

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

General Information

MPO: _____ e-mail: _____

Eligible Sponsor/Applicant Agency: _____

Contact Person (Name & Title): _____

Complete Mailing Address: _____

Street Address and/or Box No.

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: _____

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

If this project includes land acquisition, how many acres? (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 \$ _____

Utility Relocation \$ _____

Design & Construction Engineering \$ _____

Construction Cost \$ _____

Indirect Cost (if applicable) \$ _____

Other (please specify) _____ \$ _____

Total Cost \$ _____

STBG Fund Request \$ _____

Applicant Local Match (20% Minimum) \$ _____

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.			
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 _____

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 18-21) 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	_____	Completion Date	_____
Land Acquisition	Start Date	_____	Completion Date	_____
Construction	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 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 in Attachment A (page 9).
- E. An anticipated **TIME SCHEDULE** for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.
- F. An **OFFICIAL ENDORSEMENT** of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.
- G. If applicable, a **LETTER OF SUPPORT** for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.
- H. A **NARRATIVE** discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.
- I. A **MINORITY IMPACT STATEMENT** for the project.

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

Certification

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

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

Representing the City of Iowa City

 2/22/23

Signature

Date

Jason Havel, City Engineer 2/22/23

Typed Name and Title

Date

Minority Impact Statement

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

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

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

Describe the positive impact expected from this project.

Indicate which groups are impacted.

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

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

Describe the negative impact expected from this project.

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

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

Indicate which groups are impacted.

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

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

Present the rationale for determining no impact.

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

Name _____

Title _____

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.

Additional Involved Agency

Applicant Agency: Iowa Department of Transportation

Contact Person: Jim Schnoebelen, P.E.

Phone Number: (319)364-0235

E-mail: jim.schnoebelen@iowadot.us

Address: 5455 Kirkwood Blvd. S.W.

Cedar Rapids, IA 52404

A. Project Description Narrative

Situated in downtown Iowa City, the Burlington Street/State Highway 1 Bridge Improvements Project will address a variety of challenges as a part of this regionally important corridor. At the center of the project is the City of Iowa City's Burlington Street bridge. The bridge is nearing the end of its useful life and is currently listed in poor condition in the National Bridge Inventory. The Burlington Street bridge services a joint-jurisdiction roadway (City of Iowa City and Iowa Department of Transportation), providing a crossing for eastbound Burlington Street and northbound State Highway 1 over the Iowa River. In addition, the City-owned bridge operates in partnership with a second bridge for westbound Burlington Street/southbound State Highway 1, which is owned and maintained by the Iowa Department of Transportation (IDOT). The proposed project will replace both of the existing bridges with a single structure, which will allow for significant improvements for the traveling public and a reduction in future maintenance efforts. The proposed structure would also provide for critical utility crossings of the Iowa River without having to install them deep below the riverbed.

One benefit to the removal of both existing bridges and construction of a single bridge is the ability to change the alignment of the roadway and make geometric improvements to the intersection of Burlington Street/State Highway 1/Grand Avenue and Riverside Drive/State Highway 6. The existing intersection includes a number of challenges, including spacing constraints due to its location between the Iowa River and existing bluffs just west of Riverside Drive and roadways entering the intersection at undesirable angles that negatively impact intersection safety.

In addition, buffered bicycle lanes were recently added on Burlington Street/State Highway 1 over the Iowa River. However, challenges at the intersection of Burlington Street/State Highway 1/Grand Avenue and Riverside Drive/State Highway 6 prohibited extending the bicycle lanes to the west without significant (and costly) changes to the intersection. This project provides an opportunity to not only extend bicycle lanes through the intersection, but also reconstruct a portion of Grand Avenue and Byington Road to continue bicycle lanes to Melrose Avenue. The portions of Byington Road and Melrose Avenue within the study area are currently one-way traffic, but it is anticipated they would be converted to two-way traffic. This will result in continuous bike lanes from Melrose Avenue to downtown Iowa City, addressing one of the main barriers identified by the bicycle community in Iowa City. Given the proximity of these improvements to the University of Iowa and the University of Iowa Hospitals and Clinics (UIHC), it will also be critical for the corridor to accommodate not only pedestrians and transit, but also emergency vehicle and delivery access as well.

The bridge replacement project will include several other components to address current challenges in the surrounding transportation network. On the west end of the north bridge, a circular ramp provides a connection for pedestrians and bicyclists to a grade-separated crossing of Riverside Drive/State Highway 6. This facility provides an essential route for users to access both the east and west campuses of the University of Iowa, as well as commuters to UIHC and downtown Iowa City. While the existing facility provides a safe crossing for more than 1,600 pedestrians every day, the existing circular ramp does not meet current Americans with Disabilities Act (ADA) requirements. The project will look to address the situation by providing ADA access while maintaining the grade-separated crossing of this busy roadway.

With the anticipated scope and magnitude of this project, not often seen in Iowa City, the Burlington Street/State Highway 1 Bridge Improvements Project has a once-in-a-generation opportunity to make significant improvements for all modes of the traveling public. In addition to ongoing collaboration with the other project partners (University of Iowa and IDOT), we anticipate a robust and extensive public outreach campaign throughout project planning, design and construction.

Following an initial study phase, the project is expected to proceed with design and construction of the selected improvements. More specific information about the project components can be found below:

- 1) Demolition of the two existing bridges (one City-owned and one IDOT-owned), each carrying one-way traffic for Burlington Street/State Highway 1, and construction of one new bridge to carry two-way multi-modal traffic over the Iowa River in Iowa City. This is expected to include pedestrian and on-street bicycle accommodations. On average, approximately 26,000 vehicles and nearly 1,500 pedestrians per day utilize the existing bridges, based on most recent counts.
 - a) City-Owned Bridge – Replacement of the existing City-owned bridge for eastbound/northbound traffic over the Iowa River. The structure was originally built in 1915, and partially reconstructed in 1986. The City also completed a scour repair project in 2017. It carries one-way traffic with two travel lanes and a buffered bike lane. The bridge is currently listed in poor condition as of the most recent inspection report completed in 2021.
 - b) IDOT-Owned Bridge – Replacement of the existing IDOT-owned bridge for westbound/southbound traffic over the Iowa River. The structure was originally built in 1969 and the deck was overlaid in 2010. It carries one-way traffic with four travel lanes and a buffered bike lane.
- 2) Geometric improvements to the Burlington Street/State Highway 1/Grand Avenue and Riverside Drive/State Highway 6 intersection, including the realignment of Burlington Street/State Highway 1 and Grand Avenue in coordination with the bridge replacement work to improve the intersection entrance angles of the roadways at the intersection with Riverside Drive. In addition, a traffic analysis will evaluate current and future traffic needs to determine the number of travel lanes, including bike lanes, for the project. Pedestrian access accommodations at the intersection will also be evaluated. Approximately 47,000 vehicles per day enter this intersection, making it one of the most heavily utilized within the Iowa City metro area. The anticipated realignment and geometric improvements will also help reduce collisions at this location. Currently, out of 247 intersections ranked with a high number of collisions in the Iowa City metro area, this location ranks 14th worst.
- 3) Evaluation of the existing spiral pedestrian ramp and overpass over Riverside Drive/State Highway 6

will be evaluated as a part of the study phase. The existing circular ramp is located at the northwest corner of, and connects to, the north Burlington Street/State Highway 1 bridge and does not meet current ADA requirements. It is anticipated the existing spiral ramp will need to be removed and replaced with an ADA-compliant solution (to be identified as a part of the study phase). The selected option is expected to tie into or replace the pedestrian overpass over Riverside Drive/Highway 6 as a part of the construction project.

- 4) The roadway corridor of Grand Avenue, Byington Road and Melrose Avenue from Riverside Drive/State Highway 1/State Highway 6 to S. Grand Avenue will be studied to determine improvements needed to improve traffic safety and flow for all travel modes. This will include an analysis of bicycle accommodations to connect existing bicycle lanes on Melrose Avenue and Burlington Street/State Highway 1, as well as transit operations and pedestrian accommodations related to the University of Iowa's Cambus routes and nearby University population centers, including dorms and the University of Iowa Hospitals and Clinics (including emergency vehicle access routes). Within the study area, Melrose Avenue and Byington Road are currently one-way roadways, but the project is expected to analyze and pursue converting them to two-way traffic.

C. Sketch-Plan

While design of the project has not yet begun and a final layout has not been determined, a layout has been included from an ongoing recent study that is being completed to explore some preliminary options for the Grand Avenue/Byington Road/Melrose Avenue corridor.

E. Time Schedule

If awarded funding, the anticipated project schedule for the Burlington Street/Highway 1 Bridge Improvements Project is as follows:

Study Phase and Preliminary/Final Design: Spring 2023 – Fall 2027

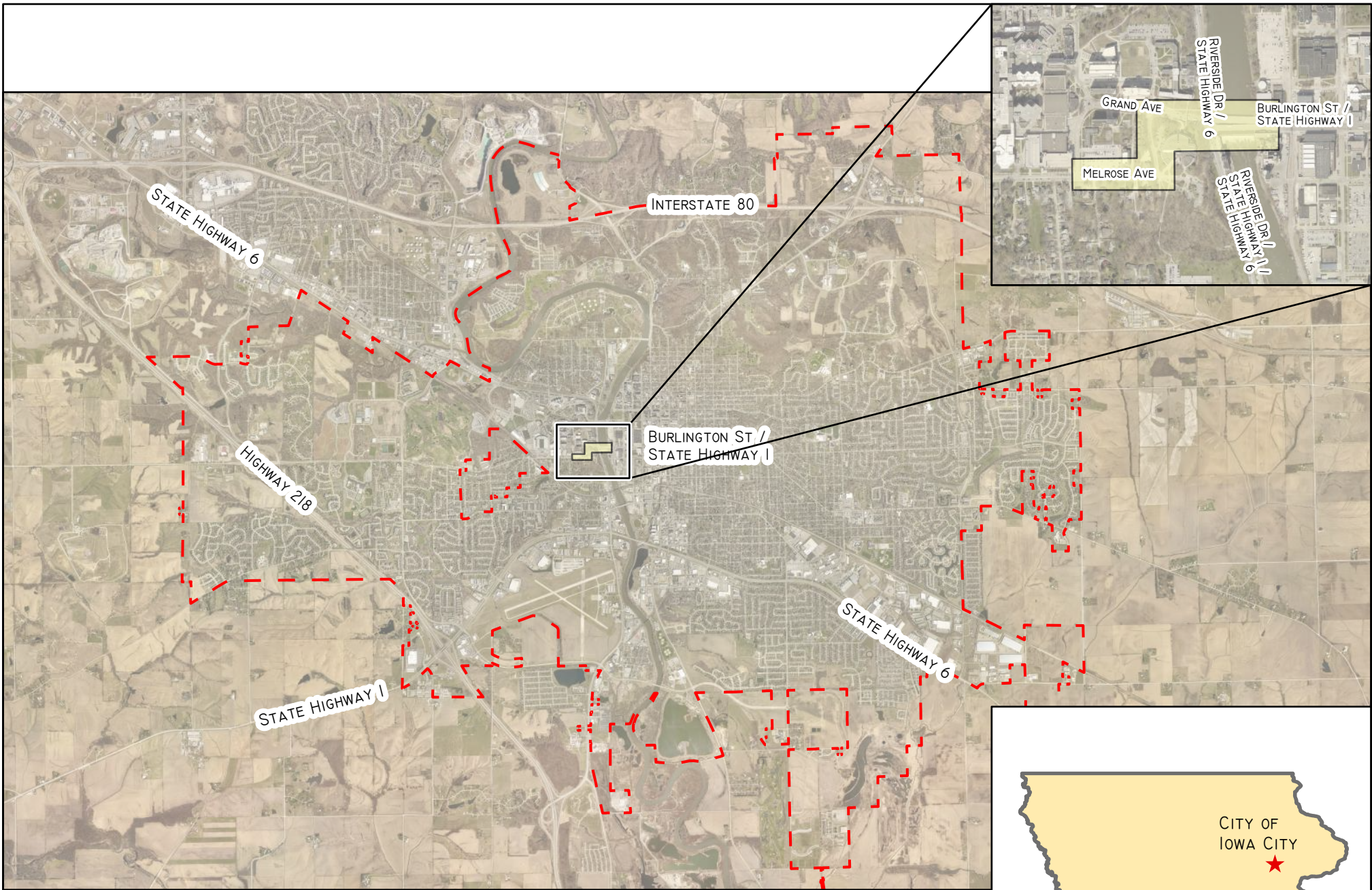
Property/Easement Acquisition: Spring 2027 – Fall 2027

Bidding: Fall 2027 – Winter 2027/2028

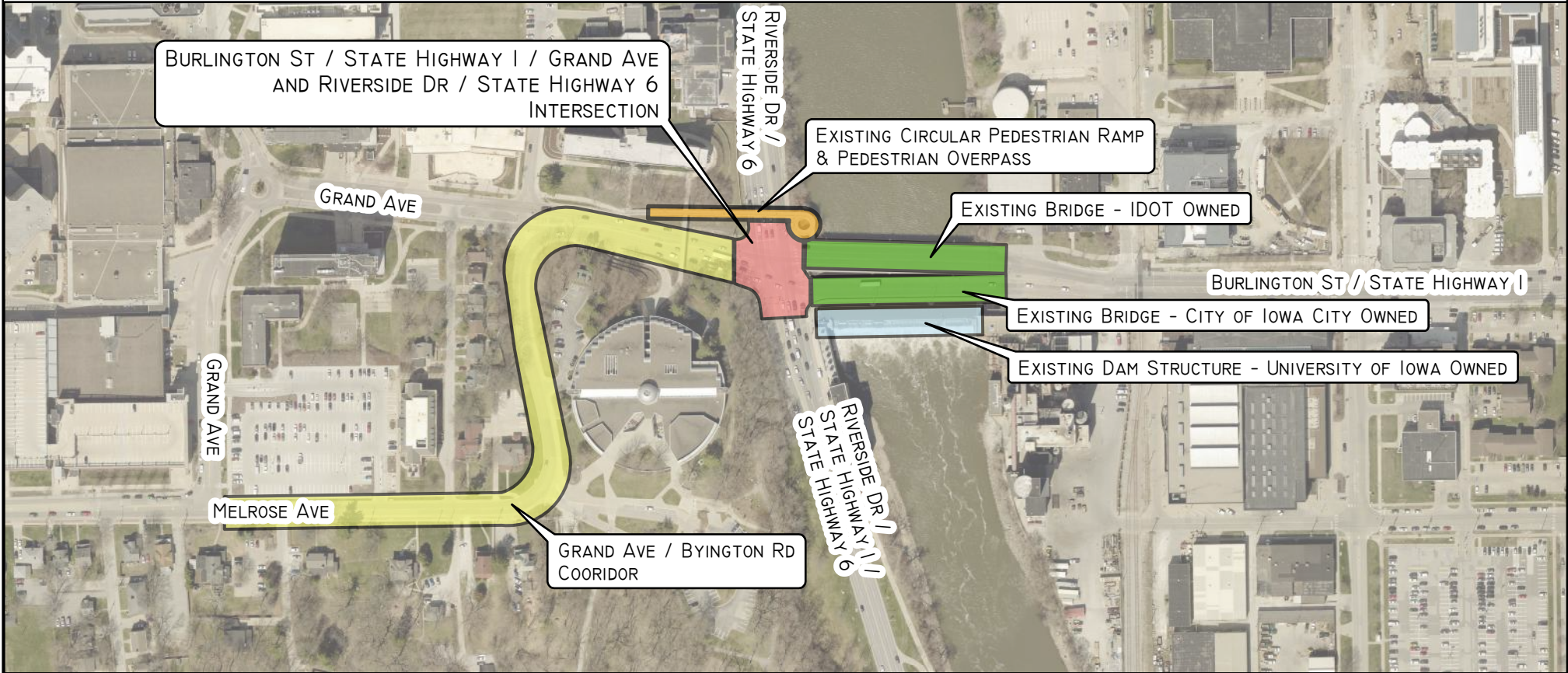
Construction: Spring 2028 – Fall 2029

H. Public Input Narrative

The City of Iowa City typically solicits and receives public input on public improvement projects. While specific public outreach has not occurred for the Burlington Street/Highway 1 Bridge Improvements Project yet, it has been included as an unfunded project for several years within the City's Capital Improvement Plan. In addition, as part of the initial project study phase that was awarded FY 2022 BIP Planning Project funding, approximately \$200,000 has been budgeted specifically for stakeholder engagement and outreach efforts.

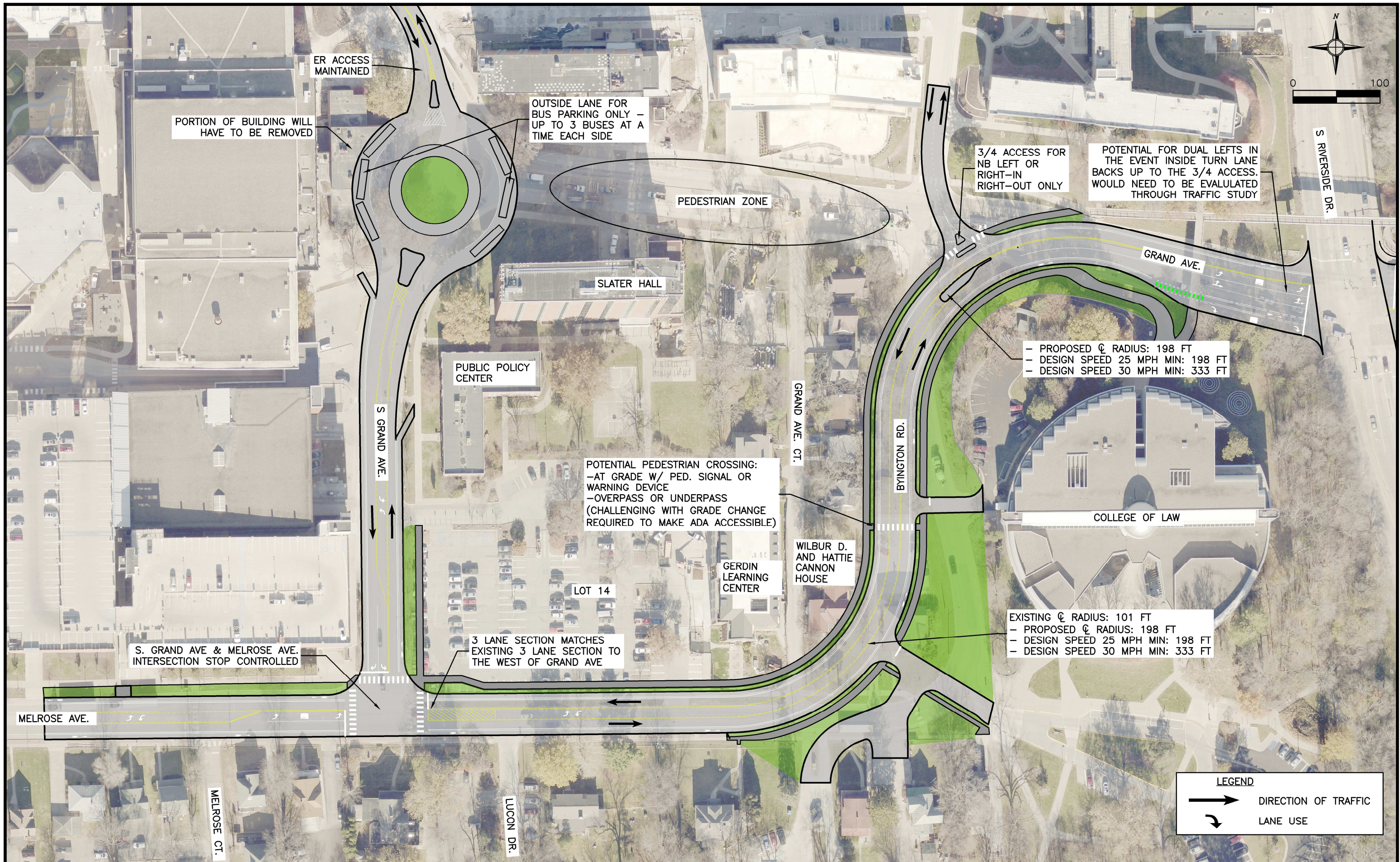








DCN371T:\ACAD\217041\MISC\Grand Ave Alignment Concepts\7041_Concept - 2022 3 lane section.dwg 12-13-22 05:04:39 PM



PORION OF BUILDING WILL HAVE TO BE REMOVED

ER ACCESS MAINTAINED

OUTSIDE LANE FOR BUS PARKING ONLY - UP TO 3 BUSES AT A TIME EACH SIDE

PEDESTRIAN ZONE

SLATER HALL

PUBLIC POLICY CENTER

S GRAND AVE.

GRAND AVE. CT.

BYINGTON RD.

GRAND AVE.

S RIVERSIDE DR.

3/4 ACCESS FOR NB LEFT OR RIGHT-IN RIGHT-OUT ONLY

POTENTIAL FOR DUAL LEFTS IN THE EVENT INSIDE TURN LANE BACKS UP TO THE 3/4 ACCESS. WOULD NEED TO BE EVALUATED THROUGH TRAFFIC STUDY

- PROPOSED ϕ RADIUS: 198 FT
 - DESIGN SPEED 25 MPH MIN: 198 FT
 - DESIGN SPEED 30 MPH MIN: 333 FT

POTENTIAL PEDESTRIAN CROSSING:
 -AT GRADE W/ PED. SIGNAL OR WARNING DEVICE
 -OVERPASS OR UNDERPASS (CHALLENGING WITH GRADE CHANGE REQUIRED TO MAKE ADA ACCESSIBLE)

WILBUR D. AND HATTIE CANNON HOUSE

GERDIN LEARNING CENTER

LOT 14

COLLEGE OF LAW

EXISTING ϕ RADIUS: 101 FT
 - PROPOSED ϕ RADIUS: 198 FT
 - DESIGN SPEED 25 MPH MIN: 198 FT
 - DESIGN SPEED 30 MPH MIN: 333 FT

S. GRAND AVE & MELROSE AVE. INTERSECTION STOP CONTROLLED

3 LANE SECTION MATCHES EXISTING 3 LANE SECTION TO THE WEST OF GRAND AVE

MELROSE AVE.

MELROSE CT.

LUCON DR.

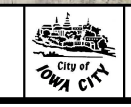
LEGEND

→ DIRECTION OF TRAFFIC

↪ LANE USE

NO.	REVISION DESCRIPTION	APPROVED	DATE

CLIENT: CITY OF IOWA CITY
 410 E. WASHINGTON ST.
 IOWA CITY, IOWA 52240
 PHONE: (319) 356 - 5000



DRAWN BY: DCN
 DATE: 12/13/22
 PROJECT NO. 217041

APPROVED BY: BJJ
 SCALE: SEE BAR

GRAND AVE ALIGNMENT STUDY

THREE LANE SECTION W/ BUS PARKING ROUNDABOUT

FIG. 2

BUJ314.T:\ACAD\217041\MISC\Grand Ave Alignment Concepts\7041_Concept - post CAMBUS meeting.dwg 12-23-22 01:36:59 PM



NO.	REVISION DESCRIPTION	APPROVED	DATE

CLIENT: CITY OF IOWA CITY
 410 E. WASHINGTON ST.
 IOWA CITY, IOWA 52240
 PHONE: (319) 356 - 5000



DRAWN BY: DCN
 DATE: 12/13/22
 PROJECT NO. 217041

APPROVED BY: BJJ
 SCALE: SEE BAR

GRAND AVE
 ALIGNMENT STUDY

BRIDGE LANE
 USE CONCEPT

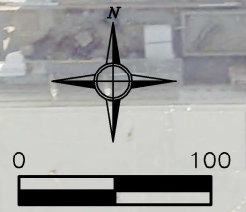
FIG.
 4

LEGEND

→ DIRECTION OF TRAFFIC

↪ LANE USE

Prior Roadway
 Improvements
 Completed in 2020
 (Burlington St and
 Madison St Intersection
 Improvement Project)



ESTIMATED BREAKDOWN OF TOTAL PROJECT COSTS

CITY OF IOWA CITY
 BURLINGTON STREET/STATE HIGHWAY 1 BRIDGE IMPROVEMENTS PROJECT
 STBG APPLICATION
 2/22/2023



ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL
1	BRIDGE RECONSTRUCTION ¹	LS	16,000,000	1	\$16,000,000
2	PEDESTRIAN OVERPASS RECONSTRUCTION ²	LS	3,000,000	1	\$3,000,000
3	GRAND AVE., BYINGTON RD., MELROSE AVE. RECONSTRUCTION, INCLUDING BURLINGTON ST./HIGHWAY 1/GRAND AVE./RIVERSIDE DR./HIGHWAY 6 INTERSECTION ³	LF	2,050	1,800	\$3,690,000
CONSTRUCTION SUBTOTAL					\$22,690,000
CONTINGENCIES					\$3,810,000
STUDY AND ENGINEERING					\$3,500,000
TOTAL OPINION OF PROBABLE CONSTRUCTION COST					\$30,000,000

¹ Cost estimate based on 2016 bid price for construction of the Park Road Bridge plus inflation

² Cost estimate based on actual construction cost of the Pedestrian Bridge over Highway 6 and CRANDIC Railroad plus inflation

³ Cost estimate based on per lineal foot price of the Rochester Avenue Reconstruction Project as bid in 2022



CITY OF IOWA CITY

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

February 22, 2023

Emily Bothell
Sr. Associate Transportation Planner
410 East Washington Street
Iowa City, Iowa 52240

RE: STBG Funding for the Burlington Street/Highway 1 Bridge Improvements Project
Iowa City, Iowa

Dear Emily:

The Burlington Street/Highway 1 Bridge Improvements Project is currently included in the City's 2023-2027 Capital Improvement Plan and the City of Iowa City is prepared financially to fund the local match and future maintenance of the project. In addition, the City is prepared to implement the project within three years from when the project is programmed within the MPOJC Transportation Improvement Program.

Sincerely,

A handwritten signature in black ink, appearing to read "Geoff Fruin", written in a cursive style.

Geoff Fruin
City Manager