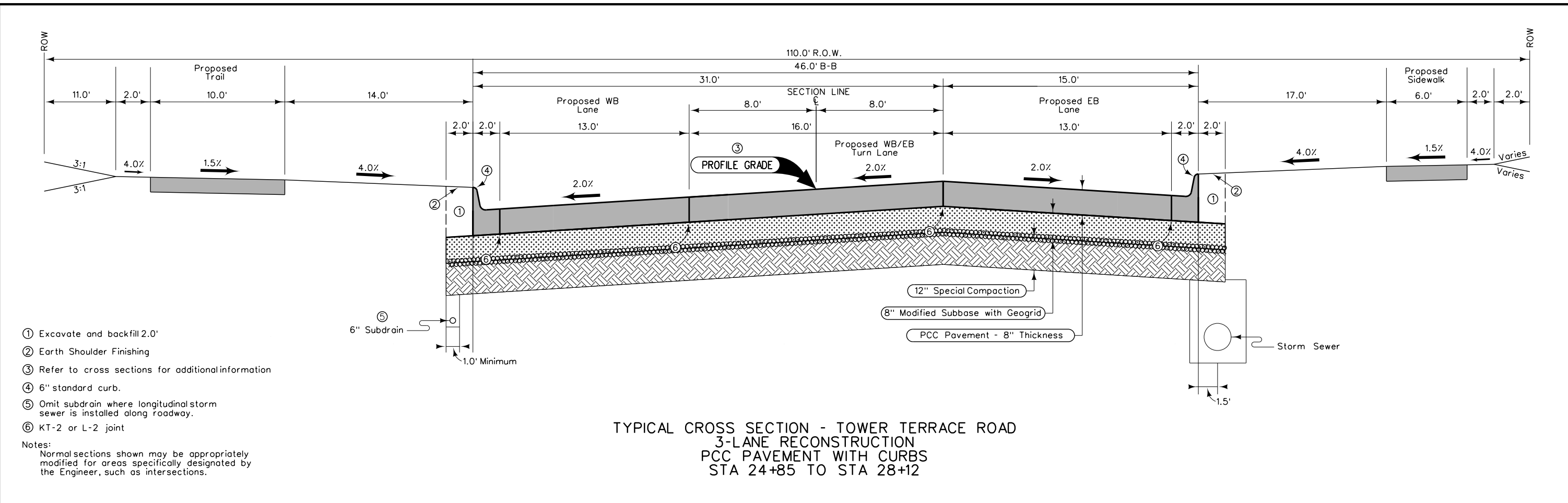
ATTACHMENT F: ENGINEER'S ESTIMATE OF COST

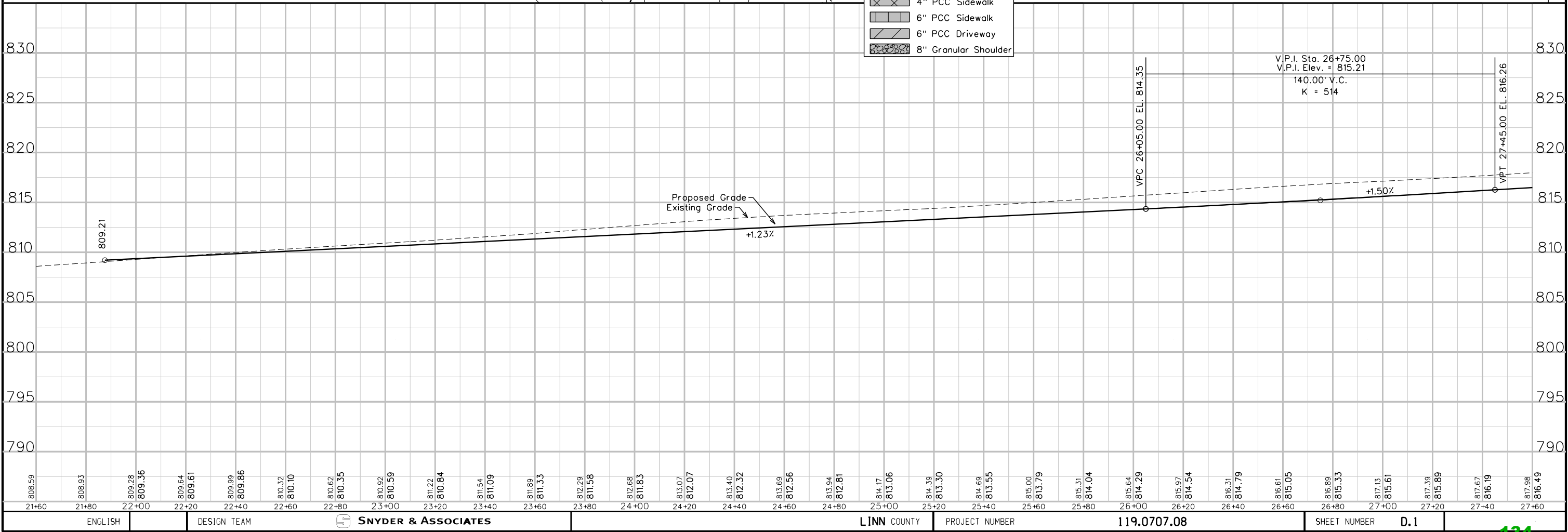
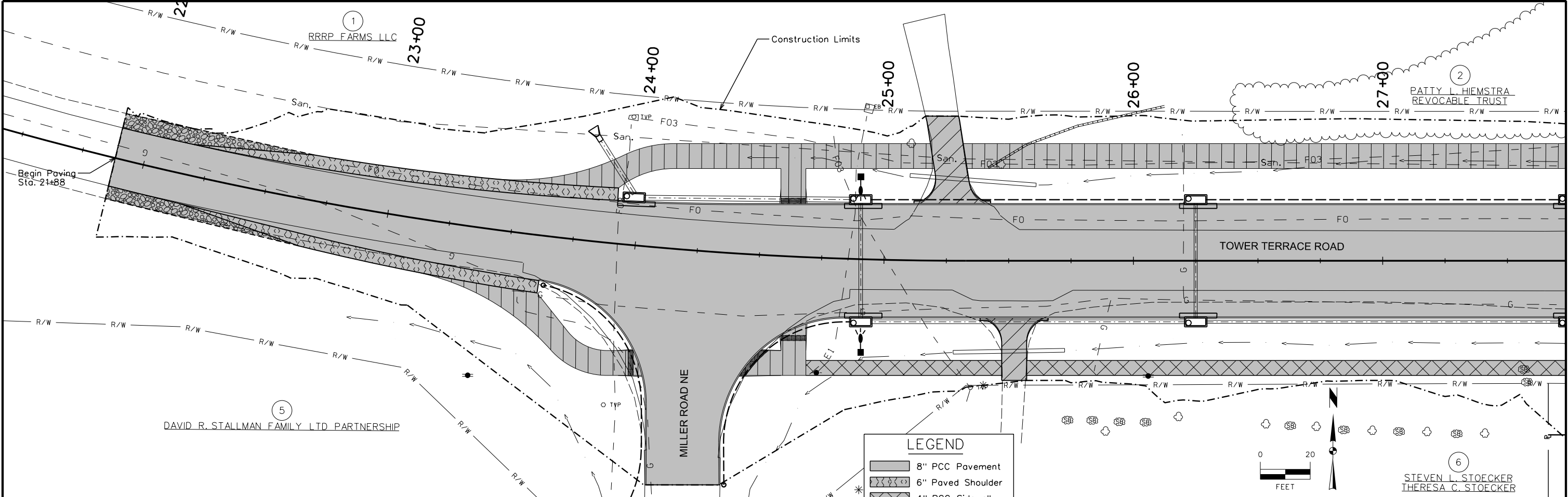
ITEM NO.	ITEM CODE	ITEM	UNIT	ESTIMATED QUANTITIES	UNIT COST	TOTAL COST
1	2101-0850001	CLEARING AND GRUBBING	ACRE	0.55	\$20,000.00	\$11,000.00
2	2101-0850002	CLEARING AND GRUBBING	UNIT	35.6	\$30.00	\$1,068.00
3	2102-2710070	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	10,340	\$7.00	\$72,380.00
4	2105-8425015	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	1,450	\$8.00	\$11,600.00
5	2109-8225100	SPECIAL COMPACTION OF SUBGRADE	STA	11.2	\$600.00	\$6,720.00
6	2113-0001100	SUBGRADE STABILIZATION MATERIAL, POLYMER GRID	SY	6,613	\$3.50	\$23,144.42
7	2115-0100000	MODIFIED SUBBASE	CY	1,605	\$35.00	\$56,157.50
8	2121-7425010	GRANULAR SHOULDERS, TYPE A	TON	29	\$28.50	\$815.10
9	2122-5190006	PAVED SHOULDER, P.C. CONCRETE, 6 IN.	SY	151	\$70.00	\$10,546.20
10	2123-7450020	SHOULDER FINISHING, EARTH	STA	31.8	\$200.00	\$6,360.00
11	2213-7100400	RELOCATION OF MAIL BOXES	EACH	3	\$200.00	\$600.00
12	2301-1033090	STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3 DURABILITY, 9 IN.	SY	6,535	\$47.00	\$307,129.02
13	2301-4875006	MEDIAN, P.C. CONCRETE, 6 IN.	SY	50	\$75.00	\$3,750.00
14	2301-6911722	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES	LS	1	\$2,000.00	\$2,000.00
15	2304-0101000	TEMPORARY PAVEMENT	SY	1,015	\$60.00	\$60,878.40
16	2315-8275025	SURFACING, DRIVEWAY, CLASS A CRUSHED STONE	TON	150	\$30.00	\$4,500.00
17	2416-0100015	APRONS, CONCRETE, 24 IN. DIA.	EACH	2	\$1,750.00	\$3,500.00
18	2417-1040018	CULVERT, CORRUGATED METAL ENTRANCE PIPE, 18 IN. DIA.	LF	45	\$40.00	\$1,800.00
19	2430-0000100	MODULAR BLOCK RETAINING WALL	SF	200	\$45.00	\$9,000.00
20	2435-0251000	INTAKE, SW-509	EACH	13	\$4,200.00	\$54,600.00
21	2502-8212036	SUBDRAIN, LONGITUDINAL, (SHOULDER) 6 IN. DIA.	LF	1,308	\$12.00	\$15,696.00
22	2502-8221303	SUBDRAIN OUTLET, DR-303	EACH	15	\$250.00	\$3,750.00
23	2502-8221306	SUBDRAIN OUTLET, DR-306	EACH	1	\$500.00	\$500.00
24	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 15 IN.	LF	439	\$52.00	\$22,828.00
25	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 18 IN.	LF	428	\$58.00	\$24,801.96
26	2503-0114215	STORM SEWER GRAVITY MAIN, TRENCHED, REINFORCED CONCRETE PIPE (RCP), 2000D (CLASS III), 24 IN.	LF	186	\$90.00	\$16,740.00
27	2503-0200036	REMOVE STORM SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	LF	96	\$12.00	\$1,152.00
28	2504-0150406	SANITARY SEWER FORCE MAIN, TRENCHED, POLYVINYL CHLORIDE PIPE (PVC), 6 IN.	LF	342	\$100.00	\$34,200.00
29	2504-0240036	REMOVE SANITARY SEWER PIPE LESS THAN OR EQUAL TO 36 IN.	LF	343	\$24.00	\$8,232.00
30	2510-6745850	REMOVAL OF PAVEMENT	SY	3,945	\$10.00	\$39,446.00
31	2511-0302600	RECREATIONAL TRAIL, PORTLAND CEMENT CONCRETE, 6 IN.	SY	1,128	\$42.00	\$47,366.34
32	2511-0310100	SPECIAL COMPACTION OF SUBGRADE FOR RECREATIONAL TRAIL	STA	10.1	\$335.00	\$3,383.50
33	2511-7526004	SIDEWALK, P.C. CONCRETE, 4 IN.	SY	244	\$64.00	\$15,596.80
34	2511-7526006	SIDEWALK, P.C. CONCRETE, 6 IN.	SY	5	\$65.00	\$331.50
35	2511-7528101	DETECTABLE WARNINGS	SF	143	\$40.00	\$5,720.00
36	2515-2475006	DRIVEWAY, P.C. CONCRETE, 6 IN.	SY	318	\$55.00	\$17,473.50
37	2515-6745600	REMOVAL OF PAVED DRIVEWAY	SY	309	\$10.00	\$3,087.00
38	2523-0000100	LIGHTING POLES	EACH	5	\$5,000.00	\$25,000.00
39	2523-0000200	ELECTRICAL CIRCUITS	LF	600	\$30.00	\$18,000.00
40	2523-0000310	HANDHOLES AND JUNCTION BOXES	EACH	5	\$650.00	\$3,250.00
41	2524-6765010	REMOVE AND REINSTALL SIGN AS PER PLAN	EACH	9	\$200.00	\$1,800.00
42	2524-9275100	WOOD POSTS FOR TYPE A OR B SIGNS, 4 IN. X 4 IN.	LF	22	\$20.00	\$440.00
43	2526-8285000	CONSTRUCTION SURVEY	LS	1	\$7,500.00	\$7,500.00
44	2527-9263118	PAINTED PAVEMENT MARKINGS, EPOXY	STA	32.7	\$150.00	\$4,905.00
45	2527-9263146	PAINTED SYMBOLS AND LEGENDS, EPOXY	EACH	21	\$125.00	\$2,625.00
46	2527-9270111	GROOVES CUT FOR PAVEMENT MARKINGS	STA	32.7	\$50.00	\$1,635.00
47	2527-9270120	GROOVES CUT FOR SYMBOLS AND LEGENDS	EACH	21	\$120.00	\$2,520.00
48	2528-8445110	TRAFFIC CONTROL	LS	1	\$30,000.00	\$30,000.00
49	2528-8445113	FLAGGERS	EACH	40	\$480.00	\$19,200.00
50	2533-4980005	MOBILIZATION	LS	1	\$90,000.00	\$90,000.00
51	2552-0000300	TRENCH COMPACTION TESTING	LS	1	\$4,500.00	\$4,500.00
52	2554-0114012	WATER MAIN, TRENCHED, POLYVINYL CHLORIDE PIPE (PVC), 12 IN.	LF	208	\$70.00	\$14,534.10
53	2554-0202400	FITTINGS BY COUNT, POLYVINYL CHLORIDE (PVC), 12"	EACH	5	\$500.00	\$2,500.00
54	2554-0207012	VALVE, GATE, DIP, 12 IN.	EACH	2	\$2,500.00	\$5,000.00
55	2554-0211012	FLUSHING DEVICE (BLOWOFF), 12 IN.	EACH	1	\$1,500.00	\$1,500.00
56	2599-9999005	VALVE REMOVAL	EACH	3	\$600.00	\$1,800.00
57	2599-9999005	FLUSHING DEVICE (BLOWOFF) REMOVAL	EACH	1	\$600.00	\$600.00
58	2599-9999005	FIRE HYDRANT RELOCATION	EACH	1	\$3,500.00	\$3,500.00
59	2599-9999005	SUBDRAIN CLEANOUT	EACH	6	\$500.00	\$3,000.00
60	2601-2634100	MULCHING	ACRE	3.57	\$900.00	\$3,213.00
61	2601-2634105	MULCHING, BONDED FIBER MATRIX	ACRE	1.79	\$2,800.00	\$5,012.00
62	2601-2636044	SEEDING AND FERTILIZING (URBAN)	ACRE	0.64	\$1,350.00	\$864.00
63	2601-2638352	SLOPE PROTECTION, WOOD EXCELSIOR MAT	SQ	416	\$25.00	\$10,400.00
64	2601-2640350	SPECIAL DITCH CONTROL, WOOD EXCELSIOR MAT	SQ	41	\$30.00	\$1,230.00
65	2601-2642120	STABILIZING CROP - SEEDING AND FERTILIZING (URBAN)	ACRE	3.57	\$1,200.00	\$4,284.00
66	2602-0000020	SILT FENCE	LF	200	\$2.00	\$400.00
67	2602-0000071	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS	LF	200	\$0.50	\$100.00
68	2602-0000101	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK	LF	200	\$1.25	\$250.00
69	2602-0000309	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 9 IN. DIA.	LF	195	\$3.50	\$682.50
70	2602-0000312	PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 12 IN. DIA.	LF	2,109	\$4.00	\$8,436.00
71	2602-0010010	MOBILIZATIONS, EROSION CONTROL	EACH	5	\$1,500.00	\$7,500.00
72	2602-0010020	MOBILIZATIONS, EMERGENCY EROSION CONTROL	EACH	2	\$1,000.00	\$2,000.00
73	2610-0000212	MULCH, SHREDDED BARK	CY	2	\$100.00	\$200.00
74	2611-0000100	SHRUBS, FURNISHED AND INSTALLED (WITH WARRANTY)	EACH	10	\$80.00	\$800.00
75	2611-0000200	TREES, FURNISHED AND INSTALLED (WITH WARRANTY)	EACH	5	\$500.00	\$2,500.00
		Sub-Total Construction			\$1,188,530.00	
		Contingency	15%		\$178,280.00	
		Total Construction			\$1,366,810.00	
		2024 CONSTRUCTION				
		2024 Inflation	5% per year		\$377,624.00	
		2024 Total Construction			\$1,744,430.00	
		Engineering			\$295,200.00	
		Right-of-Way			\$148,722.00	
		Construction Administration (2024)	6%		\$104,670.00	
		Totals (2024 Construction)			\$2,293,020.00	
		DETERMINATION OF GRANT REQUEST				
		Total Costs			\$2,293,020.00	
		Less Engineering/Construction Administration			\$399,870.00	
		Federal Aid Eligible Costs			\$1,893,150.00	
		80% Federal-Aid Eligible Costs			\$1,514,520.00	
		Currently Programmed Federal Aid			\$388,000.00	
		Additional Federal Aid			\$1,126,520.00	

Project
Location



LOCATION MAP





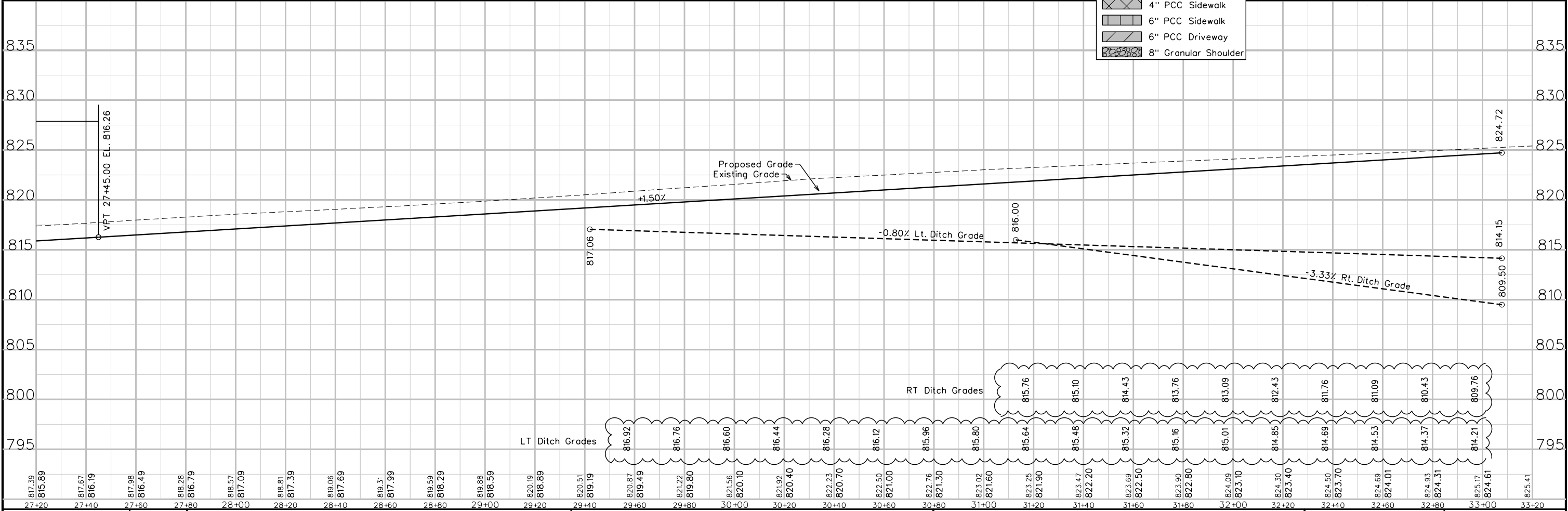
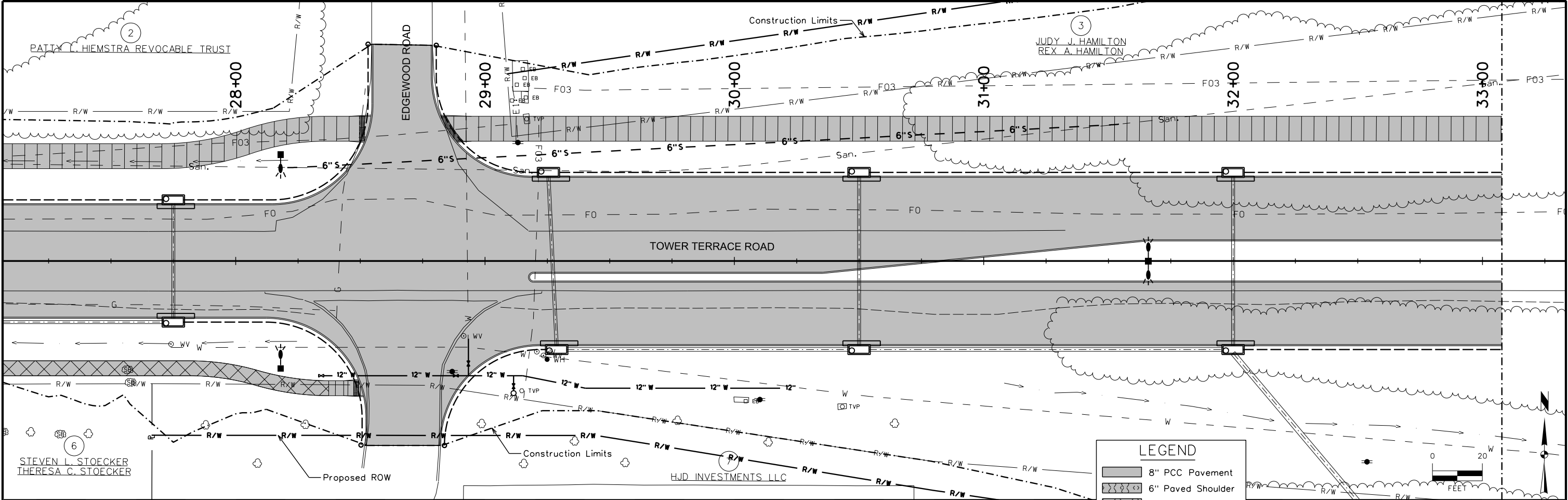




Photo on Tower Terrace Road at Edgewood Road (formerly Loggerhead Road) looking west.

RESOLUTION NO. 0049-01-19

WHEREAS, the City of Cedar Rapids, Iowa is applying to the Corridor Metropolitan Planning Organization for \$918,500 of Federal Surface Transportation Block Grant (STBG) funds for the Tower Terrace Road Project from approximately 1000 feet west of Miller Road to I-380 interchange project, and

WHEREAS, the City has the legal jurisdiction and authority to construct, finance, operate, and maintain the proposed facility within the City of Cedar Rapids.

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 \$183,700 proposed in the funding application contingent upon award, and acceptance, of federal STBG funding for the above mentioned project. The City of Cedar Rapids is under no obligation to perform said project if Cedar Rapids' application for funding is not approved.
4. That if federal STBG or Transportation Alternatives Program (TAP) 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 this 8th day of January, 2019.

Voting: Council member Weinacht moved the adoption of the resolution; seconded by Council member Vanorny. 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

RESOLUTION NO. 1540-12-19

WHEREAS, the Cedar Rapids City Council passed Resolution 0049-01-19 on January 8, 2019 to apply for \$918,500 through the Corridor Metropolitan Planning Organization for the construction of the Tower Terrace Road Project from approximately 1000 feet west of Miller Road to the I-380 interchange project, and

WHEREAS, the City of Cedar Rapids was awarded \$388,000 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 \$1,392,000 for the project, and

WHEREAS, the City has the legal jurisdiction and authority to construct, finance, operate, and maintain the proposed facility within the City of Cedar Rapids.

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 \$261,300 proposed in the funding application contingent upon award, and acceptance, of federal STBG funding for the above mentioned project. The City of Cedar Rapids is under no obligation to perform said project if Cedar Rapids' application for funding is not approved.
4. That if federal STBG or Transportation Alternatives Program (TAP) 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.

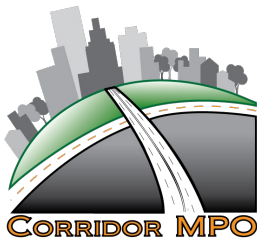
Passed this 3rd day of December, 2019.

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.

Attest:


Bradley G. Hart, Mayor


Amy Stevenson, City Clerk



Attachment A - Funding Requests

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

Project Name

Marion Blvd / 7th Avenue / 10th Avenue – 7th Avenue from 12th Street to 22th Street [Project ID 46]

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

City of Marion

Contact Person

Name **Michael D. Barkalow, P.E.**
E-mail **mbarkalow@cityofmarion.org**
City **Marion**
Phone # **319.743.6340**
Street Address **1225 6th Avenue Suite 200**

Project Description

Original: Modification of lane configurations with intersection improvements at 10th Street and 35th Street.

Update: Reconstruction of 7th Avenue between 12th Street and 22th Street from a 4-lane cross section to a 3-lane cross section with a center dual left turn lane. Including additional infrastructure improvements including storm sewer, sanitary sewer, watermain, sidewalk, lighting and other improvements.

Purpose & Need Narrative

7th Avenue carries 19,100 AADT per the 2017 IDOT counts on this section of road. This road was originally built as part of the original town and has had several overlays. It is now ending the useful life of the original pavement and needs to be completely removed and replaced. The current configuration contributes to accidents and congestion. The proposed modifications would provide for a reduction in the cost of travel by providing less congestion and a reduction in accidents. The proposed configuration will support economic development by providing for the comfort of stopping to patronize businesses along the corridor adding to the vitality of the business community.

Project Score (Please see Attachment C)

242.15

Project Readiness

ROW	Additional ROW will be needed
Environmental	Not complete



Smarter Transportation, Better Community

Local Match

Assured [New resolution to match new amount available will be provided.]

Public Engagement

Completed and ongoing

Project Schedule (MM/YYYY)

Design	Start Date 2018	Completion Date 2022
ROW Acquisition	Start Date 2021	Completion Date 2022
Environmental	Start Date 2021	Completion Date 2022
Construction	Start Date 2024	Completion Date 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

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Funding Requested for Planning and Engineering

None

Funding Requested Right-of-Way

None

Funding Requested for Construction

\$184,000 FFY Requested 21
\$213,000 FFY Requested 23
\$2,776,000 FFY Requested 24



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

\$3,173,000 [68.82% of project cost]

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

\$6,445,107

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

Original Amount Awarded from the MPO

\$ **FFY Awarded**

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)

\$ **FFY Requested**



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): **Major Arterial**

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

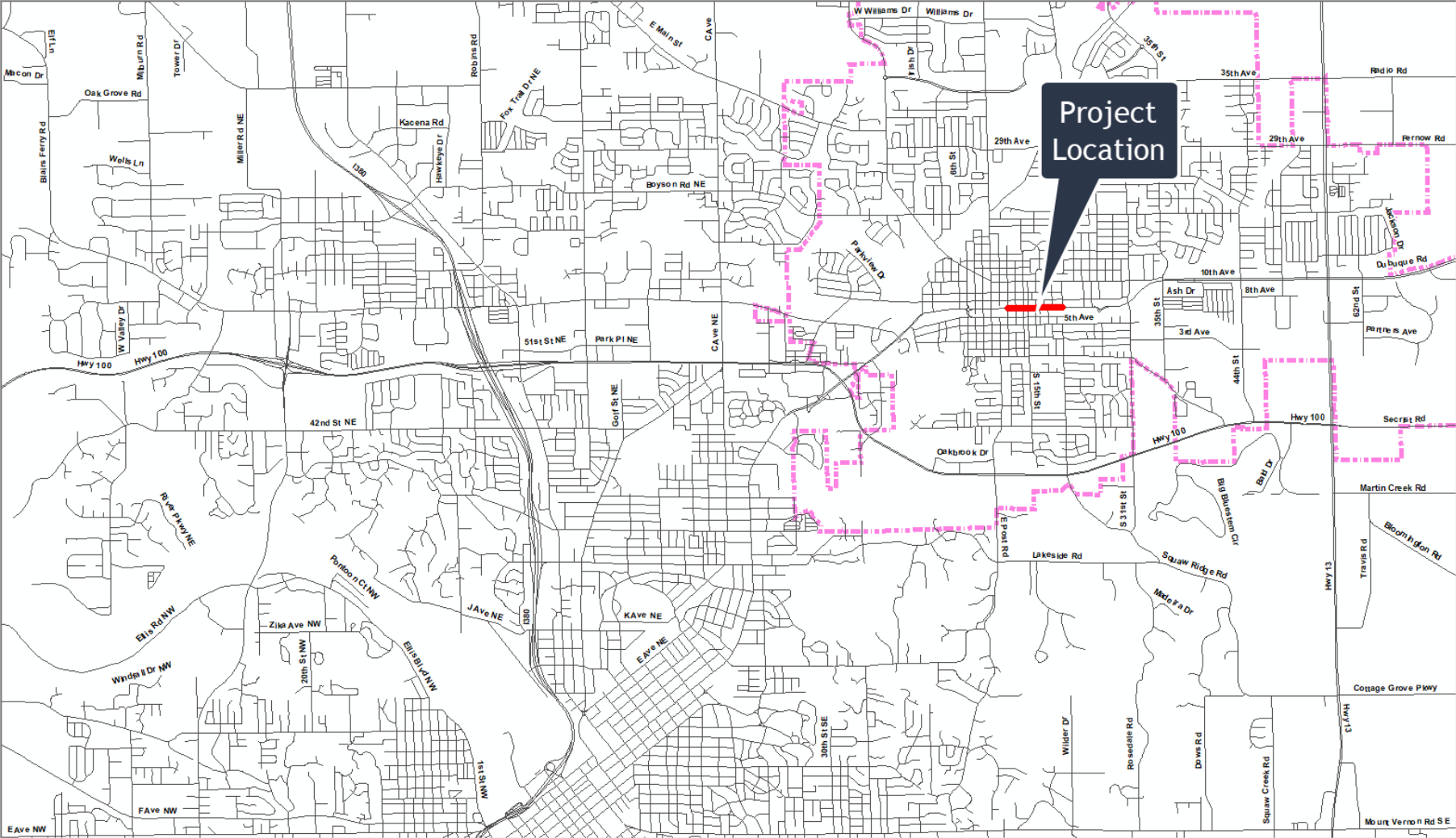
Posted Speed:	30 MPH
Parking Width (If provided):	8'
Transit - Is the project on a bus route? If so what accommodations will be provided?	No/No
Number and Width of Through Travel Lanes:	2-11'
Median Width (If provided):	TWLT-12'
Sidewalk - Is this residential or commercial area? How wide will the sidewalks be?	Both - 6'
Bicycle - Is the project area designated for bikeways in a local plan?	No
What, if any, bikeways will be provided?	N/A
Roadway Width (Back of Curb to Back of Curb):	37'-53.5'
Public Frontage Width:	5' - 6.5'
Curb Offset (All Curbs):	1.5' - 2.0'
Sidewalk Distance from Right of Way Line:	1'-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?	Approved

Curb Offset is not 2' in all locations

Public Frontage Width does not meet minimum due to restricted ROW

Plans are not final yet and are still in the preliminary design stage

Location Map: 7th Avenue; 12th Street to 22nd Street



RESOLUTION NO. 28186

RESOLUTION AUTHORIZING A FUNDING APPLICATION TO THE CORRIDOR METROPOLITAN PLANNING ORGANIZATION FOR SURFACE TRANSPORTATION BLOCK GRANT FUNDS IN THE AMOUNT OF \$3,173,000 AND COMMITTING TO PROVIDE LOCAL MATCHING FUNDS FOR THE MARION BLVD / 7TH AVENUE / 10TH AVENUE PROJECT IN MARION. [7TH AVENUE; 12TH STREET TO 22ND STREET] (TRANS-18-101)

WHEREAS, the City of Marion, Iowa is applying to the Corridor Metropolitan Planning Organization for \$3,173,000 of Federal Surface Transportation Block Grant (STBG) for the Marion Boulevard/7th Avenue/10th Avenue Project (7th Avenue; 12th Street to 22nd Street); and

WHEREAS, STBG funds can cover up to 80% of the project costs, the City will need to commit to a local match in the amount of \$793,250; and

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

NOW THEREFOR BE IT RESOLVED by the City Council of the City of Marion, Iowa, as follows:

1. That the City of Marion, 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 \$793,250 proposed in the funding application contingent upon award, and acceptance, of federal STBG funding for the above-mentioned project. The City of Marion is under no obligation to perform said project if Marion's application for funding is not approved.
4. That if federal STBG 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 19th day of December 2019.



Nicolas AbouAssaly, Mayor

ATTEST:

I, Rachel Bolender, City Clerk of the City of Marion, Iowa hereby certify that at a meeting of the City Council of said City, held on the above date, among other proceedings the above was adopted.



Rachel Bolender, City Clerk

ITEM NO.	ITEM	UNIT	UNIT PRICE	12TH ST TO 16TH ST		16TH ST TO 22ND ST		Total	
				QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
1	MOBILIZATION	LS	\$600,000	0.5	\$126,000.00	0.5	\$114,000.00	1	\$240,000
2	CONSTRUCTION SURVEY	LS	\$50,000	0.5	\$10,500.00	0.5	\$9,500.00	1	\$20,000
3	TRENCH COMPACTION TESTING	LS	\$8,000	0.5	\$1,680.00	0.5	\$1,520.00	1	\$3,200
4	SUBGRADE AND SUBBASE COMPACTION TESTING	LS	\$8,000	0.5	\$1,680.00	0.5	\$1,520.00	1	\$3,200
5	CONCRETE MATURITY TESTING FOR PCC PAVEMENT	LS	\$6,000	0.5	\$1,260.00	0.5	\$1,140.00	1	\$2,400
6	TRAFFIC CONTROL	LS	\$100,000	0.5	\$21,000.00	0.5	\$19,000.00	1	\$40,000
7	EROSION CONTROL	LS	\$30,000	0.5	\$6,300.00	0.5	\$5,700.00	1	\$12,000
8	CLEARING AND GRUBBING	LS	\$10,000	0.5	\$2,100.00	0.5	\$1,900.00	1	\$4,000
9	REMOVAL OF EXISTING PAVEMENTS, DRIVEWAYS, CURB, AND GUTTER	SY	\$10	9060.765778	\$90,607.66	9025.563784	\$90,255.64	18086.32956	\$180,863
10	REMOVAL OF EXISTING SIDEWALK	SY	\$10	1043.087407	\$10,430.87	843.9511111	\$8,439.51	1887.038519	\$18,870
11	REMOVAL AND SALVAGE OF BRICK	SY	\$20	100	\$2,000.00	50	\$1,000.00	150	\$3,000
12	REMOVAL OF SANITARY SEWER STRUCTURES	EA	\$900	3	\$2,700.00	4	\$3,600.00	7	\$6,300
13	REMOVAL OF SANITARY SEWER PIPE	LF	\$20	723	\$14,460.00	1395	\$27,900.00	2118	\$42,360
14	REMOVAL OF STORM SEWER STRUCTURES	EA	\$600	8	\$4,800.00	8	\$4,800.00	16	\$9,600
15	REMOVAL OF STORM SEWER AND CULVERT PIPE	LF	\$25	741	\$18,525.00	771	\$19,275.00	1512	\$37,800
16	WATER MAIN ABANDONMENT	LS	\$50,000	0.5	\$10,500.00	0.19	\$9,500.00	0.69	\$20,000
17	REMOVAL OF SIGNS	EA	\$50	20	\$1,000.00	20	\$1,000.00	40	\$2,000
18	UNCLASSIFIED EXCAVATION AND EMBANKMENT	CY	\$15	4100	\$61,500.00	3900	\$58,500.00	8000	\$120,000
19	SUBGRADE PREPARATION	SY	\$2	8569.66	\$17,139.32	7267.072222	\$14,534.14	15836.73222	\$31,673
20	SUBGRADE STABILIZATION WITH CRUSHED ROCK MATERIAL	TON	\$25	539.88858	\$13,497.21	457.82555	\$11,445.64	997.71413	\$24,943
21	GEOTEXTILE FOR SUBGRADE STABILIZATION	SY	\$3	8569.66	\$25,708.98	7267.072222	\$21,801.22	15836.73222	\$47,510
22	GRANULAR SUBBASE, 6"	SY	\$8	2323.585556	\$18,588.68	1950.674444	\$15,605.40	4274.26	\$34,194
23	GRANULAR SUBBASE, 12"	SY	\$14	8569.66	\$119,975.24	7267.072222	\$101,739.01	15836.73222	\$221,714
24	GRANULAR BACKFILL (SANITARY SEWER)	TON	\$22	2122	\$46,684.00	3164	\$69,608.00	5286	\$116,292
25	GRANULAR BACKFILL (WATER MAIN)	TON	\$22	1589	\$34,958.00	1450	\$31,900.00	3039	\$66,858
26	DRAINABLE BACKFILL (STORM SEWER)	TON	\$22	711	\$15,642.00	755	\$16,610.00	1466	\$32,252
27	SANITARY SEWER GRAVITY MAIN, 8" PVC	LF	\$65	991.4	\$64,441.00	1478.7	\$96,115.50	2470.1	\$160,557
28	SANITARY SEWER GRAVITY MAIN, 10" PVC	LF	\$65	0	\$0.00	0	\$0.00	0	\$0
29	SANITARY SEWER SERIVCE RECONNECTION	EA	\$800	16	\$12,800.00	16	\$12,800.00	32	\$25,600
30	SANITARY SEWER MANHOLE, 48"	EA	\$5,500	4	\$22,000.00	6	\$33,000.00	10	\$55,000
31	CONNECTION TO EXISTING SANITARY SEWER MANHOLE	EA	\$1,000	0	\$0.00	1	\$1,000.00	1	\$1,000
32	STORM SEWER MAIN, 12" RCP	LF	\$60	0	\$0.00	0	\$0.00	0	\$0
33	STORM SEWER MAIN, 15" RCP	LF	\$65	779.4	\$50,661.00	1087.1	\$70,661.50	1866.5	\$121,323
34	STORM SEWER MAIN, 18" RCP	LF	\$75	360.6	\$27,045.00	0	\$0.00	360.6	\$27,045
35	STORM SEWER MAIN, 24" RCP	LF	\$95	267.8	\$25,441.00	414.7	\$39,396.50	682.5	\$64,838
36	6" SUBDRAIN LONGITUDINAL	LF	\$15	2125.2	\$31,878.00	1828.2	\$27,423.00	3953.4	\$59,301
37	SUBDRAIN CLEANOUT	EA	\$750	10	\$7,500.00	10	\$7,500.00	20	\$15,000
38	SUMP/DOWNSPOUT CONNECTION	EA	\$200	6	\$1,200.00	4	\$800.00	10	\$2,000
39	STORM SEWER MANHOLE, 48"	EA	\$4,000	2	\$8,000.00	1	\$4,000.00	3	\$12,000
40	STORM SEWER MANHOLES, 60"	EA	\$5,500	1	\$5,500.00	2	\$11,000.00	3	\$16,500
41	STORM SEWER MANHOLES, 72"	EA	\$7,500	0	\$0.00	2	\$15,000.00	2	\$15,000
42	STORM SEWER INTAKE, SW-501	EA	\$3,500	9	\$31,500.00	10	\$35,000.00	19	\$66,500
43	STORM SEWER INTAKE, SW-502, 48"	EA	\$4,000	1	\$4,000.00	0	\$0.00	1	\$4,000
44	STORM SEWER INTAKE, SW-504	EA	\$5,500	1	\$5,500.00	1	\$5,500.00	2	\$11,000
45	STORM SEWER INTAKE, SW-505	EA	\$5,000	3	\$15,000.00	0	\$0.00	3	\$15,000
46	STORM SEWER INTAKE, SW-507	EA	\$5,000	3	\$15,000.00	7	\$35,000.00	10	\$50,000
47	STORM SEWER INTAKE, SW-509	EA	\$6,000	0	\$0.00	5	\$30,000.00	5	\$30,000
48	STORM SEWER INTAKE, SW-511	EA	\$4,000	1	\$4,000.00	0	\$0.00	1	\$4,000
49	CONNECTION TO EXISTING STORM SEWER STRUCTURES	EA	\$1,000	1	\$1,000.00	0	\$0.00	1	\$1,000
50	WATER MAIN, 6" DIP	LF	\$70	9	\$630.00	38	\$2,660.00	47	\$3,290
51	WATER MAIN, 8" DIP	LF	\$75	790	\$59,250.00	1302	\$97,650.00	2092	\$156,900
52	WATER MAIN, 12" DIP	LF	\$80	713	\$57,040.00	0	\$0.00	713	\$57,040
53	GATE VALVE, 6" DIP	EA	\$1,500	0	\$0.00	2	\$3,000.00	2	\$3,000
54	GATE VALVE, 8" DIP	EA	\$2,000	5	\$10,000.00	7	\$14,000.00	12	\$24,000
55	GATE VALVE, 12" DIP	EA	\$1,500	4	\$6,000.00	0	\$0.00	4	\$6,000
56	FITTINGS BY WEIGHT, DUCTILE IRON	LB	\$15	3680	\$55,200.00	2062	\$30,930.00	5742	\$86,130
57	WATER SERVICE RECONNECTION	EA	\$3,000	16	\$48,000.00	16	\$48,000.00	32	\$96,000
58	FIRE HYDRANT ASSEMBLY	EA	\$5,000	2	\$10,000.00	5	\$25,000.00	7	\$35,000
59	ADJUSTMENT OF EXISTING STRUCTURES	EA	\$1,500	1	\$1,500.00	1	\$1,500.00	2	\$3,000
60	PCC PAVEMENT, 9" CL C	SY	\$50	7135.402222	\$356,770.11	6162.793333	\$308,139.67	13298.19556	\$664,910
61	COLORLED PCC PAVEMENT, 9"	SY	\$120	452.8688889	\$54,344.27	179.2788889	\$21,513.47	632.1477778	\$75,858
62	PCC DRIVEWAY AND ALLEY, 7"	SY	\$60	589.0033333	\$35,340.20	522.39	\$31,343.40	1111.393333	\$66,684
63	PORTLAND CEMENT CONCRETE CURB AND GUTTER, 1.5' WIDE, 12 3/8" THICK	LF	\$30		\$0.00		\$0.00	0	\$0
64	PCC SIDEWALK, 5"	SY	\$45	1564.631111	\$70,408.40	1265.926667	\$56,966.70	2830.557778	\$127,375
65	PCC SIDEWALK RAMP	SY	\$75	169.9511111	\$12,746.33	162.3577778	\$12,176.83	332.3088889	\$24,923
66	DETECTABLE WARNING PANELS	SF	\$40	272	\$10,880.00	240	\$9,600.00	512	\$20,480
67	PAVEMENT MARKINGS, PAINTED	STA	\$100	6	\$600.00	6	\$600.00	12	\$1,200
68	PAVEMENT MARKINGS, THERMOPLASTIC	STA	\$300	40	\$12,000.00	40	\$12,000.00	80	\$24,000
69	PAVEMENT SYMBOLS, THERMOPLASTIC	EA	\$500	9	\$4,500.00	9	\$4,500.00	18	\$9,000
70	IMPORTED TOPSOIL	SY	\$5	2138.888889	\$10,694.44	3967.244444	\$19,836.22	6106.133333	\$30,531
71	SOD	SY	\$8	2138.888889	\$17,111.11	3967.244444	\$31,737.96	6106.133333	\$48,849
72	TYPE A SIGN, SHEET ALUM	SF	\$30	56	\$1,680.00	56	\$1,680.00	112	\$3,360
73	BLACK COATED STEEL 2"x2" PERFORATED 12-GAUGE SQUARE TUBING POST	LF	\$15	135	\$2,025.00	136	\$2,040.00	271	\$4,065
74	CLAY PAVERS, 2 5/8" (ROADWAY)	SY	\$85		\$0.00		\$0.00	0	\$0
75	TRAFFIC SIGNALIZATION	LS	\$150,000		\$0.00		\$0.00	0	\$0
76	TRAFFIC SIGNAL REMOVALS	LS	\$40,000	1	\$20,000.00		\$0.00	1	\$20,000
77	RETAINING WALLS	LS	\$100,000	0.75	\$75,000.00	0.25	\$25,000.00	1	\$100,000
78	SOFTSCAPE / PLANTINGS	LS	\$250,000	0.5	\$57,500.00	0.5	\$57,500.00	1	\$115,000
79	HARDSCAPE	LS	\$500,000	1	\$125,000.00		\$0.00	1	\$125,000
80	IRRIGATION SYSTEM	LS	\$175,000	0.5	\$40,250.00	0.5	\$40,250.00	1	\$80,500
81	STREET LIGHT	EA	\$7,500	26	\$195,000.00	24	\$180,000.00	50	\$375,000
82	ELECTRICAL FOR STREET LIGHTS	LS	\$300,000	0.5	\$66,000.00	0.5	\$60,000.00	1	\$126,000
CONSTRUCTION SUBTOTAL				\$2,427,172.84		\$2,183,614.30		\$4,610,787	
15% CONTINGENCY				\$364,075.93		\$327,542.14		\$691,618	
TOTAL CONSTRUCTION COST OPINION				\$2,791,248.76		\$2,511,156.44		\$5,302,405	
						FFY 24 Cost		\$6,445,107	



7th Avenue looking east just past
13th Street intersection



7th Avenue looking east towards
13th Street Intersection



7th Avenue looking east towards
18th Street intersection



7th Avenue looking east towards
16th Street intersection



7th Avenue looking east just past
22nd Street intersection



7th Avenue looking east towards
20th Street intersection