

# **Application for Bipartisan Infrastructure Law Surface Transportation Block Grant Program Funding**

---

**for the Iowa City Urbanized Area**



Metropolitan Planning Organization of Johnson County

Metropolitan Planning Organization of Johnson County  
February 01, 2023

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: MPOJC e-mail: erin-shane@uiowa.edu  
 Eligible Sponsor/Applicant Agency: University of Iowa - Parking and Transportation  
 Contact Person (Name & Title): Erin Shane, Associate Director  
 Complete Mailing Address: 840 Evashevski Drive, 212 WCTC  
Street Address and/or Box No.  
 Iowa City Iowa 52242-1000 319.335.7798  
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: N/A e-mail: N/A  
 Contact Person (Name & Title): N/A  
 Complete Mailing Address: N/A  
Street Address and/or Box No.  
 N/A N/A N/A N/A  
City State Zip Daytime Phone

**Project Information**

Project Title: Hawkins Drive Reconstruction from Finkbine Commuter Drive to Lot 43 East Access  
 Project Description (i.e. number of proposed through lanes, turn lanes, and other critical features):  
Full reconstruction of Hawkins Drive from Finkbine Communter Drive to Lot 43 East Access Drive. Hawkins Drive will remain with 4 lanes, and a 10-foot wide shared path will be added on one side of the road. A right hand turn lane will be added on Finkbine Drive at the Hawkins intersection. Traffic signals at Elliott Drive will be replaced and will be upgraded at Lot 43 Drive.

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

**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** Storm water quality management practices.

**Estimated Project Costs**

Land Cost	\$	0
Utility Relocation	\$	0
Design & Construction Engineering	\$	1,155,100
Construction Cost	\$	4,620,400
Indirect Cost (if applicable)	\$	0
Other (please specify)	\$	
<b>Total Cost</b>	\$	<b>5,775,500</b>
STBG Fund Request	\$	2,089,000
Applicant Local Match (20% Minimum)	\$	3,686,500

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	University of Iowa	\$3,686,500	Assured
2.			
3.			

Are any state funds involved in this project?  Yes  No

If yes, please explain the source and conditions State funds will come from the State Parks and Institutional Roads Fund as scheduled in the 5 year University of Iowa capital plan. Remainder of funds will come from University self supporting funds.

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

If yes, please explain the source and conditions

N/A

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? \$ N/A

What will it be used for? N/A

**Estimated Project Development Schedule**

Design	Start Date	January 2027	Completion Date	February 2028
Land Acquisition	Start Date	N/A	Completion Date	N/A
Construction	Start Date	May 2028	Completion Date	September 2029

Has any part of this project been started?  Yes  No

If yes, explain: N/A

**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 University of Iowa - Parking and Transportation



Digitally signed by Erin Shane  
Date: 2023.02.22 10:58:20 -06'00'

**02/21/2023**

Signature

Date

**Erin Shane, Associate Director**

**02/21/2023**

Typed Name and Title

Date

## **ATTACHMENT A: PROJECT DESCRIPTION**

The University of Iowa proposes to reconstruct Hawkins Drive from Finkbine Commuter Drive to the east access drive of Lot 43. The reconstruction will include improvements to support multi-modal transportation, signal upgrades, and improved operations and safety for vehicles, bicycles, and pedestrians. This project will be part of a larger plan that University of Iowa is furthering for construction of the overall Hawkins Drive corridor south to Melrose Avenue.

### **Existing Conditions**

Hawkins Drive is a north/south four-lane (two through lanes in each direction) collector roadway. On-street parking is prohibited along Hawkins Drive, and the posted speed limit is 25 mph. The entire corridor, from Melrose Avenue to US Highway 6 is just under one mile long and this proposed project is 0.36 mile long. The width of Hawkins Drive within this section is 51 feet. Hawkins Drive is an Iowa DOT Institutional Road and is managed by the University of Iowa.

The roadway serves and is adjacent to several major University of Iowa Athletics facilities, the University of Iowa Hospitals and Clinics main campus, and the College of Medicine campus. There are several access points along the corridor serving both roadways and major parking lots and ramps. There are six existing signalized intersection within the corridor and two of the six signalized intersections are within the project limits. A future intersection with the proposed connector road between Hawkins Drive and Newton Road, which is slated to open to traffic in 2025, will be signalized.

Hawkins Drive is a major route for buses for the University of Iowa (CMBUS), City of Coralville, and City of Iowa City. Currently, only the City of Iowa City Transit has bus stops along the corridor.

There is a pedestrian network along and around the Hawkins Drive, with 6- to 8-foot-wide sidewalks. However, there are none adjacent to Hawkins Drive west of Carver Hawkeye Arena. The sidewalk network connects to the Mormon Trek / Coralville Strip Nature Trail, just west of Finkbine Commuter Drive. Besides the aforementioned trail, there are no other bicycle accommodations.

There were 23 accidents within the proposed project area, from 2018 to 2022, out of which 18 were property damage only crashes, 4 were possible injury crashes, and 1 was a suspected minor injury crash. Two crashes, out of the total 23 crashes, involved bicycles. All intersection crash rates were below statewide average.

The reported Level of Service (LOS) from the 2022 West Campus Traffic Study at the intersections through the Hawkins Drive Corridor operate within the acceptable LOS with the exception of Finkbine Commuter Drive intersection. This is a northbound stop-controlled intersection, where the northbound approach on Finkbine Commuter Drive operates at an LOS equal to or better than E. The signalized intersections at within the project limits at Elliott Drive and Lot 43 North Access Drive operate at a LOS equal to or better than B.

Hawkins Drive is primarily a PCC paved roadway with storm sewer. It is believed that some of the pavement sits on grade with no modified subbase or subdrainage system, which has led to several patching projects. The roadway section from the Center for Disabilities and Development parking lot entrance to Evashevski Drive is an HMA overlaid on PCC Pavement completed in 2009. The PCC pavement is mostly original aside from the several patches that have occurred. One section was recently reconstructed in 2016, from Finkbine Commuter Lot to US Highway 6. However, the remainder of the roadway is in poor and failing conditions.

### **Proposed Improvements**

The University of Iowa is planning for reconstruction and improvement of the overall Hawkins Drive corridor. Reconstructing and improving Hawkins Drive, from Lot 43 East Access to Finkbine Drive, including the Lot 43 North Drive, Elliott Drive and Finkbine Commuter Drive intersections.

Hawkins Drive will be reconstructed with the addition of a Shared-Use Path adjacent. The lanes will remain 12-foot wide plus curb and gutter. A 10' minimum path with 2' shoulders per FHWA recommendations along the corridor will be created along Hawkins Drive. This path will connect to the existing trail after crossing Finkbine Commuter Drive. The shoulder will be primarily grass with a 6:1 maximum cross-slope and will be provided for clearance from lateral obstructions such as tree, poles. Additionally, the MUTCD requires a 2-foot minimum clearance to the sign face of post-mounted signs.

The proposed design for Hawkins Drive with a Shared-Use Path will create a connected bike/pedestrian network, fill existing gaps, and improve existing side paths by widening existing sidewalks to FHWA standards. This is anticipated to improve traffic flow in general by attracting more users that may otherwise drive, as well as improve safety for both bicyclists and pedestrians.

After construction, crashes involving bicycles are expected to drop by 25%, according to Crash Modification Factor (CMF) ID 9250. Traffic operations are expected to improve, as long as signal retiming is done consistently every 5 years or less.

A right turn lane will be added to northbound Finkbine Commuter Drive at Hawkins Drive. This is a critical route for transit and will allow for the reduction in impact to transit routes and traffic in general during peak PM hours and events.

The existing traffic signal at Elliott Drive will be replaced and the one at Lot 43 Drive will be upgraded to current standards. The signals will be semi-actuated and interconnected with fiber optic.

Reconstruction will include the following improvements:

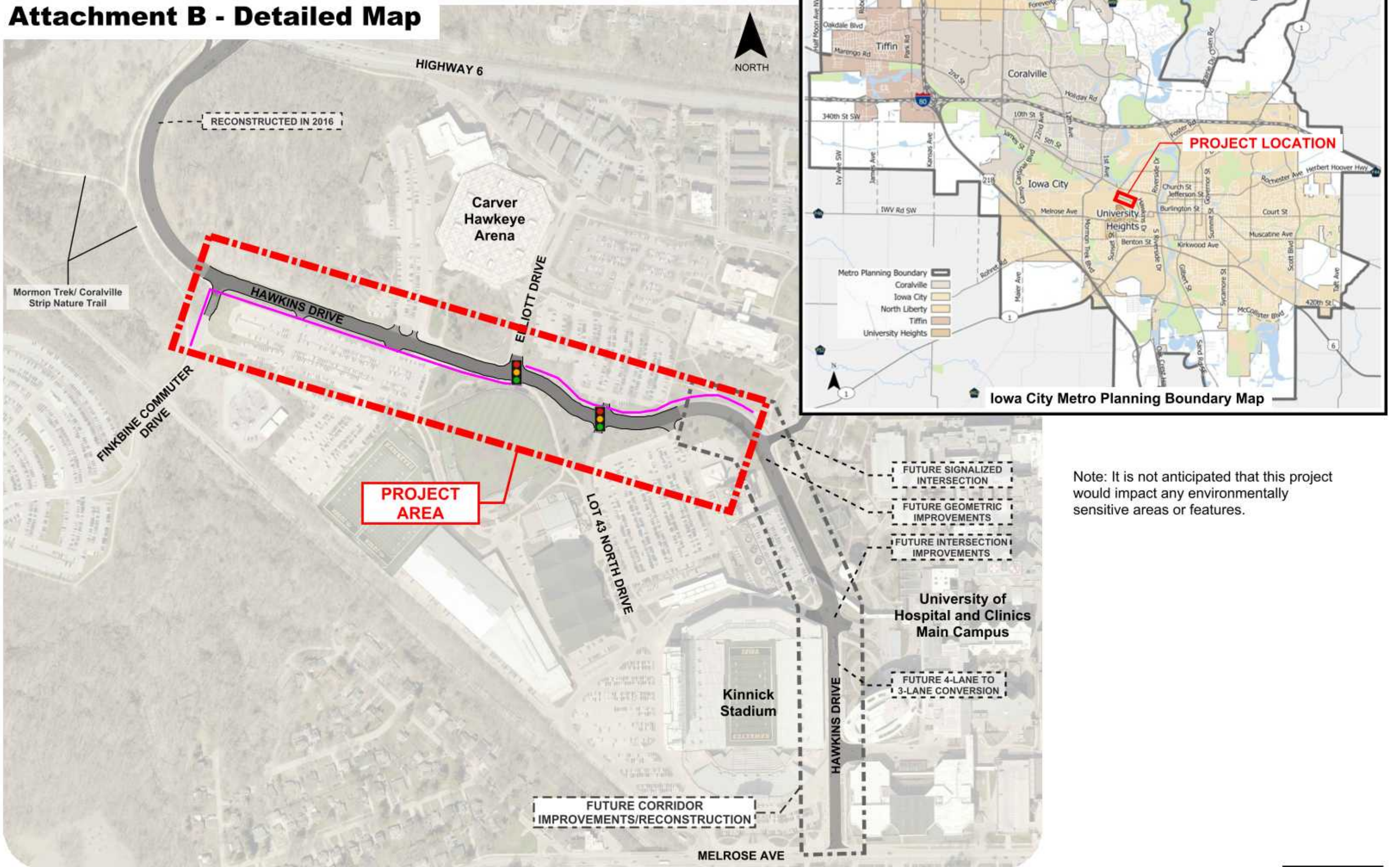
- Subgrade scarification and/or treatment (In accordance with geotechnical report recommendations)
- Modified Subbase
- Subdrainage System
- Minimum 10" PCC Pavement thickness with rebar joint reinforcement
- 10' Wide Shared-Use Path
- Signalized Replacement/Improvements
- Right turn lane on Finkbine Commuter Drive
- Stormwater quality provisions

### **Overall Hawkins Drive Improvement Plan**

This project is part of a larger improvement plan for Hawkins Drive south to Melrose Avenue. From Melrose Avenue to Lot 43 East Access Road, the reconstruction of Hawkins Drive is also being planned. Likely to be included is widening a portion of the corridor to a consistent 51' roadway section. Additionally, the reconstruction and realignment of the Hawkins Drive and Evashevski Drive intersection is being considered as well as adjustment of the geometry of the curve east of the Lot 43 East Access Road. The remaining sections of Hawkins Drive will be reconstructed with the extension and addition of a Shared-Use Path adjacent.

The three existing traffic signals at Melrose Avenue, For the Kids Way Drive, and Evashevski Drive would be replaced and upgraded to current standards. The signals will be semi-actuated, fully actuated or adaptive, and interconnected with fiber optic. As traffic signals along Hawkins Drive are replaced, upgraded and interconnected as part of the overall reconstruction and improvement of the Hawkins Drive corridor, this will permit the coordination of all signals along Hawkins Drive, from Melrose Avenue to US Highway 6. The proposed signal at the proposed NW Connector intersection will also be semi-actuated and interconnected and coordinated. Signal coordination will allow the reduction of vehicle delays by creating a *green wave* along the corridor.

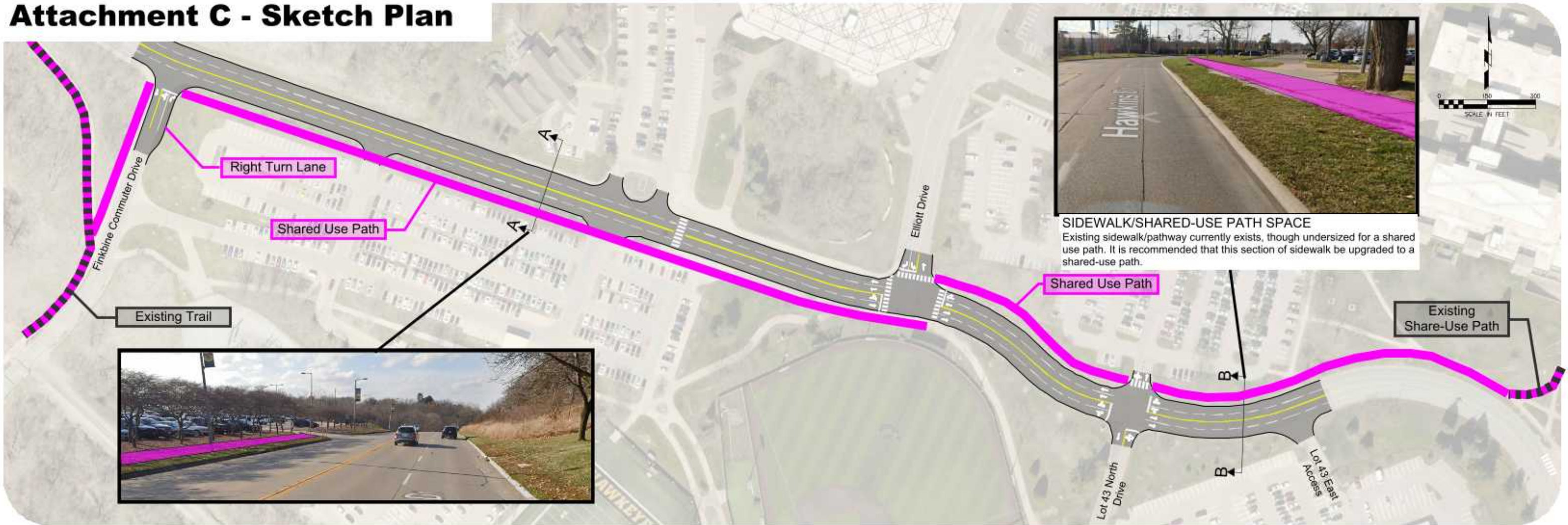
# Attachment B - Detailed Map



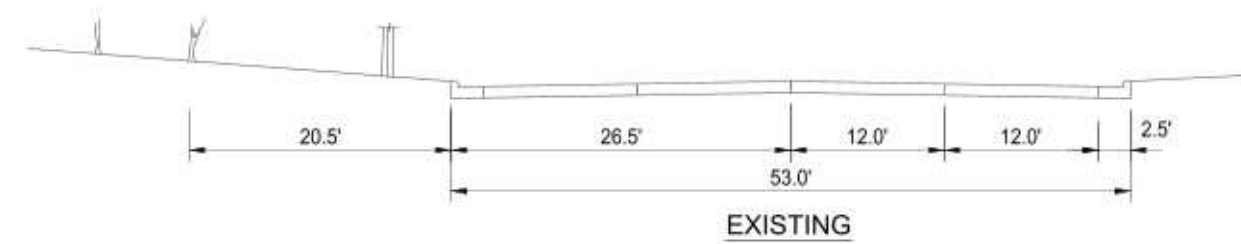
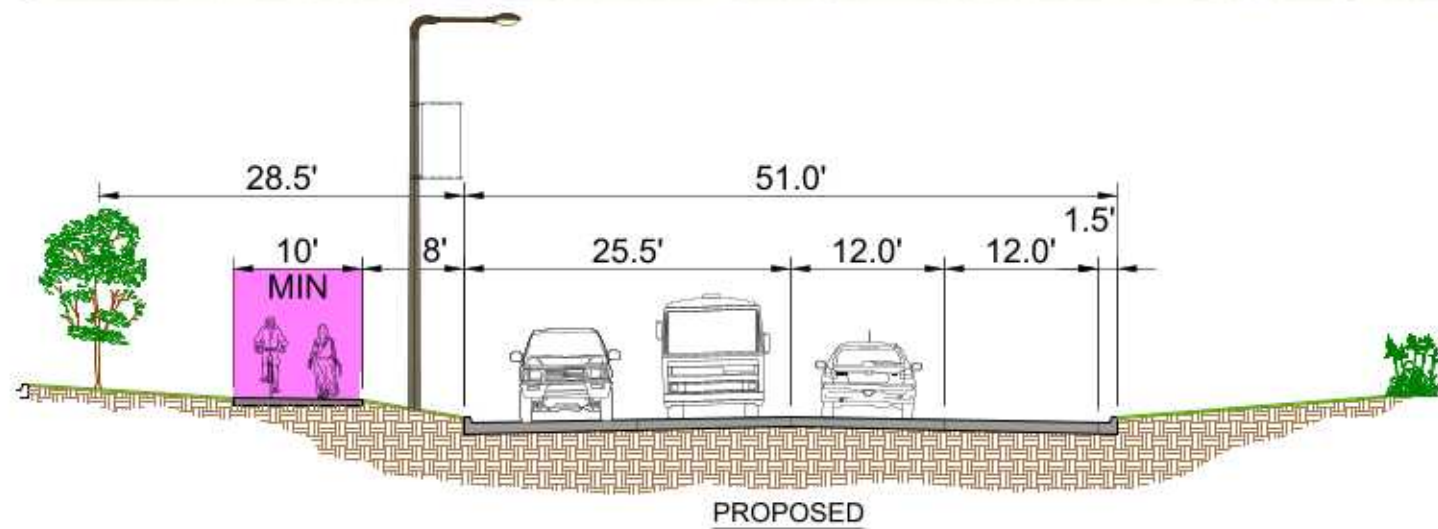
Note: It is not anticipated that this project would impact any environmentally sensitive areas or features.



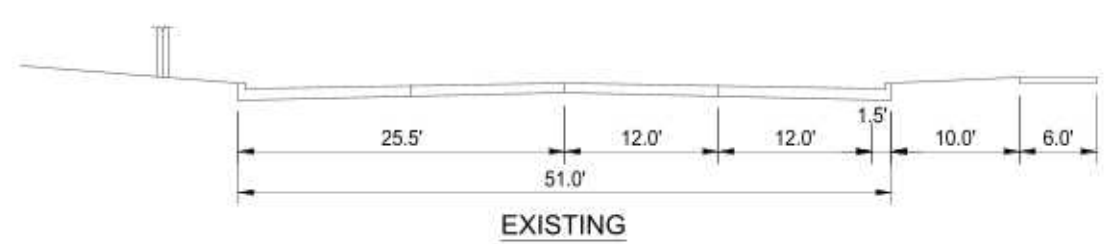
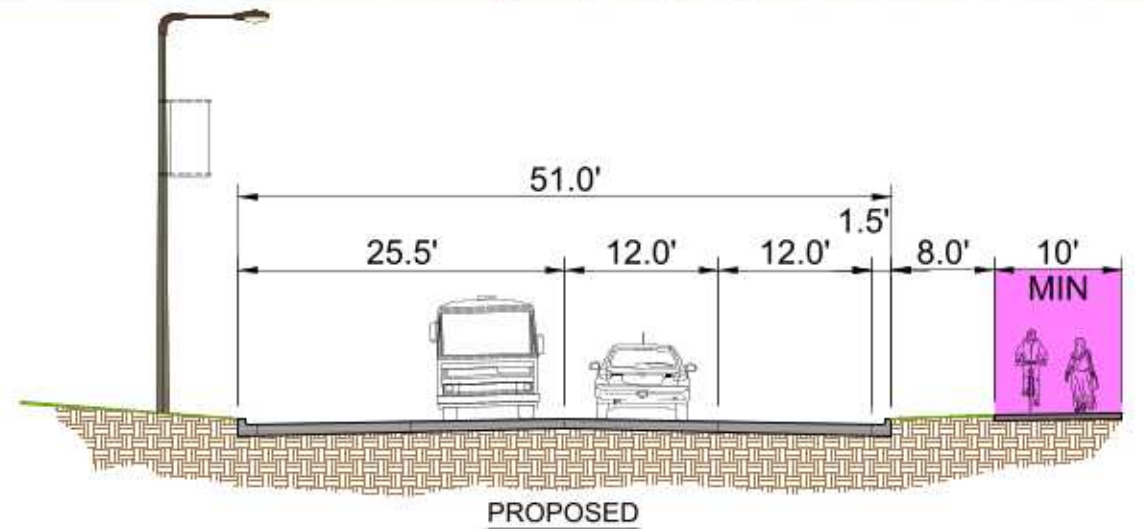
# Attachment C - Sketch Plan



**SIDEWALK/SHARED-USE PATH SPACE**  
 Existing sidewalk/pathway currently exists, though undersized for a shared use path. It is recommended that this section of sidewalk be upgraded to a shared-use path.



**A** HAWKINS DRIVE TYPICAL SECTION - ELLIOTT DR TO LOT 75 ACCESS



**B** HAWKINS DRIVE TYPICAL SECTION - LOT 43 EAST ACCESS TO ELLIOTT DR

**ATTACHMENT D**

**Hawkins Drive Reconstruction  
Finkbine Commuter Drive to Lot 43 East Access  
Opinion of Anticipated Construction Costs  
February 22, 2023**

Remove and Replace 2000 LF of 51' B-B pavement on Hawkins Drive from Finkbine Commuter Drive to Lot 43 East Access and construction 10' shared use path. Includes removal and replacement of storm sewer, intakes, lighting and select traffic signal upgrades.

<u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Extended Cost</u>
1	Pavement/Sidewalk Removal	12,900	SY	\$15	\$ 193,500
2	Excavation, Class 10	4,400	CY	\$20	\$ 88,000
3	Overexcavation/Scarify/Compact	13,400	SY	\$10	\$ 134,000
4	Modified Subbase, 6"	2,500	CY	\$50	\$ 125,000
5	Pavement, PCC, 10"	12,700	SY	\$75	\$ 952,500
6	Sidewalk, 6"	2,600	SY	\$65	\$ 169,000
7	Subdrain, Longitudinal, 6"	4,000	LF	\$15	\$ 60,000
8	Storm Intake	28	EA	\$7,500	\$ 210,000
9	15" RCP	1,350	LF	\$95	\$ 128,250
10	18" RCP	800	LF	\$105	\$ 84,000
11	24" RCP	600	LF	\$120	\$ 72,000
12	Lightpoles, Conduit, Wiring	23	EA	\$8,000	\$ 184,000
13	Pavement Markings, Durable	101	STA	\$100	\$ 10,100
14	Pavement Symbols, Durable	16	EA	\$330	\$ 5,280
15	Retaining Wall	200	LF	\$125	\$ 25,000
16	Utility Adjustments	1	LS	\$32,000	\$ 32,000
17	Erosion Control	1	LS	\$15,000	\$ 15,000
18	Traffic Control	1	LS	\$50,000	\$ 50,000
19	Site Restoration	1	LS	\$25,000	\$ 25,000
20	Traffic Signal Upgrades (Lot 43 N Dr)*	1	LS	\$40,000	\$ 40,000
21	Traffic Signal Upgrades (Elliott Dr)**	1	LS	\$300,000	\$ 300,000
22	Stormwater BMP (5%)	1	LS	\$145,000	\$ 145,000
23	Design Contingency (25%)	1	LS	\$750,000	\$ 750,000
24	Mobilization/Contractor Markup (10%)	1	LS	\$305,000	\$ 305,000

**Anticipated Construction Costs** **\$3,797,630**

11% Design Fees \$417,700  
14% Construction Inspection \$531,700

**Total Anticipated Project Costs (2023)** **\$4,747,030**  
**Total Anticipated Project Costs (2028)\*\*\*** **\$5,775,500**

Notes:

\* Lot 43 N Dr - Upgrade controller, cabinet and wiring.

\*\* Elliott Dr - Complete Signal Replacement

\*\*\* 4% Annual Inflation Factor

$\$949,400 * 1.04^5 = \$1,155,100$  Engineering  
 $\$3,797,630 * 1.04^5 = \$4,620,400$  Construction

**ATTACHMENT E**

Shive-Hattery, Inc.  
2839 Northgate Drive

**The University of Iowa  
Reconstruct Hawkins Drive - Finkbine Commuter Drive to Lot 43 East Access  
Preliminary Project Schedule  
February 13, 2023**

Project Task	Schedule
Topographic Survey	Fall 2026
Concept Statement - Minor	Early 2027
Preliminary Plans	Spring 2027
Check Plans	Fall 2027
Final Plans	January 2028
Letting Date	March 2028
Begin Construction	May 2028
Substantial Completion	September 2029
Final Acceptance	October 2029

## ATTACHMENT G

# IOWA

### Business Services

Parking and Transportation

University of Iowa

804 Evashevski Dr

Iowa City, Iowa 52242-0000

319-335-1475

[uiowa.edu](http://uiowa.edu)

February 21, 2023

Emily Bothell  
Sr. Associate Transportation Planner  
Metropolitan Planning Organization of Johnson County  
410 East Washington St.  
Iowa City, IA 52240

Subject: Letter of support – Hawkins Reconstruction Project STBG program funds

Ms. Emily Bothell,

Hawkins Drive serves as a critical roadway in the heart of the University of Iowa west campus that includes most of the university's health care and athletics facilities. Our campus is one of the most densely populated areas in the state. As the primary route to UI Hospitals & Clinics, on average each day 30,000 patients, visitors, employees, students, and volunteers travel along Hawkins Drive. Between 2021 and 2022, almost a million fans attended UI Athletic events on our campus.

The university is requesting Surface Transportation Block Grant (STBG) program funds for a portion of a Hawkins Drive Reconstruction project. The Hawkins improvements span from Finkbine Drive to Lot 43 Access Drive) The project is not on the current MPO Long Range Transportation Plan. With this request, the university agrees that any award is subject to updating the MPO Long Range Transportation Improvement Plan (TIP).

The university has long recognized the need to reconstruct Hawkins Drive. In 2016, the university reconstructed Hawkins Drive from Highway 6 to Finkbine Drive. Additional reconstruction segments have been on the university's Institutional Road Capital Plan for the past several years, including the current 2023-2027 Capital Plan. Institutional Road funding levels can support only a small portion of projects at this scale; as such, funds are banked for multiple years to implement phases. Leveraging grant funds now will allow the university to reconstruct the corridor in a more efficient and timely manner.

The university has deferred Hawkins reconstruction projects in response to the university's 10-year facility master plan announced in January 2022. The plan initiates projects within this corridor including new health care facilities. The pause created an opportunity to evaluate the corridor as a whole and account for new facilities that will impact the immediate area.

The University of Iowa recently completed the Hawkins Drive Corridor Study as part of a larger West Campus Traffic Study. The focus of the Hawkins Drive study was to evaluate improvements in the corridor that enhanced safety, incorporated a multimodal perspective and implemented bicycle network improvements.

Proposed improvements for this portion of reconstruction (Finkbine Drive to Lot 43 Access Drive) include creating a dedicated shared use path adjacent to Hawkins Drive, replacing deteriorating pavement and two traffic signals (Elliott Drive and Lot 43 Drive). To prioritize reduced traffic delays for the morning and evening commute and constant special event needs, the four-lane configuration in these sections will be maintained.

Due to future adjacent construction projects and expected infrastructure adjustments, the university is not seeking grant funds for the remaining portion of the Hawkins Drive Reconstruction Project (Lot 43 Access Road to Melrose Avenue). Expected improvements in these sections include the continuation of the shared use path along Hawkins, a re-alignment of Hawkins Drive near the CDD entrance, and potential re-alignment of the Evashevski and Hawkins intersection.

The university plans to implement the project in the next five years. The university will use a combination of Institutional Road Funds and university self-supporting funds to complete the project.

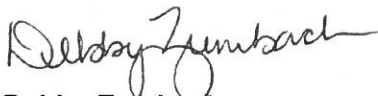
The combination of the continued investments in University of Iowa health care and campus facilities, increase traffic volumes expected from these investments, the gateway functionality of Hawkins Drive for campus and the greater community, and the rare request for project funding illustrates why the university is pursuing this grant funding for the Hawkins Drive Reconstruction project.

The university recognizes the critical transportation projects that will be submitted from MPO communities during this process and asks for your favorable consideration on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Rod Lehnertz", with a long horizontal flourish extending to the right.

**Rod Lehnertz**  
Senior Vice President for Finance and Operations

A handwritten signature in black ink, appearing to read "Debby Zumbach", with a stylized, cursive script.

**Debby Zumbach**  
Associate Vice President, Director of Business Services and Parking and Transportation

## ATTACHMENT H: DESCRIPTION OF PUBLIC INPUT PROCESS

The proposed Hawkins Drive reconstruction project from Finkbine Commuter Drive to Lot 43 East Access Road is part of a larger improvement plan for the overall Hawkins Drive corridor. There is also a broader effort to plan for traffic improvements holistically on the west campus in anticipation of UIHC and UI facilities expansions. In 2022, a traffic engineering and planning study was developed. As part of this effort, a public input process was facilitated, which included a series of meetings with key stakeholders.

Stakeholder meetings were held as follows:

- 7/29: Parking & Transportation and Consultant (Shive-Hattery, Inc.)
- 8/5: Iowa City, MPOJC, Coralville, University Heights, UI Campus Planning
- 8/9: UI Athletics
- 8/16: UI Housing & Dining
- 8/18: UI College of Dentistry
- 8/26: University of Iowa Hospitals & Clinics
- 8/29: UI Campus Planning & Sustainability
- 8/30: University of Iowa Utilities & ENGIE
- 8/30: Transit – CAMBUS, Coralville Transit & Iowa City Transit
- 9/1: UI Information Technology Services
- 9/9: UI Parking & Transportation Committee (Faculty, Staff & Student Representatives)
- 9/13: Parking & Transportation and Consultant

In these stakeholder meetings, the goal was to inform the groups of future development plans for the west campus and gather feedback from stakeholders on needs and concerns as well as understand their future planning focus. In the meetings, the University of Iowa master plan for the west campus was discussed and updated information on buildings planned to be razed and constructed was provided. The key information and feedback received were:

There was general consensus that improving and enhancing the bicycle network and extending it along Hawkins Drive would be a critical element of the project. The University of Iowa and the City of Iowa City have bicycle master plans which call for bicycle accommodations along Hawkins Drive.

Several stakeholders expressed the importance of maintaining and supporting transit routes along Hawkins Drive. Currently, only the City of Iowa City has routes that stop on Hawkins Drive. However, CAMBUS routes use Hawkins Drive to access the West Campus Transportation Center (WCTC). CAMBUS also use Hawkins Drive to navigate within the campus, as any alternatives would add significant distance and travel time to the routes.

The third major concern factor is expansion of the west campus and Hawkins Drive's role as a nexus between University Heights, Coralville and the City of Iowa City. The University master plan recommends select facilities be razed while several new buildings are to be constructed. Hawkins Road operates as the main circulation road, giving access to the main hospital and clinics, and all major parking facilities. It is critical to improve the street, prepare it to receive additional traffic generated by the proposed buildings and redesign under a complete streets concept, which is a goal for the University.

### 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.

Hawkins Drive is proposed to be reconstructed according to the "Complete Streets" concept. It will have 4 traffic lanes for automobiles, trucks and buses, and a 10' wide shared-path to accommodate bicycles and pedestrians. Hawkins Drive runs through the University of Iowa and University of Iowa Hospitals and Clinics (UIHC) campus and thus supports the overall campus body as well as staff and patrons of the UIHC. When the overall Hawkins Drive reconstruction is complete from Melrose Avenue to Highway 6, it will provide bikeway connectivity to the City of Iowa City and the City of Coralville routes, accessible to all residents of these communities and the campus community.

---

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

Name Erin Shane

Title Associate Director, UI Parking & Transportation

### **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.