

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

General Information

MPO: JOHNSON COUNTY e-mail: louise@university-heights.org
 Eligible Sponsor/Applicant Agency: CITY OF UNIVERSITY HEIGHTS
 Contact Person (Name & Title): LOUISE FROM, MAYOR
 Complete Mailing Address: 1302 MELROSE AVENUE
Street Address and/or Box No.
UNIVERSITY HEIGHTS IOWA 52246 (319) 354-1433
 City State Zip Daytime Phone

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

Applicant Agency: _____ e-mail: _____
 Contact Person (Name & Title): _____
 Complete Mailing Address: _____
Street Address and/or Box No.

 City State Zip Daytime Phone

Project Information

Project Title: MELROSE AVENUE COMPLETE STREET IMPROVEMENTS
 Project Description (including number of proposed through lanes, turn lanes, and other critical features):
Modify existing Melrose Avenue corridor from east city limit (Iowa Interstate Railroad) to Sunset Street to create a complete street facility that extends existing on-street bike lanes from Iowa City, improves crosswalks, and includes lighting, storm sewer, and geometric improvements to the existing 2-lane and 3-lane sections.

If this project includes land acquisition, how many acres? 0.12
 (approximate)

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

Trails and Bicycles

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

Scenic and Historic

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

Roadways and Bridges

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

Environmental

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

Estimated Project Costs

	Land Cost	\$	60,000	
	Utility Relocation	\$	215,000	
	Design & Construction Engineering	\$	240,000	
	Construction Cost	\$	945,000	
	Indirect Cost (if applicable)	\$		
Other (please specify)		\$		
	Total Cost	\$	1,460,000	
	STBG Fund Request	\$	995,000	
	Applicant Local Match (20% Minimum)	\$	465,000 (31.8%)	

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	Local Funds	\$465,000	FY21
2.			
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions _____

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

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

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

Which of the following facilities are included in the proposal?

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

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

Will this project be open to the public? Yes No

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

If yes, how much? \$ _____

What will it be used for? _____

Estimated Project Development Schedule

Design	Start Date	<u>SPRING 2021</u>	Completion Date	<u>SPRING 2022</u>
Land Acquisition	Start Date	<u>SUMMER 2021</u>	Completion Date	<u>SPRING 2022</u>
Construction	Start Date	<u>SUMMER 2022</u>	Completion Date	<u>SPRING 2023</u>

Has any part of this project been started? Yes No

If yes, explain: _____

Documentation and Narrative Information

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

- A. A NARRATIVE assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.
- B. A DETAILED MAP identifying the location of the project and any known environmentally sensitive areas/features.
- C. A SKETCH-PLAN of the project; including a typical cross-section of transportation facilities.
- D. An ITEMIZED BREAKDOWN of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided on Attachment A (page 9).
- E. An anticipated TIME SCHEDULE for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.
- F. An OFFICIAL ENDORSEMENT of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.
- G. If applicable, a LETTER OF SUPPORT for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.
- H. A NARRATIVE discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.
- I. A MINORITY IMPACT STATEMENT for the project.

City of University Heights – 2017 STBG Funding Application

Melrose Avenue Complete Street Improvements

Project Documentation

A: NARRATIVE

Introduction

The City of University Heights participated in the 2016 Iowa's Living Roadways Community Visioning Program. A steering committee of local residents and stakeholders completed a series of meetings with the community to identify goals, priorities and conceptual plans to improve existing transportation corridors. The top priority for the University Heights visioning committee was corridor improvements to Melrose Avenue to provide a complete streets facility from the east city limit (bridge over the Iowa Interstate Railroad) to Sunset Street.

Existing Conditions

The east end of Melrose Avenue (from the Koser/Golfview intersection to the bridge over the Iowa Interstate Railroad) consists of two travel lanes, one turning lane, and on-street parallel parking on the north side of the street in front of several commercial sites. To the east, there are marked on-street bike lanes that cross over the bridge and abruptly end within the roadway.

The section of Melrose Avenue from Koser Avenue to Sunset Street consists of two travel lanes, a left turn lane at each intersection, and a delineated on-street parking lane.

There is an 8-foot wide walk on the north side of Melrose, and a 4-foot walk on the south side. The 2014 ADT for this section of Melrose Avenue is 11,800 vehicles per day.

Project Concept

Improvements include both roadway widening and/or pavement marking modifications (within existing roadway width) to extend the existing on-street bike lanes from the east city limit to the Sunset Street intersection. Related work includes vehicular and pedestrian lighting improvements, widening of existing walks in areas of construction, drainage improvements and storm water quality installations, as well as reconstruction of crosswalks and curb ramps.

Project Justification

This portion of Melrose Avenue is a heavily traveled corridor each day for employees, students and visitors to the University of Iowa, the UI Hospitals and Clinics, downtown Iowa City and Iowa Hawkeye sports venues. There is a significant number of bicycle commuters that use this corridor, and the abrupt end to the existing on-street bike lane system diminishes the safety and efficiency of the roadway. This project will extend the on-street bike lane route further east and progress towards University Heights ultimate goal of providing dedicated bike lanes on Melrose Avenue from the east city limit to the west city limit.

Based on information gathered from focus groups, citizen surveys, and discussions with residents during design workshops, a common theme expressed was that the lack of pedestrian

and street lighting along this main corridor was not sufficient during night-time use. This is a noticeable issue given the round the clock schedules for those commuting to and from work at nearby hospitals, late night university classes and jobs, and frequent sporting events. Updated pedestrian curb ramps, crosswalks and pedestrian level lighting will encourage and improve the roadway for pedestrians and bicyclists.

B / C: MAP / SKETCH PLAN

Refer to attached sketch plan with typical cross-section for project location. There are no known environmentally sensitive areas expected to be encountered for this type of project.

D: ITEMIZED COSTS

Refer to attached concept opinion of probable project costs.

E: TIME SCHEDULE

Funds Available (Approx.):	January 2021
Design Process:	Spring 2021 – Spring 2022
Property/Easement Acquisition:	Summer 2021 – Spring 2022
Utility Relocation Process:	Summer 2021 – Spring 2022
Bidding:	Spring 2022
Construction:	Summer 2022 – Spring 2023

F: OFFICIAL ENDORSEMENT

Refer to attached University Heights City Council Resolution 17-10.

G: LETTER OF SUPPORT (SCENIC OR HISTORIC BYWAY BOARD)

Not applicable to this project.

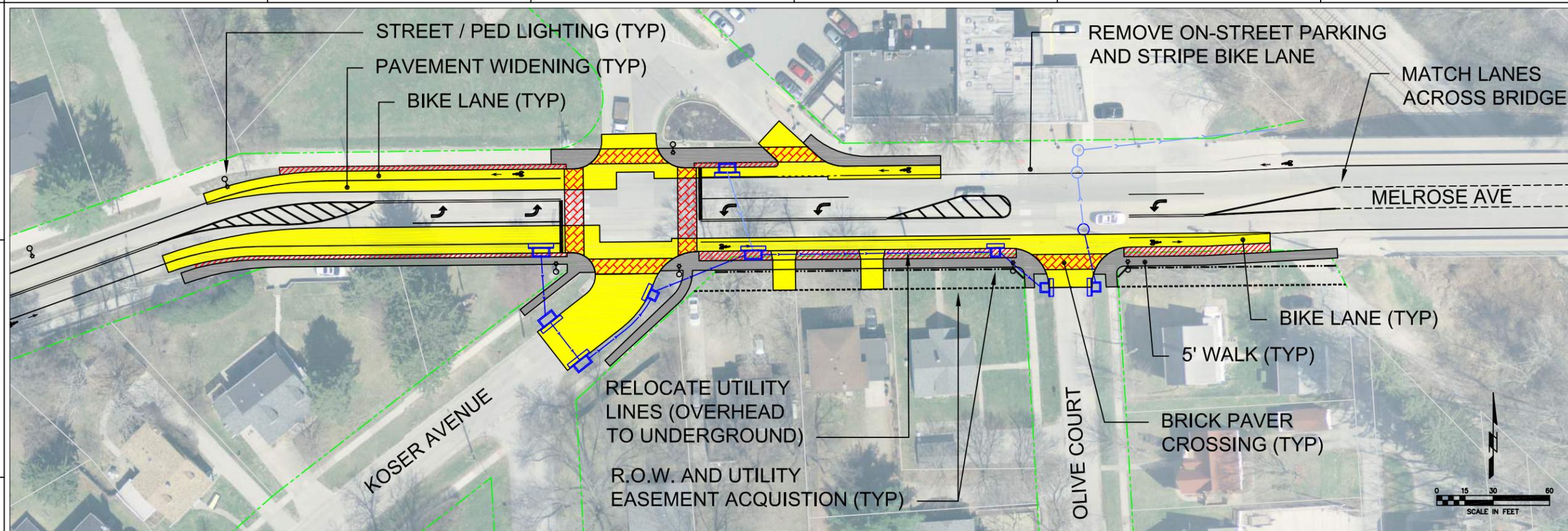
H: NARRATIVE – PUBLIC INPUT PROCESS

The City of University Heights was one of ten communities selected to participate in the 2016 Iowa's Living Roadways Community Visioning Program. University Heights organized a steering committee of local residents who took part in a series of meetings facilitated by field coordinators from the program sponsors. Throughout the year twelve (12) community wide meetings were held to encourage and facilitate community input on transportation (both assets and barriers), regional mapping, goal setting and preferred design. Large boards depicting many choices were displayed at Farmers' Market to elicit priorities of implementation.

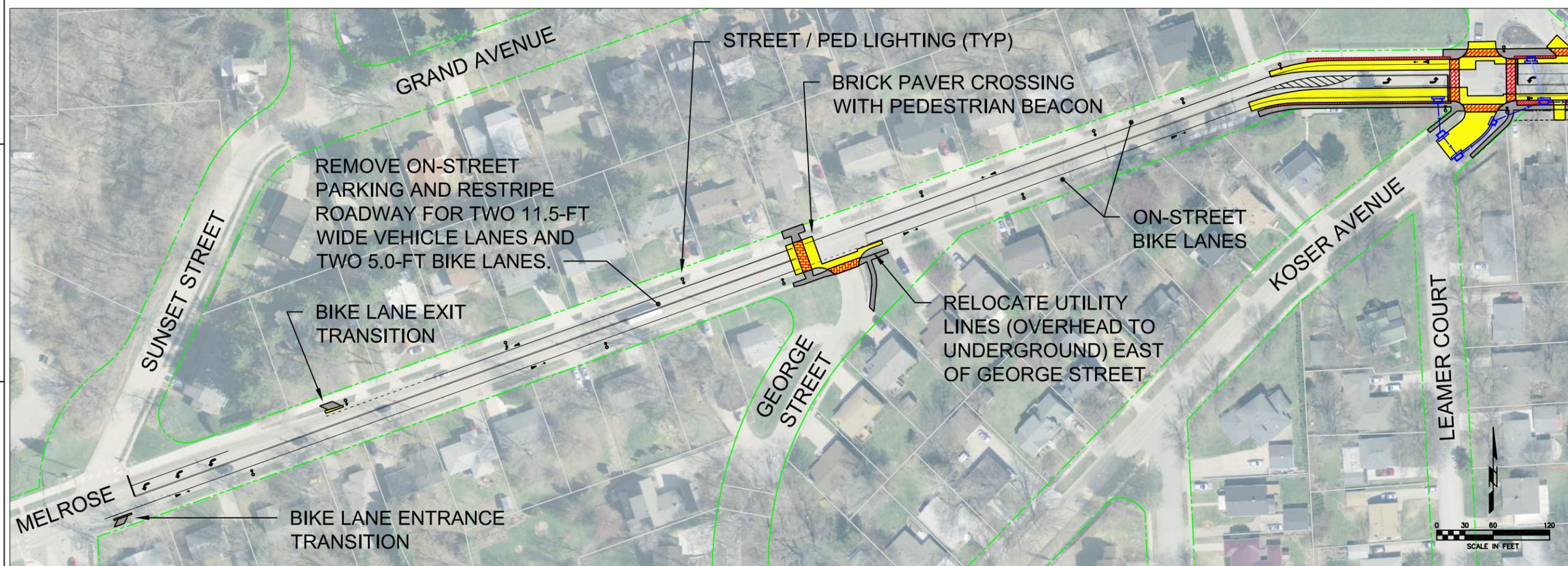
As outlined in the final community visioning report, citizens selected the Melrose Avenue corridor as their first priority – to modify this existing corridor to create a “complete street” to enable safe access for all users, including pedestrians, bicyclists and motorists of all ages and abilities.

I: MINORITY IMPACT STATEMENT

The Minority Impact Statement is attached.



LOCATION MAP - EAST PROJECT LIMIT



LOCATION MAP - WEST PROJECT LIMIT

MELROSE AVENUE
COMPLETE STREET
IMPROVEMENTS
UNIVERSITY HEIGHTS

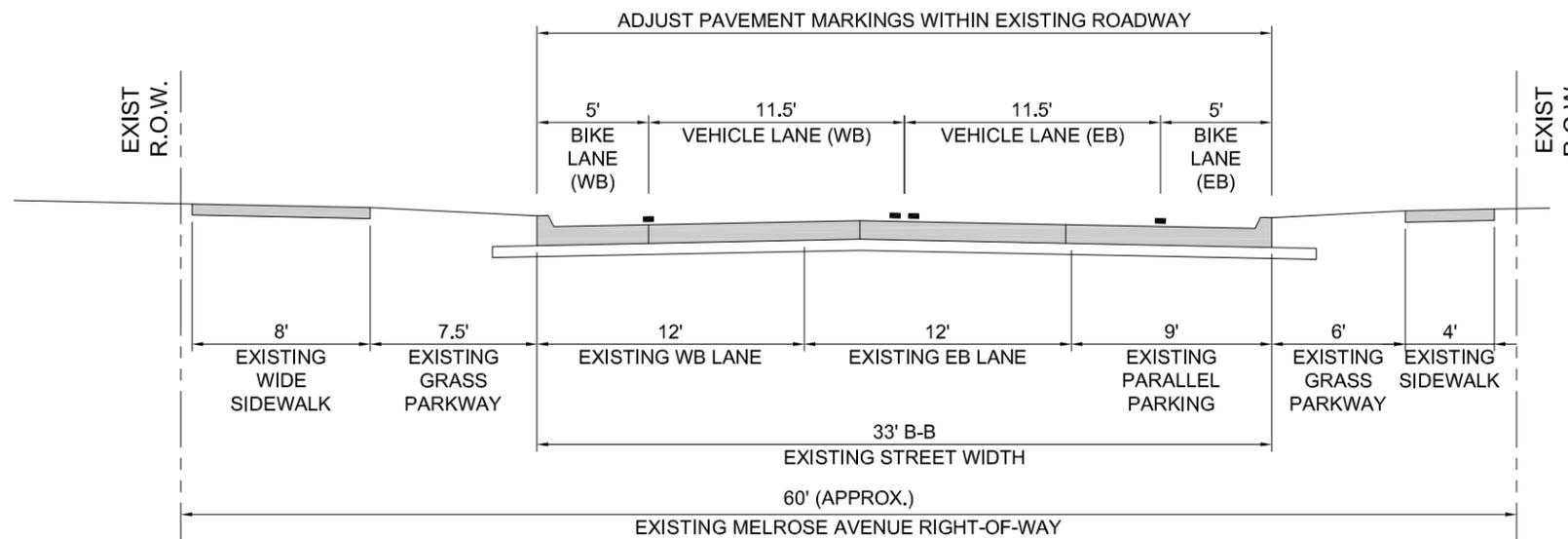
KEY PLAN

DRAWN _____
APPROVED JDB _____
ISSUED FOR _____
DATE _____
FIELD BOOK _____

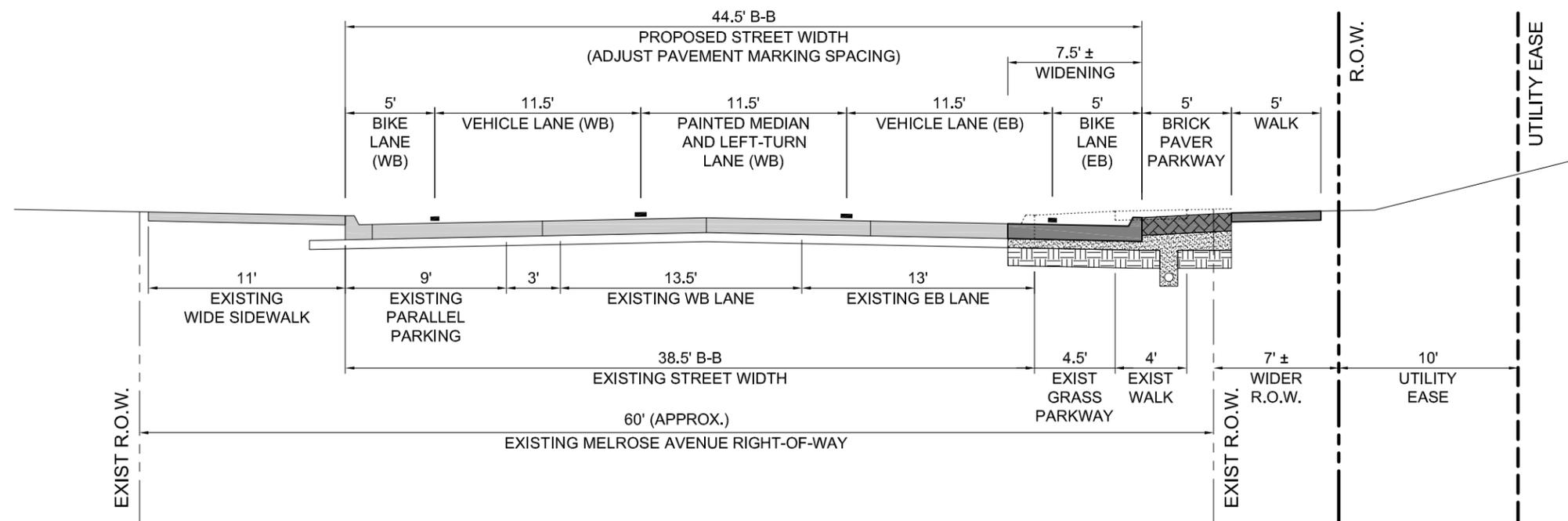
PROJECT NO.: _____

MELROSE AVENUE
COMPLETE STREET
IMPROVEMENTS
SUNSET TO EAST CITY LIMIT

CONCEPTUAL



MELROSE AVENUE - TYPICAL SECTION - WEST OF KOSER AVENUE (LOOKING EAST)



MELROSE AVENUE - TYPICAL SECTION - EAST OF KOSER AVENUE (LOOKING EAST)

KEY PLAN

DRAWN	-
APPROVED	JDB
ISSUED FOR	
DATE	
FIELD BOOK	
PROJECT NO.	

MELROSE AVENUE
COMPLETE STREET
IMPROVEMENTS
SUNSET TO EAST CITY LIMIT

CONCEPTUAL

**Melrose Avenue Complete Street Improvements - Sunset Street to East City Limit (Iowa Interstate Railroad)
Opinion of Probable Project Costs (Concept Design)
City of University Heights, Iowa
February 13, 2017**

<u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Cost</u>	<u>Extended Cost</u>
1	Clearing and Grubbing	1	LS	\$ 10,000	\$ 10,000
2	Mobilization	1	LS	\$ 35,000	\$ 35,000
3	Traffic Control	1	LS	\$ 27,500	\$ 27,500
4	Topsoil	180	CY	\$ 40	\$ 7,200
5	Excavation, Class 10	650	CY	\$ 20	\$ 13,000
6	Subgrade Preparation, 12-Inch	2,000	SY	\$ 6	\$ 12,000
7	Subbase, Modified, 6-Inch	350	CY	\$ 35	\$ 12,250
8	Remove and Reinstall Pedestrian Lights	2	EA	\$ 4,000	\$ 8,000
9	Storm Sewer, Trenched, RCP, 24-Inch	300	LF	\$ 65	\$ 19,500
10	Removal of Storm Sewer, RCP, 24-Inch	250	LF	\$ 15	\$ 3,750
11	Subdrain, Longitudinal, 6-Inch	1,250	LF	\$ 10	\$ 12,500
12	Subdrain Cleanout, Type A-1, 6-Inch	8	EA	\$ 500	\$ 4,000
13	Subdrain Outlets and Connections, 6-Inch	20	EA	\$ 150	\$ 3,000
14	Fire Hydrant Adjustment	2	EA	\$ 2,000	\$ 4,000
15	Intake, SW-510	10	EA	\$ 5,000	\$ 50,000
16	Storm Water Quality Installation	2	EA	\$ 10,000	\$ 20,000
17	Manhole Adjustment, Major	4	EA	\$ 1,500	\$ 6,000
18	Connection to Existing Intake	8	EA	\$ 500	\$ 4,000
19	Remove Intake	10	EA	\$ 600	\$ 6,000
20	Pavement, PCC, 10-Inch	1,420	SY	\$ 65	\$ 92,300
21	Pavement, PCC, 7-Inch	175	SY	\$ 60	\$ 10,500
22	Removal of Sidewalk	540	SY	\$ 15	\$ 8,100
23	Removal of Driveway	140	SY	\$ 15	\$ 2,100
24	Sidewalk, PCC, 6-Inch	630	SY	\$ 50	\$ 31,500
25	Brick Sidewalk with Concrete Base	500	SY	\$ 100	\$ 50,000
26	Detectable Warning	270	SF	\$ 50	\$ 13,500
27	Driveway, Paved, PCC, 6-Inch	60	SY	\$ 60	\$ 3,600
28	Full Depth Patches, PCC, 10-Inch	225	SY	\$ 100	\$ 22,500
29	Pavement Removal, PCC	1,315	SY	\$ 12	\$ 15,780
30	Traffic Signal Modifications (Koser)	1	LS	\$ 17,000	\$ 17,000
31	Sod	100	SQ	\$ 100	\$ 10,000
32	Landscaping / Streetscaping Items	1	LS	\$ 18,000	\$ 18,000
33	SWPPP Management / Erosion Control	1	LS	\$ 13,000	\$ 13,000
34	Construction Survey	1	LS	\$ 16,000	\$ 16,000
35	Signage (Regulatory / Traffic Control / Wayfinding)	1	LS	\$ 6,000	\$ 6,000
36	Painted Pavement Markings, Durable	100	STA	\$ 150	\$ 15,000
37	Painted Symbols and Legends, Durable	30	EA	\$ 250	\$ 7,500
38	Pavement Markings Removed	6	STA	\$ 500	\$ 3,000
39	Symbols and Legends Removed	8	EA	\$ 250	\$ 2,000
40	Benches / Receptacles	8	EA	\$ 2,000	\$ 16,000
41	Pedestrian Crosswalk Beacon (George)	1	LS	\$ 15,000	\$ 15,000
42	Street Lighting (with Pedestrian Lighting)	15	EA	\$ 5,500	\$ 82,500
43	Handholes and Junction Boxes	8	EA	\$ 625	\$ 5,000
44	Lighting Control Cabinet	1	EA	\$ 15,000	\$ 15,000
45	Electrical Circuits	2,000	LF	\$ 18	\$ 36,000

Subtotal = \$ 785,000
20% Contingency = \$ 160,000

Opinion of Probable Construction Cost = \$ 945,000

Supplementary Costs

Design Engineering (+/-13%)	\$ 125,000
Construction Engineering (+/-12%)	\$ 115,000
Easements / Acquisitions	\$ 60,000
Utility Relocations - Overhead to Underground (George Street to East City Limit)	\$ 215,000

Opinion of Probable Supplementary Costs = \$ 515,000

Total Opinion of Probable Project Costs = \$ 1,460,000

RESOLUTION NO. 17-10

**RESOLUTION AUTHORIZING ENDORSEMENT OF THE
MELROSE AVENUE STREETScape PROJECT**

WHEREAS, the City of University Heights intends to implement streetscape and roadway improvements along Melrose Avenue; and

WHEREAS, the City Council endorses the Melrose Avenue streetscape and roadway improvements project; and

WHEREAS, the City will adequately maintain the completed project for its intended public use for a period of 20 years following the project completion; and

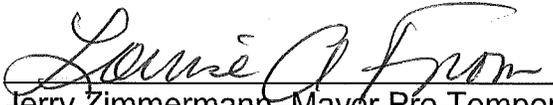
WHEREAS, the City's obligation to "maintain" the project does not include or impose any duty upon the City to remove natural accumulations of snow and ice from the sidewalk,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF UNIVERSITY HEIGHTS, IOWA that the Melrose Avenue Streetscape project is hereby endorsed.

Upon motion by HAVERKAMP, and seconded by ZIMMERMANN, the vote was as follows:

	AYE	NAY	ABSENT	ABSTAIN
Haverkamp	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lane	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maher	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quezada	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zimmermann	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Upon Roll Call thus recorded, the Resolution is declared adopted this 14th day of February, 2017.


~~Jerry Zimmermann, Mayor Pro Tempore~~ LOUISE FROM, MAYOR
City of University Heights

ATTEST:


Christine M. Anderson, City Clerk

Minority Impact Statement

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

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

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

Describe the positive impact expected from this project.

Indicate which groups are impacted.

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

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

Describe the negative impact expected from this project.

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

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

Indicate which groups are impacted.

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

Present the rationale for determining no impact.

The proposed project is expected to provide equal access to all users through construction of improved roadway geometry, on-street bicycle facilities, and new sidewalk, curb ramps and pedestrian crossings.

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

Name Josiah Bilskemper, P.E.



Title City Engineer

Definitions

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

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

b. As used in this subsection:

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

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

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

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