

REQUEST FOR TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

General Information

RPA or MPO: East Central Iowa Council of Governments (ECICOG)

Eligible Sponsor/Applicant Agency: City of Urbana

Contact Person (Name & Title): Traci Wilson, City Clerk

Email: t.wilson@fmtcs.com

Complete Mailing Address: 102 Capitol Avenue

Street Address and/or Box No.

Urbana	IA	52345	319-443-2400
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City	State	Zip	Daytime Phone
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If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: _____ e-mail: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____

Street Address and/or Box No.

City	State	Zip	Daytime Phone
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Project Information

Project Title: Main Street between Ash Avenue and Cherry Avenue Sidewalk Extension

Project Description (including length if applicable) required: _____

Project is a 900 foot long sidewalk extension to fill a gap between existing sidewalks across from Center Point Urbana

Intermediate School. Project will also reconstruct intersection pavements at crosswalks for ADA compliance.

If this project includes land acquisition, how many acres? N/A

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

1 Trails and Bicycles

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

2 Scenic and Historic

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

3 Safe Routes to School (SRTS)

- Infrastructure (Sidewalks / trails / signals / signs addressing K-8 need)
- Noninfrastructure (Public Awareness, education, training, etc...)

4 Environmental

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

Estimated Project Costs

Land Cost	\$	0
Preliminary Design / Engineering	\$	12,400
Utility Relocation	\$	0
Construction Engineering	\$	124,000
Construction Cost	\$	12,400
In-Kind Cost	\$	0
Indirect Cost (if applicable)	\$	0
Noninfrastructure Cost (SRTS only)	\$	0
Other (please specify)	\$	0
Total Cost	\$	148,800
TAP Fund Request	\$	119,040
Applicant Match (20% Minimum)	\$	29,760

	Applicant Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	General Obligation Bonds	\$29,760.00	FY 2017
2.			
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions _____

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

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

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

If so, has the project been endorsed by the appropriate byway board? Yes No

Will this project be open to the public? Yes No

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

If yes, how much? \$ _____

What will it be used for? _____

Estimated Project Development Schedule

Design	Start Date	<u>July 12, 2016</u>	Completion Date	<u>November 1, 2016</u>
Land Acquisition	Start Date	_____	Completion Date	_____
Construction	Start Date	<u>April 1, 2017</u>	Completion Date	<u>September 30, 2017</u>
Noninfrastructure	Start Date	_____	Completion Date	_____

Has any part of this project been started? Yes No

If yes, explain: _____

Documentation and Narrative Information

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

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Transportation Alternatives must have a direct relationship to the intermodal transportation system, either as it exists or as it is planned. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.
- B. If applicable, a DETAILED MAP identifying the location of the project.
- C. If applicable, a SKETCH-PLAN of the project, including cross-section for bicycle or pedestrian facilities.
- D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A.
- E. A TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.
- F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion (10 years for SRTS projects).
- G. If applicable, a LETTER of SUPPORT of the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.
- H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.

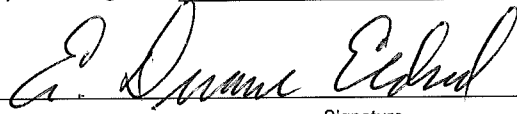
The award of TAP funds; any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county,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

Certification

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

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

Representing the City of Urbana


Signature

12/10/15
Date

E. Duane Eldred, Mayor
Typed Name and Title

12/10/15
Date

MINORITY IMPACT STATEMENT

(Iowa DOT Form 105101)

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

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

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

Describe the positive impact expected from this project.

Indicate which group is impacted:

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

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

Describe the negative impact expected from this project.

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

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

Indicate which group is impacted:

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

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

Present the rationale for determining no impact. According to the Census, minority population is about 0.1% of the total City population. A very small number of minority persons would use the sidewalk. Also the proposed sidewalk will not remove any housing, which in this area is considered to be low-to-moderate income.

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

Name: Ken Dekeyser, P.E.

Title: City Engineer

Definitions

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

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

b. As used in this subsection:

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

"*Disability*" does not include any of the following:

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

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

ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction Costs – these may be based on historical averages for entire projects of similar size and scope.

Examples include:

- Typical cost / mile of trail (i.e. \$200,000 per mile for moderate terrain and limited number of structures)
- Typical cost / square foot of bridge deck
- Typical cost / square foot of new or renovated building space
- Typical cost / lineal foot of sidewalk

Design / Inspection Costs – these may be estimated based on the following typical percentages of construction costs:

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

Right-of-way Acquisition Costs – these may be estimated based on the following:

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

Utility and Railroad Costs – these may be estimated based on the following:

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

Indirect Costs -- if indirect costs are involved, e.g., wages

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

Documentation and Narrative Information

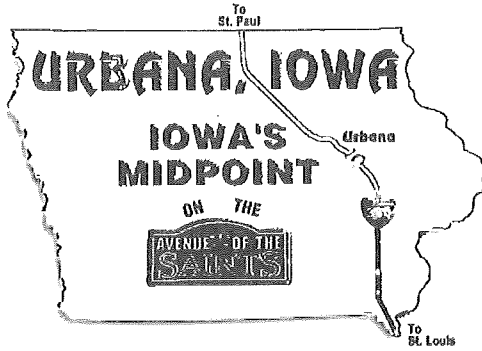
Main Street between Ash Avenue and Cherry Avenue Sidewalk Extension

City of Urbana

- A. Center Point Urbana Intermediate School teaches grades 4 through 6 and is located at 202 West Main Street in Urbana. Land use immediately south of the school is primarily residential. Land north of the School is undeveloped. Existing sidewalk is located along the north side of the Main Street right-of-way. However there is no sidewalk on the south side of Main Street between Ash and Cherry Avenues, where the majority of walking students arrive for school. In addition there is no convenient drop-off or pick-up point along Main Street, so many parents park on the side streets south of Main Street to drop off or pick up children. Side street crosswalk grades and existing sidewalk ends for the most part do not comply with accessible sidewalk requirements. The proposed project will complete the sidewalk gap on the south side of Main Street and reconstruct intersection pavements to improve walkability and accessibility for students, parents and school staff.
- B. See attached concept plan for project location.
- C. See attached concept plan for conceptual layout and typical section.
- D. See attached conceptual cost opinion for an itemized breakdown of project costs. These include design, construction, and construction administration. Land acquisition is not anticipated.
- E. Project timing would commence once the funding announcement is made. An example timeline includes:
 - Budgeting the local match – March 2016
 - Local match available – July 2016
 - Commence design – July 2016
 - Letting – within January-March 2017
 - Construction – within April-September 2017
- F. See attached endorsement from the City of Urbana.
- G. Item is not applicable for this project.
- H. The school district is very supportive of the proposed project, and was pleased when a Safe Routes to School project was constructed in Center Point. Each year the school district promotes Walk to School days and conducts a Bike Rodeo every spring. The Bike Rodeo includes a ride to and along the Cedar Valley Nature Trail between Urbana and Center Point. Safe and convenient accessibility is also important for the school district, as they are currently constructing accessibility improvements inside and outside of the Intermediate School.

Item D**Conceptual Cost Opinion****Main Street between Ash and Cherry Avenues****Sidewalk Extension (3 Blocks, 900 LF)**

Item	Qty	U/M	Unit Price	Extended Cost
Clear and Grub	30	Unit	\$75	\$2,250
Excavation and Borrow	250	CY	\$22	\$5,500
Furnish topsoil	230	CY	\$36	\$8,280
Modified Subbase	50	CY	\$75	\$3,750
PCC Pavement, 7 Inches	268	SY	\$65	\$17,420
PCC Samples	1	LS	\$2,000	\$2,000
Manhole, Storm Sewer, SW-401 48 IN	2	EA	\$2,500	\$5,000
Intake, SW-509	2	EA	\$3,300	\$6,600
Intake, SW-513	1	EA	\$3,500	\$3,500
Subdrain	32	LF	\$15	\$480
Storm Sewer, 15 IN RCP	55	LF	\$45	\$2,475
Storm Sewer, 18 IN RCP	216	LF	\$49	\$10,584
Remove Storm Sewer Pipe LE 36 IN	72	LF	\$22	\$1,584
Removal of Pavement	268	SY	\$15	\$4,020
Removal of Intakes and Utility Accesses	2	EA	\$500	\$1,000
Removal of Sidewalk	20	SY	\$22	\$440
Sidewalk, PC Concrete , 4 IN	436	SY	\$33	\$14,388
Sidewalk, PC Concrete , 6 IN	66	SY	\$41	\$2,706
Detectable Warnings	88	SF	\$38	\$3,344
Traffic Control	1	LS	\$3,000	\$3,000
Mobilization	1	LS	\$5,200	\$5,200
Trench Compaction Testing	1	LS	\$400	\$400
Seeding and Fertilizing (Urban)	0.5	AC	\$4,000	\$2,000
Perimeter and Slope Sediment Control Device	200	LF	\$4	\$800
Removal of Perimeter and Slope Sediment Control Device	200	LF	\$1	\$200
Mobilizations, Erosion Control	4	EA	\$500	\$2,000
Painted Pavement Markings	11.3	STA	\$100	\$1,130
Subtotal				\$107,801
15% Contingency				\$16,170
Total Construction (Rounded)				\$124,000
PE and CE (20%)				\$24,800
Total Project				\$148,800



E. Duane Eldred, Mayor
Michael Kramer, Council Member
Jamie Duart, Council Member
Gary Benson, Council Member
Mike Smith, Council Member
Jacki Michael, Council Member

City of Urbana, Iowa

102 Capitol Avenue
Urbana, Iowa 52345

Traci Wilson, City Clerk/Treasurer
Tammy Rawson, Deputy Clerk

Phone: (319) 443-2400
Fax: (319) 443-2491
E-mail: urbana@fmtcs.com

December 10, 2015

This endorsement certifies that the City of Urbana has and will continue to operate and maintain the Main Street public right-of-way between Ash and Cherry Avenues, including public sidewalks located therein. The minimum maintenance period will meet or exceed the requirements of the Transportation Alternatives Program grant.

The City of Urbana Iowa
Trent Kramer
Public Works Director