



Metropolitan Planning Organization of Johnson County

MEETING NOTICE

MPOJC Urbanized Area Policy Board
Wednesday, March 29, 2017 – 4:30 PM
City of North Liberty – Council Chambers
1 Quail Creek Circle, North Liberty, IA

AGENDA

1. *Call to Order*

- a. Recognize alternates
- b. Consider approval of meeting minutes
- c. Set next Board meeting date, time and location (May 31, tentatively in Coralville)

2. *Public Discussion of any item not on the agenda**

3. *Transportation Planning*

- a. Consider approval of apportionment of Federal Surface Transportation Block Grant (STBG) funds for FY2021-2022
- b. Public Hearing and consideration of an amendments to the FY17-20 MPOJC Transportation Improvement Program
 - i. Public Hearing
 - ii. Consider an amendment to add \$118,000 in repurposed earmark funding to Iowa City's Dubuque Street Elevation (Gateway) project
 - iii. Consider an amendment to add federal aid to the Forevergreen Road/I-380 interchange project and to adjust the funding from FY2018 to FY2017
- c. Consider approval of the Locally Determined Projects list for the FY2018 MPOJC Transportation Planning Work Program
- d. Consider approval of FY2018 MPOJC Transit Program of Projects
- e. Consider approval of the FY2018 MPOJC Transit Capital Equipment Replacement Plan
- f. Update on MPOJC Long Range Transportation Plan revision process and draft materials
- g. Update on the MPOJC 2016 Transportation Planning Annual Report
- h. Update on the 2017 MPOJC Collision Analysis

4. *Adjournment*

**Public input is permitted on any agenda item. Please indicate to the Chair if you wish to comment on an agenda item.*

To request any disability-related accommodations or language interpretation, please contact MPOJC staff at 356-5230 or Kent-Ralston@Iowa-City.org 48 hours prior to the meeting.

MINUTES

MPOJC Urbanized Area Policy Board

Wednesday, January 25th – 4:30 PM

Johnson County Health and Human Services Building, Second Floor Conference Room
855 S. Dubuque St, Iowa City, IA

PRELIMINARY

MEMBERS PRESENT: Coralville: Jill Dodds
Iowa City: Susan Mims, Pauline Taylor, Terry Dickens,
Rockne Cole, John Thomas, Kingsley Botchway
Johnson County: Janelle Rettig, Mike Carberry
North Liberty: Terry Donahue, Ryan Heiar
Tiffin: Steve Berner
University Heights: Dotti Maher
ICCSD: Chris Lynch
University of Iowa: Dave Ricketts

STAFF PRESENT: Kent Ralston, Darian Nagle-Gamm, Brad Neumann, Emily Bothell,
Sarah Walz, Karl Mueller

OTHERS PRESENT: ECICOG: Jennifer Fencil

1. CALL TO ORDER

Susan Mims called the meeting to order at 4:30 PM

a. Recognize alternates

Ryan Heiar served as an alternate for Amy Nielsen (North Liberty).

Dotti Maher served as an alternate for Wally Heitman (University Heights)

b. Consider approval of meeting minutes

Motion to approve was made by Dickens; Donahue seconded. **The motion was unanimously approved.**

c. Set date of next meeting

The next meeting was set for Wednesday, March 29, hosted by North Liberty. It was noted that the Rural Policy Board meeting would follow the Urbanized Area Policy Board meeting.

2. PUBLIC DISCUSSION OF ANY ITEM NOT ON THE AGENDA*

Ralston recognized Amy Nielsen and Wally Heitman for their service to the MPOJC Urbanized Area Policy Board.

Rettig commented that the Iowa DOT met with the Johnson County Board of Supervisors about the current plans for the widening of I-80 between Iowa City and West Branch. Of the three bridges between Iowa City and West Branch, two are expected to remain while the Lower West Branch Road Bridge would be closed. I-80 will be widened to six lanes; construction is slated to start in 2021 and last four years. MPO staff will be asked to assist in determining whether the Lower West Branch Road Bridge should remain open if data becomes available to the Board of Supervisors.

Carberry added that if the bridge were to remain open, there would be some cost-share involved. The DOT would fund the rebuild of the Wapsi Bridge.

The five-year road plan for Johnson County calls for the reconstruction of Herbert Hoover Highway from Sharpless to the county line; the road will be widened, shoulders added, and a bike lane in the right-of-way may be added.

3. ADMINISTRATION

a. Report from nominating committee for 2017 MPOJC Board officers

The Committee recommended reappointing Mims as Board Chair, and Berner as Vice-Chair. Donahue moved to approve the motion; Dodds seconded. **The motion was approved unanimously.**

b. Consider approval of the FY18 MPOJC Budget and financial forecast

Ralston stated that the MPOJC focus remains fulfilling federal and state requirements necessary to receive federal funding. MPOJC is a division of Iowa City Neighborhood and Development Services (NDS). The overall budget for FY18 is approximately \$599,000, a 4% increase from FY17, primarily due to wage increases for staff and healthcare costs. The assessments are population based. Due to carryover funds and Iowa DOT funding, the proposed assessments are slightly increased for FY18; for larger communities, a half of one-percent increase, except for North Liberty, who has a \$5000 increase from FY17.

Ralston asked the Board for approval of the budget and financial forecast.

Mims commented that the \$200,000 from Iowa DOT represents 46.6% of the overall budget. Ralston added that the Iowa City finance director recommends keeping 30% of the total budget in reserve; the MPO currently has approximately a \$300,000 reserve should a funding shortfall occur.

Motion to approve was made by Dickens; Carberry seconded. **The motion was approved unanimously.**

c. Consider approval of the FY18 Johnson County Assessments to the East Central Iowa Council of Governments

Ralston informed the Board that the MPO collects the ECICOG dues for Johnson County and forwards them to ECICOG. Ralston stated that ECICOG assessments for Johnson County are calculated on a per-capita basis; the MPO then assess each municipality. ECICOG proposed a 2% rate increase for all counties it serves for FY18.

Ralston asked the Board for approval of the FY18 ECICOG assessment schedule.

Motion to approve was made by Cole; Rettig seconded. **The motion was approved unanimously.**

d. Consider appointments to the ECICOG Board of Directors

Ralston stated that the entities responsible for appointments to the ECICOG Board of Directors for 2017 include Johnson County, Coralville, and Hills. The appointees from each community include: Mike Carberry from the Board of Supervisors, Laurie Goodrich from Coralville (Mayor John Lundell as alternate), Cathy Knebel from Hills (Cathy

Fitzmaurice-Hill as alternate), and Aaron Moniza as citizen representative, who would like to serve a second term.

Ralston asked the Board for approval of the elected officials, as well as a second term for citizen representative, Aaron Moniza.

Rettig asked about the list of alternates and if it had to be sent to ECICOG. Ralston responded that the list had already been sent to ECICOG.

Rettig asked how the alternate list is determined. Ralston responded that the alternates come from the three groups that have representatives on the ECICOG Board for FY17. Ralston also stated that the bylaws allow for any elected official to serve as an alternate for any entity.

Motion to approve was made by Dodds; seconded by Berner. **The motion was approved unanimously.**

- e. Discuss MPOJC Orientation opportunity for Board members

Ralston stated an orientation is available for current and new Board members to discuss the role of MPOJC if desired.

4. TRANSPORTATION PLANNING

- a. Consider approval of Federal Transit Administration Section 5307 Transit Operating Formula funding apportionment for FY2017 and transit statistics for FY2016

Neumann presented the proposed apportionment of the annual FY17 FTA Section 5307 funding. The MPO has over \$2.6 million from FTA to apportion between Coralville Transit, Iowa City Transit, and University of Iowa CAMBUS. MPO apportions this money based on a formula with four factors: operating cost, locally determined income, revenue miles, and fare revenue. The formula was reviewed by the Board at the September meeting and no changes were recommended.

Neumann also presented the transit performance statistics used in the formula. Neumann stated that these statistics have been kept since 1986. Ridership and cost trends will be presented to the Board at a future meeting. Neumann stated that TTAC unanimously recommended approval of the apportionment.

Neumann asked the Board for approval of the apportionment for the FY17 FTA Section 5307 funding. Motion to approve was made by Thomas; Carberry seconded. **The motion was approved unanimously.**

- b. Public Hearing and consideration of an amendment to the FY2017-2020 MPOJC Transportation Improvement Program

This agenda item was withdrawn at the request of the Iowa DOT.

- c. Update on FY2021-FY2022 Surface Transportation Block Grant & Transportation Alternatives Set-Aside grant funding allocation process

Ralston stated that the MPO conducts the competitive grant process for Surface Transportation Block Grant (STBG) and Transportation Alternatives Set-Aside (TA Set-Aside) funds every other year. It has been the desire of the Board and TTAC to allocate two years of funding at once to provide a larger portion of funding for projects.

Ralston stated that with changes in the federal transportation legislation, Iowa DOT notified the MPO that there will be changes to how the TA Set-Aside process will be conducted. STBG funding will still be allocated in spring 2017, but TA Set-Aside funding will be considered in the summer and due to the Iowa DOT in October 2017. Ralston stated that in the long run, it would be better for both processes to run concurrently for better project planning and to streamline the application process.

Staff plans to distribute STBG applications to TTAC members by the end of January. The applications will be due three weeks after distribution. Staff will make recommendations for funding allocation in March. The Iowa DOT funding target has not yet been received; although Ralston anticipates roughly \$5.6 million in funding will be available.

d. Update on the MPOJC FY2017 Transportation Planning Work Program and FY2017-2020 Transportation Improvement Program

Neumann informed the Board that the MPOJC Work Program is a document produced annually identifying all the major work projects in FY18. It includes all state and federally required planning processes and documentation, ongoing and routine projects, and special projects requested by member entities. In February, the MPO will be taking requests for projects. The draft Work Program will be submitted to the Iowa DOT by April 1st, and the final program will be approved in May.

Neumann noted that STBG funding will be about \$5.6 million covering FY21-22. TA Set-Aside funding will be included in the FY19 TIP instead of the FY18 TIP.

e. Update on MPOJC Long Range Transportation Plan revision schedule and draft materials

Nagle-Gamm provided the status of the Long Range Transportation Plan update. Nagle-Gamm provided population growth numbers for the metro area, indicating that all municipalities in the metro area grew between 2010 and 2014, with North Liberty and Tiffin growing fastest. Nagle-Gamm stated that the population projection for the metro area for the year 2045 shows an increase of nearly 65,000 people.

Rettig inquired about the years that the population projections were based on. Nagle-Gamm responded that they were developed from population projections were developed from 2000, 2010, and 2014 census data, and stated that the additional use of 1990 census data could be evaluated.

Nagle-Gamm described commuting methods in the different municipalities in the metro area. In Johnson County, single occupancy vehicle commute trips are well below the state average.

Nagle-Gamm stated that vehicle miles traveled (VMT) was at an all-time high in the metro area in 2015. Nagle-Gamm stated that VMT is an important indicator used to evaluate vehicle driving trends and impacts on emissions. Ralston added that mode-split is another important factor to be considered in tandem with VMT.

Rettig asked for clarification on the percentage of commuting by automobile for Coralville and North Liberty, and the impact on VMT. Nagle-Gamm stated that VMT is based on all vehicles traveling through the municipalities, not just residents.

Cole asked if there were any specific goals for bicycle commuters, and how the need will be met via infrastructure. Nagle-Gamm stated that it would be a performance measure that will be continually evaluated by the MPO. There is not a set standard at this time,

but communities can set their own standards and goals.

Cole asked if any studies on the economic impact of increased bicycle and pedestrian usage compared to vehicles had been done. Nagle-Gamm stated that there had not been to date.

Nagle-Gamm discussed transportation differences between baby boomers and millennials. Locally and nationally, baby boomers are more auto-dependent; millennials are becoming less auto-dependent and more reliant on other modes of transportation.

Nagle-Gamm stated that about 16,000 residents commute into Johnson County daily while about 8,900 Johnson County residents commute to other counties. Within the metro area, about 4,600 Coralville residents commute to Iowa City for work, 3,000 commute from Iowa City to Coralville, and 1,300 commute from North Liberty to Iowa City.

Nagle-Gamm briefly discussed the results of the MPOJC survey of junior high and high school students on how they get to school versus how they want to get to school. Many students take the bus or are driven, but many would rather walk and bike to school.

Nagle-Gamm presented maps on the current land use and future land use, and the percent of income spent on housing and transportation for each municipality.

Nagle-Gamm presented Long Range Transportation Plan guiding principle #6, safety. Overall collisions are down in the metro area, however, bicycle and pedestrian collisions are increasing, as well as the percentage of collisions due to distracted driving. Strategies to increase safety as well as performance measures were presented to the Board.

Nagle-Gamm informed the Board that the entire Plan will be provided at the next meeting. It will also be provided to the FHWA, FTA and DOT, and opened for public comment. After receiving feedback, updates to the plan will be made, and a final draft will be provided at the May Board meeting. The due date to the FHWA and DOT is June 1.

Thomas asked if the collisions could be mapped. Nagle-Gamm stated that staff was working on the metro area collision report. Ralston added that maps from the metro area collision report would be included in the Plan.

Ralston stated that feedback from project partners on the plan has been very positive.

Mims asked if bicycle and pedestrian collisions were with vehicles. Ralston stated that single bicycle collisions would also be included if they were reported to police, but he suspects the majority of the collisions were with vehicles.

Mims commented on the colors used in the map; it was difficult to differentiate variations of the same color. Mims suggested using different colors or other methods to make gradations more distinct in future maps. Nagle-Gamm stated that the maps are set up so that symbology can be easily changed and staff would take that into consideration.

Thomas suggested avoiding using red and green as colors to make it readable for colorblind people.

Rettig suggested changing the color pattern on the youth and transportation map.

f. Update on CRANDIC Passenger Rail Study

Neumann stated that the Phase II study was completed in September. The cost of implementation was down to \$30-\$40 million between Iowa City and North Liberty.

Neumann stated that another study is being suggested. Ridership and revenue forecasts, cost/benefit analysis, financial plans, and implementation schedules to extend service to Cedar Rapids will be included. Iowa DOT and CRANDIC have both agreed to another study, with the cost of the study being split between DOT, CRANDIC, and local stakeholders. The cost of the study is expected to be the same as previous studies.

Neumann stated that once the specifications for the study are determined, each community will be approached to gauge their interest in the study and the project. Ralston added that a third study is not necessary if there is not a commitment from the municipalities.

Rettig stated the Johnson County Board of Supervisors is working on their new Strategic Plan, and the CRANDIC project is included as a top priority.

Ricketts stated that if a new study is done, it needs to analyze how much people would be willing to pay for the service. Ralston stated that it would be a focus of the study.

Mims added that the third study should also include factors that would keep people from using the service.

5. OTHER BUSINESS

a. Report on the Severson Cup Charity Challenge; Award Severson Cup

Walz stated that participants donated 5,131 items that went to food pantries in Coralville, North Liberty, and Cassie's Mittens. \$3,366 was donated to charities. Coralville donated 578 bus passes to the Valley View Lodge.

Iowa City won the "Severson Cup" as the "Most Improved", raising \$2,555 for the Joan Buxton Children's Fund.

6. ADJOURNMENT

Berner motioned to adjourn; seconded by Ricketts. **The motion was unanimously approved.**

The meeting adjourned at 5:40.



Date: March 21, 2017

To: MPOJC Urbanized Area Policy Board

From: Darian Nagle-Gamm, Sr. Transportation Engineering Planner
Brad Neumann, Assistant Transportation Planner

Re: Agenda item #3(a): Consider approval of apportionment of Federal Surface Transportation Block Grant (STBG) funds for FY2021-2022

Iowa DOT has provided MPOJC with a funding target of \$5,990,000 in Surface Transportation Block Grant (STBG) Program funds (formerly STP) for FY2021-2022 to be distributed in the Iowa City Urbanized Area. Four entities have submitted a total of eight applications to the MPO totaling \$13,903,016. Attached you will find a summary of each project (including scores, project costs, funding requests, and the TTAC recommendation), the scoring criteria, and copies of each application.

Please note that three of the applications (two for Iowa City and one for Coralville) will require changes to the draft MPOJC 2017-2045 Long Range Transportation Plan since the three proposed projects are not currently on a fiscally constrained funding list in the plan. If STBG funding is approved for these three projects they will be moved to a fiscally constrained funding list in the plan, replacing existing projects for that entity.

At their March 21, 2017 meeting, the Transportation Technical Advisory Committee (TTAC) made a recommendation regarding the apportionment of STBG funds. The TTAC recommendation is included in the attached summary table.

The proposed projects need not be recommended for funding according to the project's score; the scoring criteria are meant to be one piece of information for consideration in your deliberations. STBG funds cannot be apportioned strictly according to the population of the MPOJC municipalities.

Due to changes in federal transportation legislation, Transportation Alternatives Set-Aside funds (formerly Transportation Alternatives Program funds) will be apportioned later this summer and submitted to Iowa DOT by October. These projects will be amended into the FY2018-2021 Transportation Improvement Program (TIP).

At your March 29, 2017 meeting, please consider approval of the apportionment of STBG funds.

Please contact either Darian Nagle-Gamm at 356-5254 (darian-nagle-gamm@iowa-city.org) or Brad Neumann at 356-5235 (brad-neumann@iowa-city.org) with questions or comments.

cc: Kent Ralston

FY21 & FY22 Surface Transportation Block Grant Funds

Summary of Applications & Transportation Technical Advisory Committee (TTAC) Funding Recommendation

Estimated funds: \$5,990,000
 Funds requested: \$13,903,016
 Shortfall: \$7,913,016



Projects		Scoring Criteria																Funding				TTAC																				
Applicant	Project Description	1a	1b	2	3	4	5a	5b	6a	6b	6c	7a	7b	7c	8a	8b	9a	9b	10	Total Score	Project Cost	Local Match Pledge	Previous STP Funds	STBG Funds Requested	Recommendation																	
1	North Liberty	Highway 965 Phase 5, reconstruction from Zeller St. to Hawkeye Dr.	1	1	3	1	5	5	7	3	3	3	7	0	0	3	0	3	5	1	51	\$ 6,440,000	\$ 1,610,000	\$ -	\$ 4,830,000	\$ 2,576,000																
2	Iowa City / Johnson County	American Legion Road from Scott to Taft	1	2	2	1	5	0	0	3	3	3	0	0	0	3	0	0	5	4	32	\$ 9,022,000	\$ 1,830,000	\$ 2,240,660	\$ 1,830,000	\$ 1,368,140																
3	University Heights	Melrose Ave Complete Streets Improvements	1	1	1	1	5	5	7	3	0	3	0	0	0	0	0	0	0	2	29	\$ 1,460,000	\$ 465,000	\$ -	\$ 995,000	\$ 730,000																
4	Iowa City	Benton Street Rehabilitation Project	1	1	0	1	5	0	7	3	0	3	7	0	0	0	0	0	0	1	29	\$ 2,762,144	\$ 762,144	\$ -	\$ 2,000,000	\$ 1,315,860																
5	Iowa City	Muscatine Avenue Rehabilitation Project	1	1	0	0	5	0	0	3	0	3	7	0	0	0	0	0	0	2	22	\$ 2,173,600	\$ 673,600	\$ -	\$ 1,500,000																	
6	Iowa City / Johnson County	IWV / Melrose Avenue Improvements	1	2	1	1	5	0	0	3	0	3	0	0	0	0	0	0	0	1	17	\$ 2,070,000	\$ 470,000	\$ 930,000	\$ 670,000																	
7	Coralville	1st Ave / Oakdale Blvd Roundabout	1	1	2	0	5	0	7	0	0	0	0	0	0	0	0	0	0	1	17	\$ 1,500,000	\$ 315,000	\$ -	\$ 1,185,000																	
8	Coralville	North Liberty Rd & Forevergreen Improvements	1	1	2	0	5	0	0	0	3	0	0	0	0	0	0	0	0	1	13	\$ 1,130,400	\$ 237,384	\$ -	\$ 893,016																	
Total TTAC Recommendation																																										\$ 5,990,000

**SURFACE TRANSPORTATION BLOCK GRANT
SCORING CRITERIA – FY2021-2022
MPOJC Policy Board Approval November 16, 2016**

1: Economic Opportunity – *Supports metro area growth, innovation, job creation, and productivity*

- A. Project improves/provides direct access to planned growth area, existing jobs, or retail **+1**
- B. Project involves more than one MPO jurisdiction **+1 each (Points Possible: 7)**

Total Points Possible: 8

Score: _____

2: Environment – *Preserves and protects our natural resources, including land, water and air quality*

- A. Project promotes air quality improvements via congestion reduction through one or more of the following: Geometric improvements (physical improvements that improve motorist operations), ITS/signalization improvements, Reduction of Vehicle Miles Traveled (VMT), Improvement to turning movements **+1 each (Points Possible: 4)**

Total Points Possible: 4

Score: _____

3: Quality of Life – *Enhances livability and creates vibrant and appealing places that serve residents throughout their lives*

- A. Project directly enhances safe route(s) to school, or improves transportation choices for locations specifically serving multi-family developments or elderly populations **+1**

Total Points Possible: 1

Score: _____

4: System Preservation – *Maintained in good and reliable condition*

- A. Maintenance or improvement to existing facility/infrastructure **+5**

Total Points Possible: 5

Score: _____

5: Efficiency – *Builds a well-connected transportation network and coordinating land use patterns to reduce travel demand, miles travelled, and fossil fuel consumption*

- A. Project in a corridor with existing congestion (defined as having LOS E or F during peak hours according to the adopted MPO Travel Demand Model) (Map A) **+5**
- B. Project in a corridor with forecasted future congestion (defined as having LOS E or F during peak hours according to adopted MPO Travel Demand Model) (Map B) **+7**

Total Points Possible: 12

Score: _____

6: Choice – *Offers multi-modal transportation options that are affordable and accessible*

- A. Project is on existing bus route (Map C) **+3**
- B. Separated trail or wide sidewalk (8' or wider) **+3**
- C. Project reduces modal conflict (pedestrian hybrid beacons, grade separation, dedicated bicycle lanes or sharrows, bus pull-off, bulb-outs) **+3**

Total Points Possible: 9

Score: _____

7: Safety – *Designed and maintained to enhance the safety and security of all users*

- A. History involving two or more documented bicycle or pedestrian collisions in the last five years (Maps D & E) **+7**
- B. MPO Urbanized Area top 25 intersection collision locations or top 10 mid-block collision locations in last three years (Tables A & B) **+7**
OR
- C. Sight distance or related safety issue documented by an expert (planner/engineer) **+5**

Total Points Possible for A&B: 14

OR

Total Points Possible for C: 5

Score: _____

8: Health – *Invites and enhances healthy and active lifestyles*

- A. Project extends regional trail network (Map F) **+3**
- B. Project addresses critical gap in the regional trail network **+5**

Total Points Possible: 8

Score: _____

9: Equity – *Provides access and opportunity for all people and neighborhoods*

- A. Project improves transportation network in lower-income neighborhoods **+3**
- B. Focus of the project is to correct ADA non-compliance **+5**

Total Points Possible: 8

Score: _____

10: Local Commitment – *Gauges local commitment to the project including local and/or state funds pledged*

- A. Local match 20.1% - 30% **+1**
- B. Local match 30.1% - 40% **+2**
- C. Local match 40.1% - 50% **+3**
- D. Local match 50.1% - 60% **+4**
- E. Local match 60.1% - or more **+5**

Total Points Possible: 5

Score: _____

Total Score: _____



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: MPOJC e-mail: brad-neumann@iowa-city.org

Eligible Sponsor/Applicant Agency: City of North Liberty

Contact Person (Name & Title): Dean Wheatley, Planning Director

Complete Mailing Address: 3 Quail Creek Circle, PO Box 77

	<small>Street Address and/or Box No.</small>		
<u>North Liberty</u>	<u>Iowa</u>	<u>52317</u>	<u>319-626-5747</u>
<small>City</small>	<small>State</small>	<small>Zip</small>	<small>Daytime Phone</small>

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.

<small>City</small>	<small>State</small>	<small>Zip</small>	<small>Daytime Phone</small>
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Project Information

Project Title: Highway 965 Phase 5

Project Description (including number of proposed through lanes, turn lanes, and other critical features):
Full final buildout of Highway 965 to 4 lanes plus turn lanes, sidewalk, trail, storm water management, lighting, pedestrian tunnel

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

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 Pedestrian Underpass

Estimated Project Costs

	Land Cost	\$ 150,000
	Utility Relocation	\$ -
	Design & Construction Engineering	\$ 1,050,000
	Construction Cost	\$ 4,365,000
	Indirect Cost (if applicable)	\$ -
Other (please specify)	Contingency	\$ 875,000
	Total Cost	\$ 6,440,000
	STBG Fund Request	\$ 4,833,760 <i>4,830,000</i>
	Applicant Local Match (20% Minimum)	\$ 1,610,000

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	General Obligation Bond	1,610,000	
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	CY2020	Completion Date	CY2020
Land Acquisition	Start Date	CY2020	Completion Date	CY2020
Construction	Start Date	CY2021	Completion Date	Spring 2022

Has any part of this project been started? Yes No

If yes, explain: Intersection improvements in the 965 corridor have been made over the past several years to reduce congestion and delay at those locations. The northern part of the corridor, from city limits to Penn Street, is completed to full buildout, and buildout completion of the section from Penn Street to Zeller Street will be initiated in CY2017.

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.

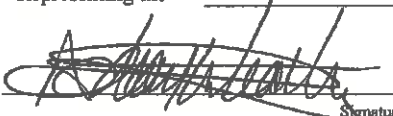
The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, 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 North Liberty


Signature

2/21/2017
Date

A. Dean Wheatley, Planning Director
Typed Name and Title

2/21/2017
Date

A Narrative

This 965 Corridor improvement project completes the segment from Zeller Street on the north end to beyond Fairview/Golfview on the south end, approximately 3,000 feet. This project follows the recommendations from the 965 Corridor Study previously prepared jointly with Johnson County and the City of Coralville. Features of the project include:

- A. Provides access to the growing North Liberty business community in the 965 corridor, as well as through-traffic access to and from Coralville trip ends in the north corridor, including the Oakdale campus as well as the growing commercial base to the south.
- B. Reduces congestion and travel time by increasing capacity in the corridor and by extending trail and sidewalk access where it does not exist.
- C. Enhances a Safe Route to School crossing location at Zeller and 965, and establishes a new tunnel underpass across 965 south of Fairview Lane.
- D. Improves existing 965 roadway by replacing panels as necessary for longevity.
- E. Improves Level of Service measurements for both current and future modeled LOS F problem areas.
- F. Improves multi-modal options by extending a separated trail system and a bus pull-off. Parts of the project are on a bus route currently, and future busing is very likely to include 965 coverage.
- G. Extends the City's adopted trail network, and fills in a missing gap along a critical artery.
- H. Directly serves lower income neighborhoods adjacent to the roadway, and corrects any deficiencies in the ADA accommodations in the project length. The trail extension will be fully ADA compliant.
- I. Local match is 25%

Existing conditions include mostly 2-lane roadway in varying condition, gravel shoulders, and open ditches. The proposed project will widen the roadway to 4 through lanes with curb and gutter plus turn lanes, grade ditches flatter, extend a separated trail the entire length, construct a new pedestrian/bicycle underpass, repair/replace existing roadway where needed, and improve City utility facilities in the corridor.

965 is a major commercial arterial street that not only carries significant traffic but also functions as an alternate route when problems close I-380. It carries both North Liberty traffic and through-traffic for trips north and south of North Liberty. The City has funded significant improvements in this corridor over many years, most recently including the buildout from W Penn Street to the north corporate limits. In CY2017 the City plans to let a contract to build out the section from Penn Street south to Zeller Street.



CITY OF NORTH LIBERTY
 HIGHWAY 965 IMPROVEMENTS - PHASE 5
 (HAWKEYE DRIVE TO ZELLER STREET)
 OPINION OF PROBABLE CONSTRUCTION COSTS
 SCHEMATIC DESIGN - FEBRUARY 2017

DESCRIPTION: WIDEN HIGHWAY 965 TO 5-LANE SECTION FROM HAWKEYE DRIVE TO ZELLER STREET. PROJECT INCLUDES 10-FT TRAIL, 5-FT WALK, PEDESTRIAN TRAIL UNDERPASS, BUS PULL-OFFS, LANDSCAPE MEDIAN, ROADWAY AND PEDESTRIAN LIGHTING, STORMWATER, STREETScape AND LANDSCAPING IMPROVEMENTS.

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED COST
1	CLEARING AND GRUBBING	LS	1	\$ 15,000	\$ 15,000
2	PAVEMENT REMOVAL	SY	8,700	\$ 7	\$ 60,900
3	REMOVALS, AS PER PLAN	LS	1	\$ 15,000	\$ 15,000
4	EXCAVATION, CLASS 10, ROADWAY AND BORROW	CY	30,500	\$ 10	\$ 305,000
5	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	14,800	\$ 6	\$ 88,800
6	MODIFIED SUBBASE	CY	3,300	\$ 35	\$ 115,500
7	SUBGRADE PREPARATION	SY	19,000	\$ 2	\$ 38,000
8	SHOULDER FINISHING	STA	60	\$ 300	\$ 18,000
9	PAVEMENT, PCC, CL C, CL 3, 10 IN.	SY	16,750	\$ 55	\$ 921,250
10	PRECAST CONCRETE BOX CULVERT, 8 FT. X 6 FT.	LF	100	\$ 700	\$ 70,000
11	PRECAST CONCRETE BOX CULVERT STRAIGHT END SECTION, 8 FT. X 6 FT.	EACH	2	\$ 10,000	\$ 20,000
12	PEDESTRIAN TRAIL UNDERPASS (10' X 8' RCB)	LF	115	\$ 2,000	\$ 230,000
13	MODULAR BLOCK RETAINING WALL	SF	4,450	\$ 40	\$ 178,000
14	MANHOLE, STORM SEWER	EACH	8	\$ 5,000	\$ 40,000
15	INTAKE, SW-510	EACH	26	\$ 4,500	\$ 117,000
16	STORM SEWER GRAVITY MAIN, TRENCHED, (RCP), 2000D (CLASS III), 18 IN.	LF	2,500	\$ 55	\$ 137,500
17	STORM SEWER GRAVITY MAIN, TRENCHED, (RCP), 2000D (CLASS III), 24 IN.	LF	2,000	\$ 65	\$ 130,000
18	STORM SEWER GRAVITY MAIN, TRENCHED, (RCP), 2000D (CLASS III), 36 IN.	LF	900	\$ 80	\$ 72,000
19	STORM SEWER GRAVITY MAIN, TRENCHED, (RCP), 2000D (CLASS III), 48 IN.	LF	300	\$ 120	\$ 36,000
20	SUBDRAIN, LONGITUDINAL, 6 IN.	LF	6,000	\$ 8	\$ 48,000
21	REVTMENT, CLASS E	TON	800	\$ 40	\$ 32,000
22	WATER QUALITY INSTALLATIONS	EACH	7	\$ 20,000	\$ 140,000
23	BRICK PAVERS, PEDESTRIAN CROSSINGS	SF	4,350	\$ 8	\$ 34,800
24	ADA CURB RAMPS	EACH	12	\$ 2,000	\$ 24,000
25	SIDEWALK, PCC, 5 IN.	SY	1,570	\$ 35	\$ 54,950
26	RECREATIONAL TRAIL, PCC, 6 IN.	SY	4,110	\$ 35	\$ 143,850
27	TEMPORARY PAVEMENT	SY	1,200	\$ 35	\$ 42,000
28	SIGNAGE	LS	1	\$ 15,000	\$ 15,000
29	PAINTED PAVEMENT MARKINGS, DURABLE	STA	220	\$ 130	\$ 28,600
30	PAINTED SYMBOLS AND LEGENDS, DURABLE	EACH	25	\$ 250	\$ 6,250
31	TRAFFIC CONTROL	LS	1	\$ 50,000	\$ 50,000
32	MOBILIZATION	LS	1	\$ 150,000	\$ 150,000
33	EROSION CONTROL AND SEEDING	ACRE	10	\$ 6,000	\$ 60,000
34	ELECTRICAL WIRING AND PULLBOXES	LF	15,200	\$ 20	\$ 304,000
35	STREET LIGHTING	EACH	38	\$ 3,500	\$ 133,000
36	PEDESTRIAN LIGHTING	EACH	38	\$ 3,000	\$ 114,000
37	LIGHTING CONTROL CABINET	EACH	1	\$ 12,500	\$ 12,500
38	TRAFFIC SIGNAL MODIFICATIONS (SIGNAL HEADS)	EACH	3	\$ 5,000	\$ 15,000
39	LANDSCAPE UPLIGHTING	EACH	20	\$ 2,500	\$ 50,000
40	TRAIL AND SIDEWALK NODES	EACH	12	\$ 5,000	\$ 60,000
41	MINOR INTERSECTION (WESTWOOD) SEATWALLS / PAVERS	LS	1	\$ 75,000	\$ 75,000
42	MAJOR INTERSECTION (ZELLER SOUTH SIDE) SEATWALLS / PAVERS	LS	1	\$ 75,000	\$ 75,000
43	TREES / LANDSCAPING / LANDSCAPE MEDIAN	LS	1	\$ 60,000	\$ 60,000
44	CONSTRUCTION SURVEY	LS	1	\$ 25,000	\$ 25,000

Subtotal Construction = \$ 4,365,000

20% Contingency = \$ 875,000

OPINION OF PROBABLE CONSTRUCTION COST = \$ 5,240,000

Engineering, Legal, Admin (20%) = \$ 1,050,000

Easements / Acquisitions = \$ 150,000

Utility Relocation = \$ -

TOTAL OPINION OF PROBABLE PROJECT COST = \$ 6,440,000

E

Time Schedule

Design by City Consulting Engineer: Calendar 2020

Land Acquisition: End of calendar 2020

Construction: Start calendar 2021; Complete calendar 2022

H

Public Input

Because this is a project anticipated to not begin for approximately 4 years, public participation for this project segment is limited to the extensive public attention that has been focused on the 965 Corridor Plan when it was originally developed in 1999 and when it was revised/refreshed in 2008, and ongoing projects as they occur. The public is well aware of this project and its need. If funded, the project will appear in the next City Capital Improvement Program for public comment and consideration by the City Council.



F

Endorsement

February 21, 2017

Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington St. Iowa City, IA 52240

Dear Brad:

This letter is to confirm that the City of North Liberty is prepared to fund the local match portion of the 965 project that is the subject of a Surface Transportation Block Grant application. Intended funding source will be General Obligation Bonds. If additional information is necessary please contact me.

Thank you.

Truly,

A handwritten signature in black ink, appearing to read "Ryan Heiar". The signature is fluid and cursive, written over a white background.

Ryan Heiar, City Administrator
City of North Liberty
5 East Cherry Street 52300
319-626-5747

rhelar@ci.north-liberty.ia.us

City of North Liberty
3 Quail Creek Circle, North Liberty, Iowa 52317
www.northlibertyiowa.org



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.

This project involves work within a mostly existing right-of-way. ADA accommodations will be upgraded and added as necessary, but will likely be minor in nature and not disproportionate or unique.

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

Name A. Dean Wheatley

Title Planning Director

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.

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: Metropolitan Planning Organization of Johnson County e-mail: jason-havel@iowa-city.org

Eligible Sponsor/Applicant Agency: City of Iowa City

Contact Person (Name & Title): Jason Havel, City Engineer

Complete Mailing Address: 410 East Washington Street

Street Address and/or Box No.			
<u>Iowa City</u>	<u>Iowa</u>	<u>52240</u>	<u>(319)356-5410</u>
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: Johnson County e-mail: gparker@co.johnson.ia.us

Contact Person (Name & Title): Greg Parker, County Engineer

Complete Mailing Address: 4810 Melrose Avenue West

Street Address and/or Box No.			
<u>Iowa City</u>	<u>Iowa</u>	<u>52246</u>	<u>319-356-6046</u>
City	State	Zip	Daytime Phone

Project Information

Project Title: American Legion Road Improvements - Scott Blvd to Taft Avenue

Project Description (including number of proposed through lanes, turn lanes, and other critical features):
American Legion Road will be reconstructed as an urban cross-section with two lanes, one in each direction, on-street bicycle facilities and new storm sewer. A grade-separated pedestrian crossing will be provided at the new school, and a roundabout will be constructed at the intersection of American Legion Road and Scott Blvd.

If this project includes land acquisition, how many acres? (approximate) 3.0

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	\$ 926,000
	Utility Relocation	\$ _____
	Design & Construction Engineering	\$ 578,000
	Construction Cost	\$ 6,940,000
	Indirect Cost (if applicable)	\$ _____
Other (please specify)	Construction Admin. & Observation	\$ 578,000
	Total Cost	\$ 9,022,000
	STBG Fund Request	\$ 1,830,000
	Applicant Local Match (20% Minimum)	\$ 4,951,340

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	General Obligation Bonds	4,951,340	Assured
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.)

Previous STP Funds - \$2,240,660

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	Fall 2018	Completion Date	Summer 2019
Land Acquisition	Start Date	Summer 2019	Completion Date	Fall 2019
Construction	Start Date	Spring 2020	Completion Date	Summer 2021

Has any part of this project been started? Yes No

If yes, explain: Functional Design has been completed

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).
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- 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.
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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



Signature

2/21/17

Date

Jason Havel, City Engineer

Typed Name and Title

February 21, 2017

Date

A. NARRATIVE

Introduction

Over the years, the City of Iowa City has seen consistent expansion occur on the east side of town. Recently, the Iowa City Community School District revealed plans to install a new school on the east side of Iowa City, south of American Legion Road, at the intersection with Barrington Road. With the planned construction of the school, American Legion Road is in need of reconstruction to better serve the increase in all modes of transportation in the area.

Existing Conditions

American Legion Road is currently a two-lane road with a rural cross-section, including limited unpaved shoulders and ditches for the conveyance of storm water. While the roadway provides adequate capacity for vehicles, the existing facilities do not include sidewalk or storm sewer for drainage, as are typically provided on streets within the City of Iowa City. Existing pavement on American Legion Road is in poor condition, and in need of maintenance or replacement.

The intersection of American Legion Road/Muscatine Avenue and Scott Boulevard currently operates as a four-way stop-controlled intersection. Long queues and extended delay times are often experienced at the intersection, and traffic signal warrants are met under existing conditions. The intersection also has an accident history that includes both vehicular and bicycle collisions.

Currently, functional design for the American Legion Road Reconstruction Project – Scott Boulevard to Taft Avenue is underway. A public information meeting is anticipated in the spring of 2015, and completion of the functional design is expected later in 2015.

Project Concept

The intent of the American Legion Road Reconstruction Project – Scott Boulevard to Taft Avenue is to better provide access for all modes of transportation to the new school site, local neighborhoods and surrounding areas. Improvements to be included with the project include improved roadway geometrics, addition of storm sewer, installation of a roundabout, construction of a wide sidewalk, a grade separated pedestrian crossing near the new school site and other related improvements.

As part of the proposed project, American Legion Road will be upgraded to an urban cross-section, including a 34-foot pavement width with curb and gutter on both sides. This roadway cross-section will allow for one lane of travel in each direction (11-foot travel lanes) and the addition of dedicated bicycle lanes (6-foot width) in each direction.

The project will also include the addition of new storm sewer throughout the corridor to replace the existing ditches. This improvement will allow for more efficient collection and distribution of storm water, and bring the corridor up to current urban design standards.

A significant improvement included in the project is the addition of a roundabout at the intersection of American Legion Road/Muscatine Avenue and Scott Boulevard. The roundabout will replace the current four-way stop-controlled intersection, making for a safer and more efficient intersection. As part of the project, the intersection will include a single-lane roundabout, which will be designed to allow for future expansion to a multi-lane roundabout, should future traffic volumes require increased capacity.

One of the highest priorities of this project is to introduce safe and efficient facilities for pedestrians. In order to accommodate that goal, a wide sidewalk (8-foot width) is planned along the north side of American Legion Road for the entire length of the project. The wide sidewalk will provide easy access for pedestrians and other non-motorized modes of traffic to area neighborhoods and connections to surrounding areas. As part of the project design, the proposed cross-section will allow for additional sidewalk to be installed along the south side of American Legion Road as development occurs in the area.

With the introduction of pedestrian facilities on the north side of American Legion Road, and a new school located on the south side of the road, pedestrian access to the school was immediately recognized as a priority. To facilitate safe crossing of pedestrians across American Legion Road, a grade-separated crossing is proposed. This crossing includes the installation of a large culvert under American Legion Road that would allow pedestrians and other users to cross under the street without conflicts with vehicular users.

Project Justification

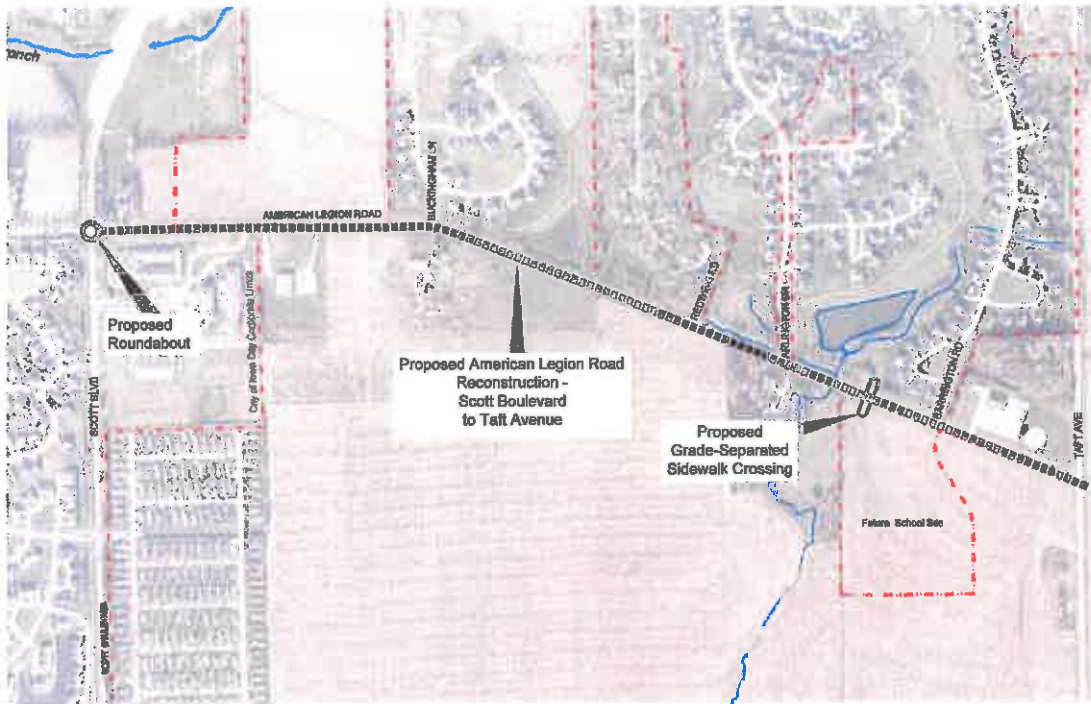
With the continued growth and other changes that are occurring on the east side of Iowa City, improvements to the American Legion Road corridor are essential. The existing facilities in the right-of-way are focused on the rapid movement of motor vehicles, and lack the urban amenities of other City streets. In addition, the current facilities are lacking in areas that are key principals within the City, such as Complete Streets, Safe Routes to Schools and sustainable infrastructure.

Currently, the American Legion Road corridor is focused on motor vehicle travel, and falls well short of the City's Complete Streets goals. As part of the proposed project, significant improvements, such as the construction of a wide sidewalk and dedicated bike lanes, would be included to provide access for a variety of users (pedestrians, bicyclists, wheelchairs, vision-impaired, etc.) that currently is unavailable in the corridor. These improvements would allow for safe and efficient mobility for all users, and provide significantly improved connectivity to nearby neighborhoods.

The addition of a new school along American Legion Road will introduce a need for safe travel between the school and surrounding neighborhoods, or Safe Routes to School. This project will include dedicated facilities to allow for safe and efficient travel for all modes to and from the school, including the introduction of a wide sidewalk, grade-separated crossing of American Legion Road at the school site and connections to existing neighborhood sidewalk networks. Without the project, access to the school would be limited to motor vehicles, and force other users to engage in dangerous situations to attend the school.

In addition to other benefits, project improvements will provide more sustainable infrastructure in the project area. Construction of a roundabout at the intersection of American Legion Road/Muscatine Avenue and Scott Boulevard has the potential to reduce collisions, as well as queuing and delays (which in turn reduces emissions). Constructing sidewalk and dedicated bicycle facilities throughout the corridor provides opportunities for other modes of transportation beyond motorized vehicles, potentially reducing motor vehicle use and encouraging healthier lifestyles.

B



**American Legion Road
Reconstruction -
Scott Boulevard
to Taft Avenue**



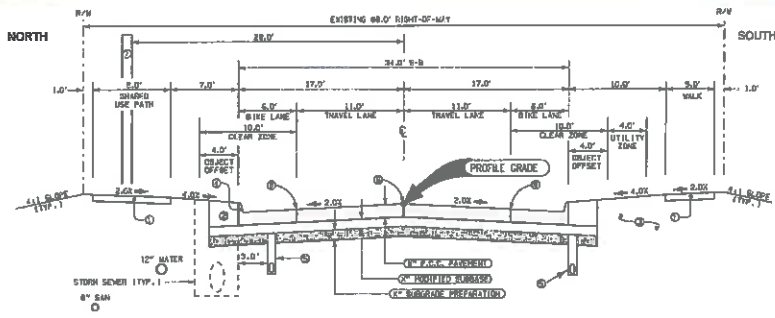
LOCATION MAP



American Legion Road Reconstruction - Scott Boulevard to Taft Avenue

SKETCH PLAN

C

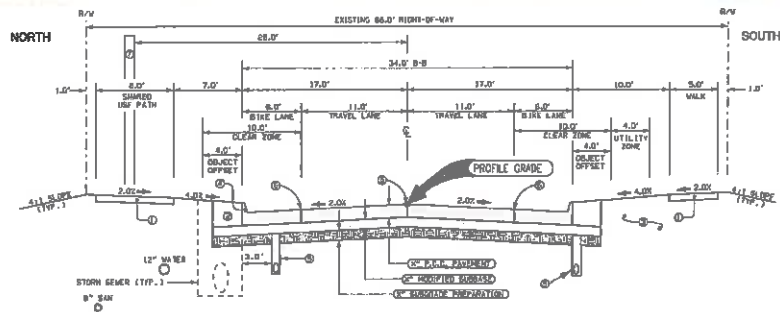




American Legion Road Reconstruction - Scott Boulevard to Taft Avenue

SKETCH PLAN

C





OPINION OF PROBABLE CONSTRUCTION COST

CITY OF IOWA CITY
 AMERICAN LEGION ROAD IMPROVEMENTS
 FUNCTIONAL DESIGN
 12/16/2015



ITEM NO.	ITEM	UNIT	UNIT PRICE	QUANTITIES	TOTAL
DIVISION 1 - GENERAL					
1.1	CONSTRUCTION SURVEY (1%)	LS	\$ 62,700.00	1.0	\$ 62,700.00
1.2	MOBILIZATION (6%)	LS	\$ 318,800.00	1.0	\$ 318,800.00
DIVISION 2 - EARTHWORK, SUBGRADE AND SUBBASE					
2.1	CLEARING AND GRUBBING	LS	\$ 33,000.00	1.0	\$ 33,000.00
2.2	PAVEMENT REMOVAL	SY	\$ 10.00	20808	\$ 208,080.00
2.3	REMOVAL OF EXISTING STRUCTURES	EA	\$ 1,000.00	7	\$ 7,000.00
2.4	TOPSOIL, STRIP, SALVAGE AND RESPREAD	CY	\$ 8.00	18101	\$ 78,808.00
2.5	EXCAVATION CLASS 10 ROADWAY AND BORROW	CY	\$ 8.00	45073	\$ 360,584.00
2.6	MODIFIED SUBBASE	CY	\$ 92.00	8675	\$ 181,000.00
2.7	SUBGRADE PREPARATION, 12 IN.	SY	\$ 3.50	34048	\$ 119,168.00
2.8	SUBGRADE TREATMENT, FLY ASH 12 IN.	SY	\$ 10.00	34048	\$ 340,480.00
DIVISION 3 - TRENCH AND TRENCHLESS CONSTRUCTION					
3.1	TRENCH FOUNDATION STABILIZATION MATERIAL	TON	\$ 40.00	1320	\$ 52,800.00
DIVISION 4 - SEWERS AND DRAINS					
4.1	SEWER STORM, XX IN. DIA., RCP CLASS III	LF	\$ 100.00	4095	\$ 409,500.00
4.2	APRONS, CONCRETE, XX IN. DIA.	EA	\$ 1,500.00	7	\$ 10,500.00
4.3	SEWER STORM, 8 FT X 8 FT REINFORCED CONCRETE BOX (PRECAST OR CAST-IN-PL)	LF	\$ 650.00	90	\$ 72,000.00
4.4	SEWER STORM, 8 FT X 12 FT REINFORCED CONCRETE BOX (PRECAST OR CAST-IN-P)	LF	\$ 1,000.00	90	\$ 90,000.00
4.5	SANITARY SEWER, XX IN. DIA., DP	LF	\$ 80.00	300	\$ 30,880.00
4.6	SUBDRAIN AND FITTINGS, 6 IN. CORRUGATED PVC, PERFORATED	LF	\$ 15.00	14870	\$ 220,050.00
4.7	STORM SEWER AND PIPE CULVERT REMOVAL	LF	\$ 20.00	300	\$ 6,000.00
4.8	REMOVAL OF EXISTING 8' X 8' BOX CULVERT	LS	\$ 15,000.00	1	\$ 15,000.00
DIVISION 5 - WATER MAIN AND APPURTENANCES (NOT USED)					
5.1	WATER MAIN, TRENCHED, PVC C900, DR16, 12 IN.	LF	\$ 85.00	765	\$ 65,025.00
5.2	WATER MAIN FITTINGS	LB	\$ 10.00	2000	\$ 20,000.00
5.3	FIRE HYDRANT ASSEMBLY	EA	\$ 1,500.00	2	\$ 3,000.00
5.4	VALVE, GATE, 12 IN.	EA	\$ 2,500.00	4	\$ 10,000.00
DIVISION 6 - STRUCTURES FOR SANITARY AND STORM SEWERS					
6.1	STORM MANHOLE, SW-401, XX' DIA.	EA	\$ 5,800.00	3	\$ 16,500.00
6.2	STORM INTAKE, SW-XXX	EA	\$ 5,800.00	38	\$ 205,000.00
6.3	SANITARY MANHOLE, SW-301, 48" DIA., DROP STRUCTURE	EA	\$ 5,000.00	1	\$ 5,000.00
DIVISION 7 - STREETS AND RELATED WORK					
7.1	PAVEMENT, STANDARD OR SLIP FORM P.C. CONCRETE CLASS C, NON-REINFORCED, CLASS 3 DURABILITY, 6 IN.	SY	\$ 45.00	288	\$ 11,970.00
7.2	PAVEMENT, STANDARD OR SLIP FORM P.C. CONCRETE CLASS C, NON-REINFORCED, CLASS 3 DURABILITY, 8 IN.	SY	\$ 55.00	28351	\$ 1,614,305.00
7.3	COLOR PAVEMENT, PCC, CLASS C, 8 IN.	SY	\$ 150.00	177	\$ 26,550.00
7.4	CONCRETE MEDIAN	SY	\$ 40.00	676	\$ 27,000.00
7.5	ASPHALT CEMENT CONCRETE PAVEMENT, PG 64-26, 3/4" AGG., 8 IN.	TON	\$ 80.00	182	\$ 14,560.00
7.6	GRANULAR SURFACING	TON	\$ 35.00	500	\$ 17,500.00
7.7	RECREATIONAL TRAIL, PCC, 6 IN.	SY	\$ 45.00	6115	\$ 275,175.00
7.8	SIDEWALK, PCC, 4 IN.	SY	\$ 40.00	2969	\$ 118,720.00
DIVISION 8 - TRAFFIC SIGNALS AND TRAFFIC CONTROL					
8.1	PAINTED PAVEMENT MARKINGS, WATERBORNE / SOLVENT	BTA	\$ 294.00	70	\$ 20,580.00
8.2	TRAFFIC CONTROL, CONSTRUCTION ACCESS AND STAGING	LS	\$ 33,000.00	1.0	\$ 33,000.00
DIVISION 9 - SITE WORK AND LANDSCAPING					
9.1	TEMPORARY SEEDING, FERTILIZING AND MULCHING TYPE 2, EROSION CONTROL MIX	ACRE	\$ 2,500.00	7.1	\$ 17,750.00
9.2	SEEDING, FERTILIZING AND MULCHING TYPE 1, PERMANENT LAWN MIXTURE	ACRE	\$ 4,000.00	12.8	\$ 50,400.00
9.3	CONSTRUCTION EROSION CONTROL	LS	\$ 13,200.00	1.0	\$ 13,200.00
9.4	SILT FENCE	LF	\$ 2.00	11000	\$ 22,000.00
9.5	REVEGETATION, CLASS E	TON	\$ 40.00	300	\$ 12,000.00
9.6	LIGHTING - AMERICAN LEGION	LS	\$ 520,000.00	1	\$ 520,000.00
DIVISION 10 - UTILITY SERVICE LOCATION DETAILS (NOT USED)					
DIVISION 11 - DEMOLITION (NOT USED)					
DIVISION 12 - STRUCTURES (NOT USED)					
SUBTOTAL CONSTRUCTION (Items 1.1 to 9.6)					\$ 5,781,123.00
RIGHT-OF-WAY ACQUISITION COSTS		SF	\$ 5.00	134781	\$ 673,905.00
TEMPORARY EASEMENTS		SF	\$ 1.00	252337	\$ 252,337.00
CONTINGENCIES (20%)					\$ 1,168,224.00
ENGINEERING (10%)					\$ 578,112.30
CONSTRUCTION OBSERVATION AND ADMINISTRATION (10%)					\$ 578,112.30
TOTAL OPINION OF PROBABLE CONSTRUCTION COST					\$ 8,010,614.20
Assumptions: 1.) The unit prices are based upon awarded contract prices for 2014. They do not include an inflation factor.					
2.) Hawk Signal estimate = \$80,000					

E. TIME SCHEDULE

If awarded funding, the anticipated project schedule for the American Legion Road Reconstruction – Scott Boulevard to Taft Avenue is as follows:

Preliminary/Final Design: Fall 2018 – Summer 2019

Property/Easement Acquisition: Summer 2019 – Fall 2019

Construction: Spring 2020 – Summer 2021



CITY OF IOWA CITY

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

February 21, 2017

Mr. Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington Street
Iowa City, IA 52240

RE: STBG Funding for American Legion Road Reconstruction – Scott Boulevard to Taft Avenue
Iowa City, Iowa

Dear Brad:

The American Legion Road Reconstruction – Scott Boulevard to Taft Avenue is a project currently included in the Capital Improvements Plan for FY17-21. The City of Iowa City is prepared to financially fund the local match portion and future maintenance of the project, and be able to implement the project within three years from award of the Surface Transportation Block Grant funds.

Sincerely,

Geoff Fruin
City Manager

H. PUBLIC INVOLVEMENT

As part of the functional design process for the project, a public meeting was held to discuss the general design for the project. In addition, the City has met individually with residents that have requested more information related to the project. These meetings have also allowed the public to submit comments and other feedback related to the project design. To date, the overall reactions to the project have been positive.

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.

It is anticipated the proposed project would have similar impacts on minority and non-minority persons, and it is not anticipated to have disproportionate or unique impact on minority persons. Data for this analysis was retrieved from the American Community Survey 5-Year Estimates Geodatabase for years 2010-2014.

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

Name Jason Havel _____

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.



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? (approximate) 0.12

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	SPRING 2021	Completion Date	SPRING 2022
Land Acquisition	Start Date	SUMMER 2021	Completion Date	SPRING 2022
Construction	Start Date	SUMMER 2022	Completion Date	SPRING 2023

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.

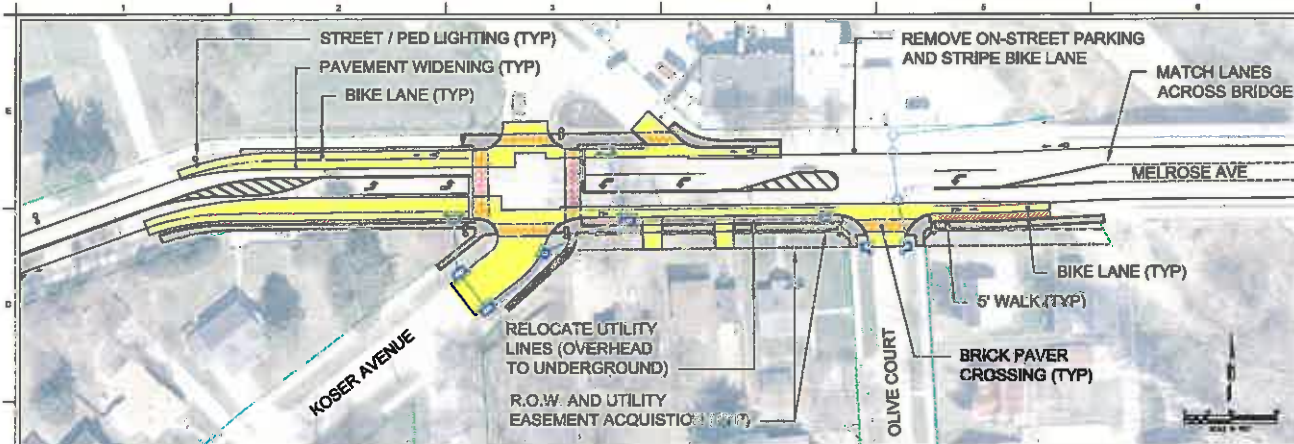
H: NARRATIVE – PUBLIC INPUT PROCESS

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.

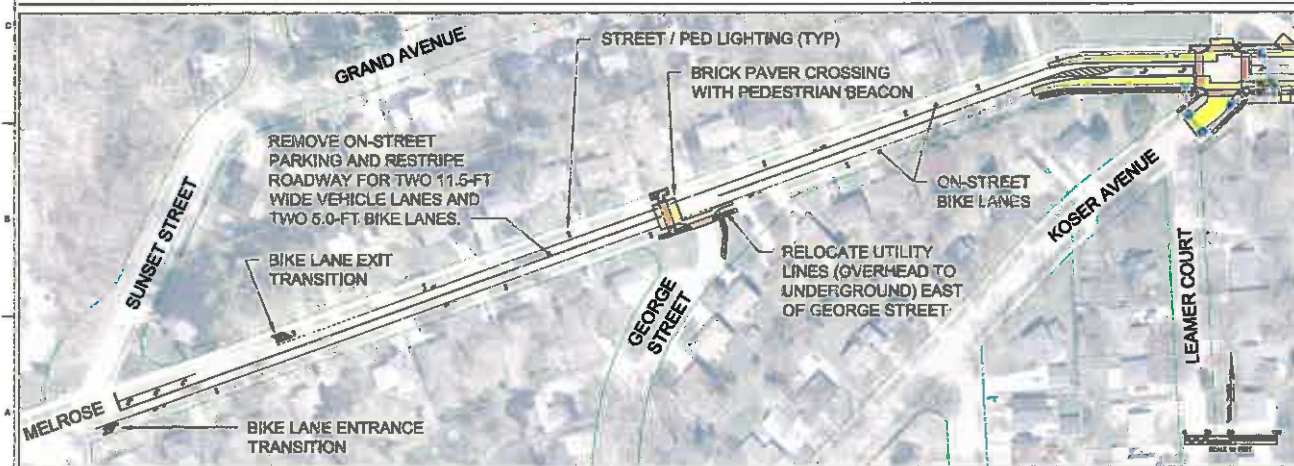
As outlined in the final community visioning report, citizens selected the Melrose Avenue corridor as their first priority – to modify this existing corridor to create a “complete street” to enable safe access for all users, including pedestrians, bicyclists and motorists of all ages and abilities.

I: MINORITY IMPACT STATEMENT

The Minority Impact Statement is attached.



LOCATION MAP - EAST PROJECT LIMIT



LOCATION MAP - WEST PROJECT LIMIT

SHIVEHATTERY
INCORPORATED

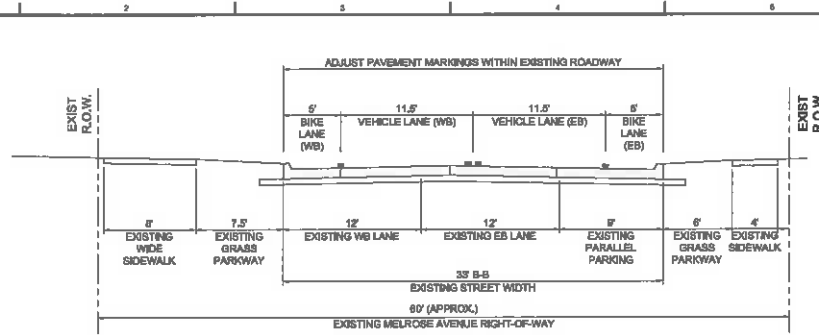
MELROSE AVENUE
 COMPLETE STREET
 IMPROVEMENTS
 UNIVERSITY HEIGHTS

KEY PLAN

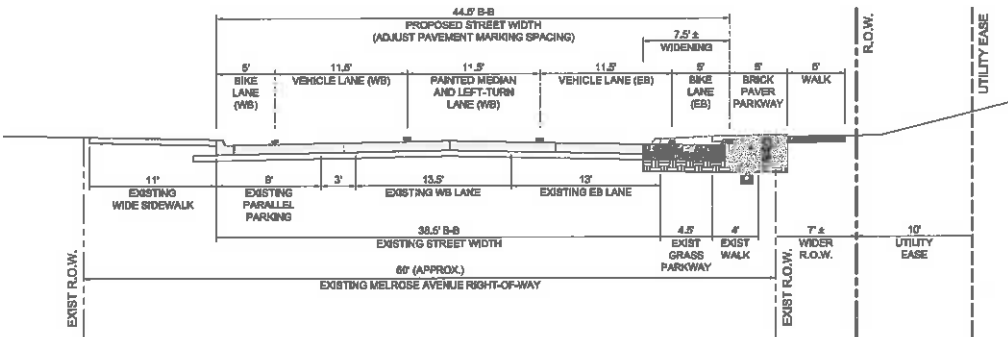
MELROSE AVENUE
 COMPLETE STREET
 IMPROVEMENTS
 SUNSET TO EAST CITY LIMIT

CONCEPTUAL

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



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



KEY PLAN

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	Topssoil	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.

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

ATTEST:

Christine M. Anderson
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.



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: Metropolitan Planning Organization of Johnson County e-mail: jason-havel@iowa-city.org

Eligible Sponsor/Applicant Agency: City of Iowa City

Contact Person (Name & Title): Jason Havel, City Engineer

Complete Mailing Address: 410 East Washington Street

<u>Iowa City</u>	<u>Iowa</u>	<u>52240</u>	<u>(319)356-5410</u>
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: Benton Street Rehabilitation Project

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

The project will include PCC patching and HMA overlay of Benton Street, from Mormon Trek Boulevard to Greenwood Drive. In addition, the project will include striping bike lanes on Benton Street and updating ADA curb ramps.

If this project includes land acquisition, how many acres? Less than 0.1 ac
(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	\$ 50,000
	Utility Relocation	\$ _____
	Design & Construction Engineering	\$ 187,044
	Construction Cost	\$ 2,525,100
	Indirect Cost (if applicable)	\$ _____
Other (please specify)	_____	\$ _____
	Total Cost	\$ 2,762,144
	STBG Fund Request	\$ 2,000,000
	Applicant Local Match (20% Minimum)	\$ 762,144

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	Road Use Tax Proceeds	762,144	Assured
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	January 1, 2021	Completion Date	December 31, 2021
Land Acquisition	Start Date	July 1, 2021	Completion Date	December 31, 2021
Construction	Start Date	April 1, 2022	Completion Date	November 1, 2022

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.


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


Signature

2/21/17
Date

Jason Havel, City Engineer
Typed Name and Title

February 21, 2017
Date

A. NARRATIVE

Introduction

Benton Street, between Mormon Trek Boulevard and Greenwood Drive, is a two-lane roadway that operates as a vital east-west collector in Iowa City. The corridor provides connectivity for not only vehicular traffic, but transit, bicycle and pedestrian users as well.

Existing Conditions

This section of Benton Street is a 33-foot Portland Cement Concrete (PCC) roadway with approximately two 13-foot travel lanes (one in each direction) and 3-foot painted shoulders. Currently, the striped shoulders are often treated as bike lanes by users, but they do not meet the current recommended minimum widths for bike lanes. The existing pavement is in poor condition, with joint deterioration becoming an increasing issue for much of the corridor. The City has received complaints regarding the bumps and potholes along this portion of Benton Street, and has previously completed a diamond grinding project within this section of Benton Street to try and address rideability issues. Sidewalk facilities exist along both sides Benton Street, including curb ramps at most intersections. However, many of the curb ramps are in need of upgrading to meet current ADA requirements.

Project Concept

The intent of the Benton Street Rehabilitation Project is to provide PCC patching in areas where the existing pavement has deteriorated to the point where it is no longer structurally sufficient. Following the PCC patching, Benton Street would receive a Hot Mix Asphalt (HMA) overlay between Mormon Trek Boulevard and Greenwood Drive. This would tie into the stretch of Benton Street, from Greenwood Drive to Michael Street, which is currently scheduled to receive an HMA overlay in 2017. This stretch of Benton Street would then be striped to include two 11-foot travel lanes and 5-foot bike lanes.

In addition, the Benton Street Rehabilitation Project would include reconstruction of curb ramps at existing intersections that do not meet current ADA requirements. The new curb ramps would upgrade existing curb ramps to meet current ADA requirements. Curb ramps would also be installed in any locations where ramps are required but are missing.

Project Justification

The proposed Benton Street Rehabilitation Project would provide a number of safety and operational benefits to residents and other users. This project is a reinvestment in an existing roadway corridor that aims to provide a more complete street, with connectivity and access to both existing neighborhoods and commuters. Overlaying Benton Street will help to extend the life of the roadway and address existing rideability issues. The project also provides narrower travel lanes that are expected to help reduce travel speeds, which has been shown to reduce the severity of crashes. Also, the addition of bike lanes provides dedicated space for bicyclists along this important corridor. Finally, the inclusion of ADA-compliant curb ramps helps to make the corridor more accessible for all users.

Benton St

DESIGN DRAWING DATE:

SCALE: FILE # SHEET:



MORMON TREK BLVD

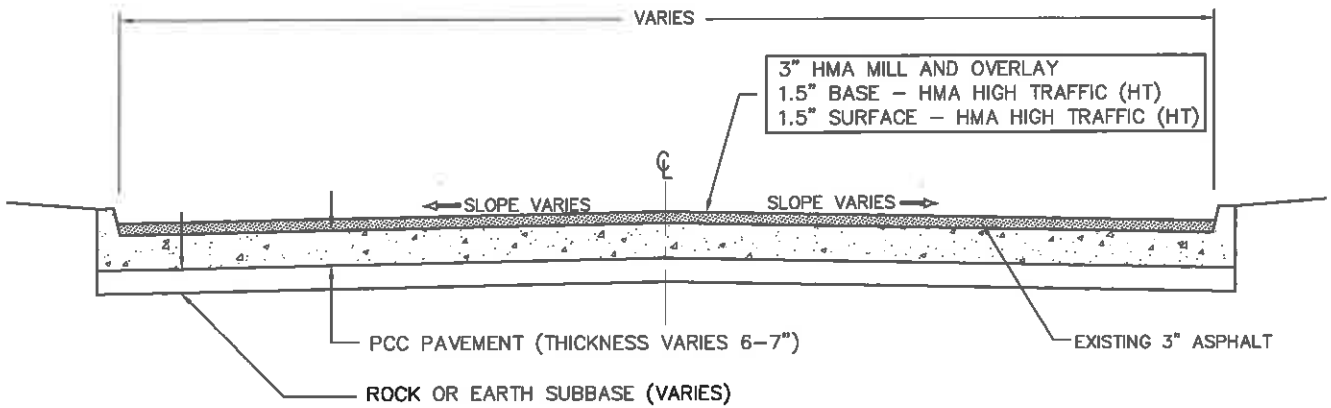
BENTON ST

WESTGATE ST

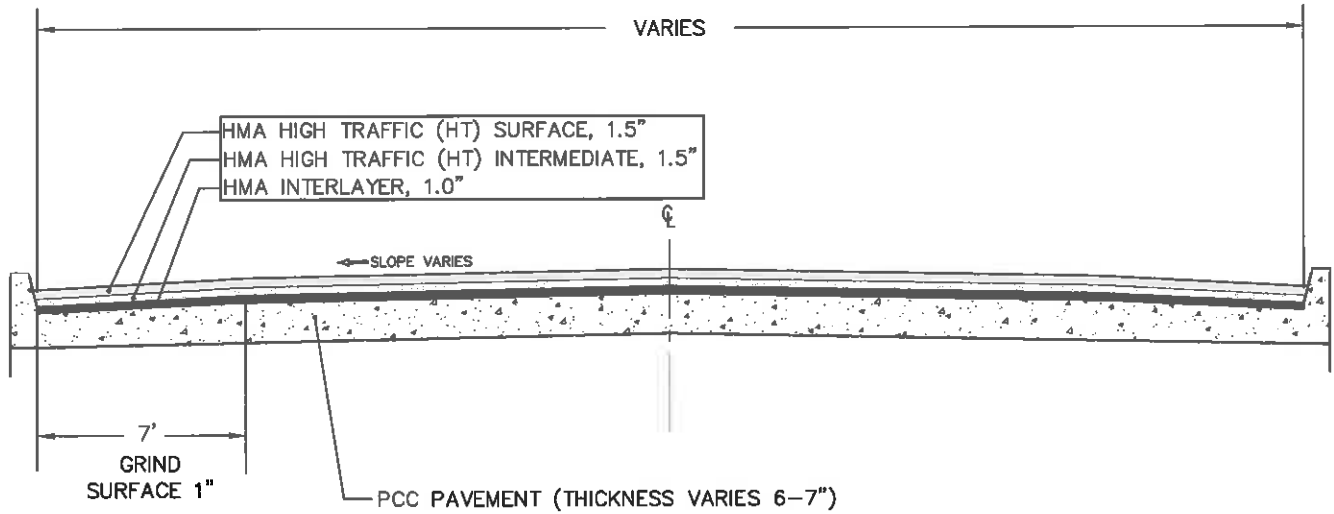
SUNSET ST

OAKNOLL DR

GREENWOOD DR



MILL AND OVERLAY BENTON ST - BENTON DR TO GREENWOOD DR



OVERLAY BENTON ST - MORMON TREK BLVD TO BENTON DR

OPINION OF PROBABLE PROJECT COST

BENTON STREET RESURFACING - NORMAN TREK TO GREENWOOD DRIVE

Date: 1/21/2017

ITEM NO.	ITEM	UNIT	TOTAL QUANTITIES	UNIT PRICE	EXTENDED TOTAL
1	CLEAN & PREPARATION OF BASE	MILE	1.24	\$ 4,500.00	\$ 5,594.32
2	HMA SURFACE PATCH	TON	803.33	\$ 200.00	\$ 160,665.08
3	PAVEMENT MILLING, 3"	SY	10,857.78	\$ 4.50	\$ 48,860.00
4	HMA HIGH TRAFFIC (HT), SURFACE, 1/2", NO FRICTION	TON	2,350.58	\$ 95.00	\$ 223,304.87
5	HMA HIGH TRAFFIC (HT), INTERLAYER, 3/8"	TON	1,352.07	\$ 120.00	\$ 162,248.70
6	HMA HIGH TRAFFIC (HT), BASE, 1/2"	TON	1,923.20	\$ 90.00	\$ 173,087.99
7	ASPHALT REMOVAL, DRIVEWAY AND APRON	SY	166.67	\$ 10.00	\$ 1,666.67
8	WATER VALVE ADJUSTMENT, MINOR	EA	20.00	\$ 250.00	\$ 5,000.00
9	MANHOLE ADJUSTMENT	EA	17.00	\$ 2,000.00	\$ 34,000.00
10	RMVL OF PCC SIDEWALK	SY	1,224.83	\$ 13.00	\$ 15,922.79
11	RMVL OF CURB & GUTTER	LF	1,312.80	\$ 15.00	\$ 19,692.00
12	STANDARD CURB+GUTTER, PCC, 2.0'	LF	1,312.80	\$ 50.00	\$ 65,640.00
13	SIDEWALK, PCC, 4"	SY	901.00	\$ 75.00	\$ 67,575.00
14	SIDEWALK, PCC, 6"	SY	323.83	\$ 90.00	\$ 29,144.70
15	SIDEWALK CURB, PCC	LF	20.00	\$ 80.00	\$ 1,600.00
16	DETECTABLE WARNING PANEL,CAST IRON	SF	530.00	\$ 60.00	\$ 31,800.00
17	PORTLAND CEMENT CONCRETE (PCC) PATCH, 8"	SY	5,003.00	\$ 80.00	\$ 400,240.00
18	MODIFIED SUBBASE	TON	693.05	\$ 50.00	\$ 34,652.25
19	PAVEMENT MARKINGS, WATERBRNE/SLVNT	STA	240.00	\$ 125.00	\$ 30,000.00
20	PAINTED SYMBOL+LEGEND, WATERBRNE/SLVNT	EA	50.00	\$ 300.00	\$ 15,000.00
21	TRAFFIC CONTROL	LS	1	\$ 80,000.00	\$ 80,000.00
22	FLAGGER	DAY	350.00	\$ 385.00	\$ 134,750.00
23	HYDROSEEDING	LS	1	\$ 30,000.00	\$ 30,000.00
24	MOBILIZATION	LS	1	\$ 100,000.00	\$ 100,000.00
Subtotal Construction Costs					\$ 1,870,444.36
Construction Contingency (20%)				\$	374,088.87
Project Design / Administration (10%)				\$	187,044.44
Construction Administration and Inspection (15%)				\$	280,566.65
TCE Acquisition Costs				\$	50,000.00
Total Project Costs					\$ 2,762,144.33

E. TIME SCHEDULE

If awarded funding, the anticipated project schedule for the Benton Street Rehabilitation Project is as follows:

Preliminary/Final Design: 2021

Property/Easement Acquisition: Summer 2021 – Fall 2021

Construction: 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 21, 2017

Mr. Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington Street
Iowa City, IA 52240

RE: STBG Funding for the Benton Street Rehabilitation Project
Iowa City, Iowa

Dear Brad:

The Benton Street Rehabilitation Project is an important project for the City of Iowa City and is in alignment with the City's desire to maintain existing infrastructure. The City of Iowa City is prepared to financially fund the local match portion and future maintenance of the project, and be able to implement the project within three years from award of the Surface Transportation Block Grant Program funds.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fruin".

Geoff Fruin
City Manager

H. PUBLIC INVOLVEMENT

No public involvement has been completed at this time for the project. However, the City has received complaints regarding the general condition of this section of roadway. It is anticipated public involvement would be included as part of the design phase of the project.

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.

It is anticipated the proposed project would have similar impacts on minority and non-minority persons, and it is not anticipated to have disproportionate or unique impact on minority persons. Data for this analysis was retrieved from the American Community Survey 5-Year Estimates Geodatabase for years 2010-2014.

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

Name Jason Havel _____

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.
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"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.



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: Metropolitan Planning Organization of Johnson County e-mail: jason-havel@iowa-city.org
 Eligible Sponsor/Applicant Agency: City of Iowa City
 Contact Person (Name & Title): Jason Havel, City Engineer
 Complete Mailing Address: 410 East Washington Street
Street Address and/or Box No.
Iowa City Iowa 52240 (319)356-5410
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: Muscatine Avenue Rehabilitation Project
 Project Description (including number of proposed through lanes, turn lanes, and other critical features):
The project will include PCC patching and HMA overlay of Muscatine Avenue, from Burlington Street to First Avenue. In addition, the project will include striping bike lanes on Muscatine Avenue, sidewalk infill and updating ADA curb ramps.

If this project includes land acquisition, how many acres? (approximate) Less than 0.1 ac

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	\$ 50,000
	Utility Relocation	\$ _____
	Design & Construction Engineering	\$ 146,500
	Construction Cost	\$ 1,977,100
	Indirect Cost (if applicable)	\$ _____
Other (please specify)	_____	\$ _____
	Total Cost	\$ 2,173,600
	STBG Fund Request	\$ 1,500,000
	Applicant Local Match (20% Minimum)	\$ 673,600

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	Road Use Tax Proceeds	673,600	Assured
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>January 1, 2021</u>	Completion Date	<u>December 31, 2021</u>
Land Acquisition	Start Date	<u>July 1, 2021</u>	Completion Date	<u>December 31, 2021</u>
Construction	Start Date	<u>April 1, 2022</u>	Completion Date	<u>November 1, 2022</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.

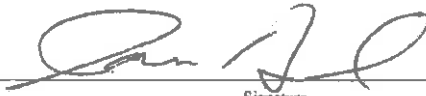
The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, 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

 _____ Signature	<u>2/21/17</u> _____ Date
<u>Jason Havel, City Engineer</u> _____ Typed Name and Title	<u>February 21, 2017</u> _____ Date

A. NARRATIVE

Introduction

Muscatine Avenue is an important two-lane arterial, providing a connection between downtown and the east side of Iowa City. The corridor provides access to residential and commercial areas for all users, including vehicles, transit, bicycles and pedestrians.

Existing Conditions

The section of Muscatine Avenue between Burlington Street and First Avenue is a Portland Cement Concrete (PCC) roadway with an asphalt overlay. The existing roadway cross-section is 31 feet in width, and includes two 15-foot travel lanes (one in each direction) with curb and gutter. The existing pavement is in poor condition, showing significant wear and deterioration at the surface. The City has received complaints regarding the condition of this section of roadway. Sidewalk facilities exist along both sides of Muscatine Avenue within much of the corridor, including curb ramps at most intersections. However, most of the curb ramps are in need of upgrading to meet current ADA requirements.

Project Concept

The intent of the Muscatine Avenue Rehabilitation Project is to provide PCC patching in areas where the existing pavement has deteriorated to the point where it is no longer structurally sufficient. Following the PCC patching, Muscatine Avenue would receive a Hot Mix Asphalt (HMA) overlay from Burlington Street to First Avenue. This section of Muscatine Avenue would be striped to include two travel lanes and bike lanes.

In addition, the Muscatine Avenue Rehabilitation Project would include reconstruction of curb ramps at existing intersections that do not meet current ADA requirements. The new curb ramps would upgrade existing curb ramps to meet current ADA requirements. Curb ramps would also be installed in any locations where ramps are required but are missing. The project will also look to address missing sidewalk in sections of the corridor where it is currently missing.

Project Justification

The proposed Muscatine Avenue Rehabilitation Project would provide a number of safety and operational benefits to residents and other users. This project is a reinvestment in an existing roadway corridor that aims to provide a more complete street, providing connectivity and access to both existing neighborhoods and commuters. Overlaying Muscatine Avenue will help to extend the life of the roadway and address existing rideability issues. The project also provides narrower travel lanes that are expected to help reduce travel speeds, which has been shown to reduce the severity of crashes. Also, the addition of bike lanes provide dedicated space for bicyclists along this important corridor. Finally, the inclusion of ADA-compliant curb ramps, and addressing sections of missing sidewalk, helps to make the corridor more accessible for all users.

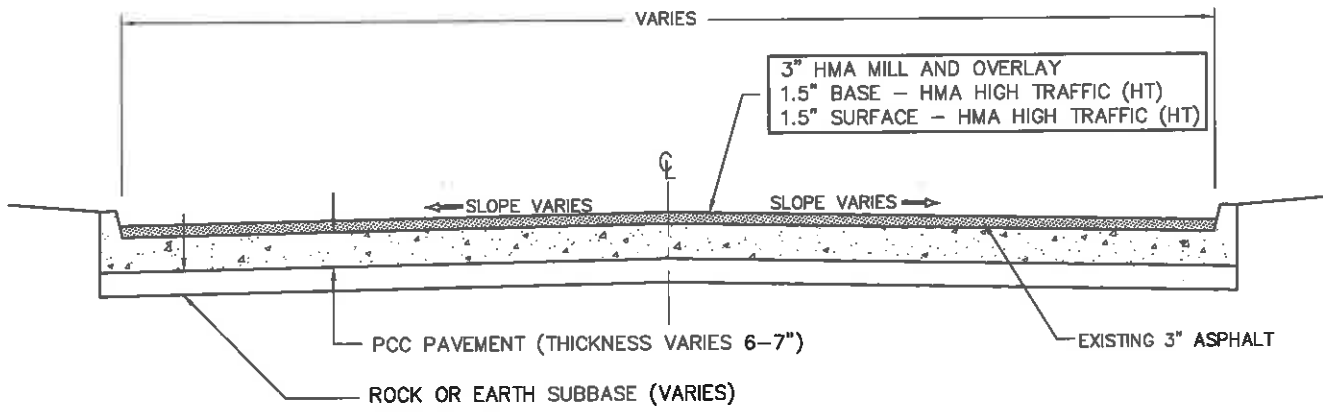


IOWA CITY
ENGINEERING DIVISION

Muscatine Ave

DESIGN:
DRAWN:
DATE:

SCALE:
FILE #:
SHEET:



MILL AND OVERLAY MUSCATINE AVE - BURLINGTON ST TO FIRST AVE

OPINION OF PROBABLE PROJECT COST

MUSCATINE AVE - BURLINGTON STREET TO FIRST AVENUE

Date: 1/21/2017

ITEM NO.	ITEM	UNIT	TOTAL QUANTITIES	UNIT PRICE	EXTENDED TOTAL
1	CLEAN & PREPARATION OF BASE	MILE	0.93	\$ 4,500.00	\$ 4,205.11
2	HMA SURFACE PATCH	TON	61.22	\$ 200.00	\$ 12,244.96
3	PAVEMENT MILLING, 3"	SY	18,766.22	\$ 4.50	\$ 84,448.00
4	HMA HIGH TRAFFIC (HT), SURFACE, 1/2", NO FRICTION	TON	1,718.52	\$ 95.00	\$ 163,259.10
6	HMA HIGH TRAFFIC (HT), BASE, 1/2"	TON	1,406.06	\$ 90.00	\$ 126,545.33
7	ASPHALT REMOVAL, DRIVEWAY AND APRON	SY	1,233.33	\$ 10.00	\$ 12,333.33
8	HMA PATCH, 8"	SY	3,753.24	\$ 75.00	\$ 281,493.33
9	WATER VALVE ADJUSTMENT, MINOR	EA	4.00	\$ 250.00	\$ 1,000.00
10	MANHOLE ADJUSTMENT	EA	12.00	\$ 2,000.00	\$ 24,000.00
11	RMVL OF PCC SIDEWALK	SY	1,502.18	\$ 13.00	\$ 19,528.31
12	RMVL OF CURB & GUTTER	LF	1,973.60	\$ 15.00	\$ 29,604.00
13	STANDARD CURB+GUTTER, PCC, 2.0'	LF	1,973.60	\$ 50.00	\$ 98,680.00
14	SIDEWALK, PCC, 4"	SY	1,257.78	\$ 75.00	\$ 94,333.33
15	SIDEWALK, PCC, 6"	SY	244.40	\$ 90.00	\$ 21,996.00
16	SIDEWALK CURB, PCC	LF	20.00	\$ 80.00	\$ 1,600.00
18	DETECTABLE WARNING PANEL, CAST IRON	SF	400.00	\$ 60.00	\$ 24,000.00
20	PORTLAND CEMENT CONCRETE (PCC) PATCH, 8"	SY	938.31	\$ 80.00	\$ 75,064.89
22	INTAKE REPLACEMENT	EA	5.00	\$ 10,000.00	\$ 50,000.00
23	MODIFIED SUBBASE	TON	253.34	\$ 50.00	\$ 12,667.20
24	PAVEMENT MARKINGS, WATERBRNE/SLVNT	STA	57.00	\$ 125.00	\$ 7,125.00
25	PAINTED SYMBOL+LEGEND, WATERBRNE/SLVNT	EA	15.00	\$ 300.00	\$ 4,500.00
26	TRAFFIC CONTROL	LS	1	\$ 80,000.00	\$ 80,000.00
27	FLAGGER	DAY	275.00	\$ 385.00	\$ 105,875.00
28	HYDROSEEDING	LS	1	\$ 30,000.00	\$ 30,000.00
29	MOBILIZATION	LS	1	\$ 100,000.00	\$ 100,000.00
Subtotal Construction Costs					\$ 1,464,502.90
Construction Contingency (20%)				\$	292,900.58
Project Design / Administration (10%)				\$	146,450.29
Construction Administration and Inspection (15%)				\$	219,675.43
TCE Acquisition Costs				\$	50,000.00
Total Project Costs					\$ 2,173,529.20

E. TIME SCHEDULE

If awarded funding, the anticipated project schedule for the Muscatine Avenue Rehabilitation Project is as follows:

Preliminary/Final Design: 2021

Property/Easement Acquisition: Summer 2021 – Fall 2021

Construction: 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 21, 2017

Mr. Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington Street
Iowa City, IA 52240

RE: STBG Funding for the Muscatine Avenue Rehabilitation Project
Iowa City, Iowa

Dear Brad:

The Muscatine Avenue Rehabilitation Project is an important project for the City of Iowa City and is in alignment with the City's desire to maintain existing infrastructure. The City of Iowa City is prepared to financially fund the local match portion and future maintenance of the project, and be able to implement the project within three years from award of the Surface Transportation Block Grant Program funds.

Sincerely,

A handwritten signature in black ink, appearing to read "GFruin".

Geoff Fruin
City Manager

H. PUBLIC INVOLVEMENT

No public involvement has been completed at this time for the project. However, the City has received complaints regarding the general condition of this section of roadway. It is anticipated public involvement would be included as part of the design phase of the project.

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.

It is anticipated the proposed project would have similar impacts on minority and non-minority persons, and it is not anticipated to have disproportionate or unique impact on minority persons. Data for this analysis was retrieved from the American Community Survey 5-Year Estimates Geodatabase for years 2010-2014.

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

Name Jason Havel _____

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.

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: Metropolitan Planning Organization of Johnson County e-mail: jason-havel@iowa-city.org

Eligible Sponsor/Applicant Agency: City of Iowa City

Contact Person (Name & Title): Jason Havel, City Engineer

Complete Mailing Address: 410 East Washington Street

<u>Iowa City</u>	<u>Iowa</u>	<u>52240</u>	<u>(319)356-5410</u>
<small>City</small>	<small>State</small>	<small>Zip</small>	<small>Daytime Phone</small>

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: Johnson County e-mail: gparker@co.johnson.ia.us

Contact Person (Name & Title): Greg Parker, Johnson County Engineer

Complete Mailing Address: 4810 Melrose Avenue West

<u>Iowa City</u>	<u>IA</u>	<u>52246</u>	<u>319-356-6046</u>
<small>City</small>	<small>State</small>	<small>Zip</small>	<small>Daytime Phone</small>

Project Information

Project Title: IWW Road and Melrose Avenue Improvements, Hebl Avenue to Hwy 218

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

The proposed improvements include replacement of an existing 22' wide county asphalt surface road section with a wider 2-lane, 40' wide roadway section including 12' travel lanes, 5' paved shoulders and 3' granular shoulders. The new roadway section will remain as a rural cross section. The project will also include new storm culvert crossings along IWW Road.

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	\$ 0
	Utility Relocation	\$ 0
	Design & Construction Engineering	\$ 0
	Construction Cost	\$ 2,070,000
	Indirect Cost (if applicable)	\$ _____
Other (please specify)		\$ _____
	Total Cost	\$ 2,070,000
	STBG Fund Request	\$ 670,000
	Applicant Local Match (20% Minimum)	\$ 470,000

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	General Obligation Bonds	\$470,000	Assured
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.)

Previous STP Funds - \$930,000

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	Fall 2018	Completion Date	Fall 2019
Land Acquisition	Start Date	Spring 2019	Completion Date	Fall 2019
Construction	Start Date	Spring 2020	Completion Date	Fall 2021

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.


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


Signature

2/21/17
Date

Jason Havel, City Engineer
Typed Name and Title

February 21, 2017
Date

A. NARRATIVE

Introduction

Due to deteriorating road conditions on various periphery road segments The City of Iowa City and Johnson County Secondary Roads department are collaborating on various road improvement projects including reconstruction of IWW Road from Hebl Avenue to the City Limits and along Melrose Avenue from the City Limits to Highway 218. IWW Road and Melrose Avenue is a contiguous / East-West running roadway segment on the west side of Iowa City with the City Limit line as the dividing line between each named road. The area along IWW Road /Melrose Avenue is a potentially expansive area for development in the near future and prioritization with development in mind along with current poor road conditions have identified this roadway as being in need of reconstruction to better serve the increase in all modes of transportation in the area.

Existing Conditions

IWW Road / Melrose Avenue from Hebl Avenue to Highway 218 is currently a two-lane road with a rural cross-section, including unpaved shoulders, steep ditches and large diameter culverts for the conveyance of storm water from the north to south side of IWW Road . While the roadway provides adequate capacity for vehicles, the existing facilities are in need of safety improvements including shoulders and clear zone improvements. Existing pavement on IWW / Melrose is also in poor condition, and in need of replacement.

Project Concept

The intent of the IWW Road and Melrose Avenue – Hebl Ave to Highway 218 project is to provide safer access for all modes of transportation to surrounding areas and communities. Improvements to be included with the project include improvements to roadway profile and cross sectional geometrics including widening the road from a 22-foot wide pavement section with no shoulders to a 40-foot top width which includes (2) 12' travel lanes, a 5' wide paved shoulder , and a 3' wide rock shoulder on either side of the travel lane. This roadway cross-section will allow for one lane of travel in each direction (12-foot travel lanes), and the use of the paved shoulder as a bicycle lane (5-foot width) in each direction. Including additional width of pavement will improve both vehicle safety, reduce long term roadway edge maintenance and provide access and extension of bicycle facilities to areas west of Iowa City including adjoining communities along this County Road.

Culvert structures will also be replaced as a result of widening the roadway surface. Grading required with roadway widening will include improvements to clearzone safety with traversable slopes and guardrail improvements.

Project Justification

With the continued growth and other changes that are occurring on the west side of Iowa City, prioritization for improvements to IWW Road and Melrose Avenue is essential . The existing facilities are in need of maintenance improvements and geometric upgrades are needed to improve function and safety for multi-modal transportation.

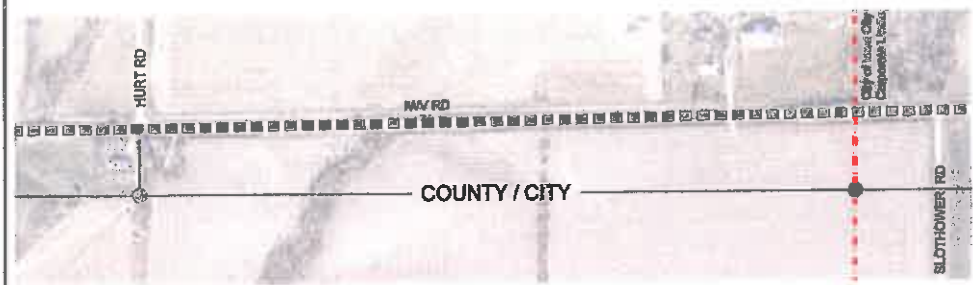
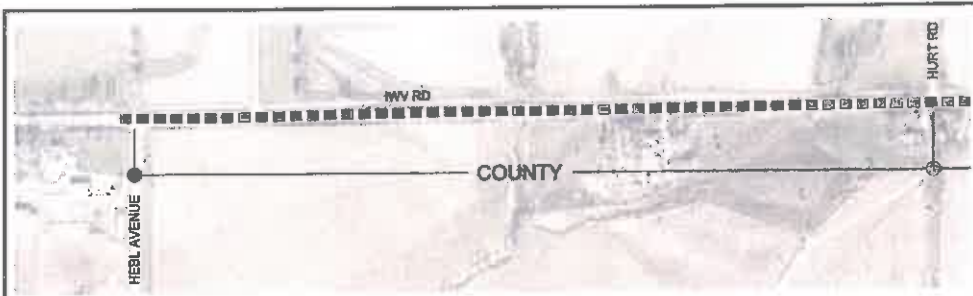
B



IWV Road and Melrose Avenue Improvements Hebl Avenue to Highway 218



LOCATION MAP



SURFACE TRANSPORTATION PROGRAM FUND APPLICATION
ITEMIZED BREAKDOWN
IWW / MELROSE IMPROVEMENTS
2/6/15

D

IWW(COUNTY 100%) IWW (CITY/COUNTY 50%) MELROSE (CITY 100%)

ITEM NO.	DESCRIPTION	UNIT	DIV 1		DIV 2		DIV 3		QTY	UNIT PRICE	AMOUNT
			Hebl Ave to Hurt	Hurt to City Limits	Hurt to City Limits	City Limits to Hwy 218					
1	CLEARING AND GRUBBING	ACRE	1.00	0.50					1.50	\$ 3,000.00	\$ 4,500.00
2	SUBGRADE TREATMENT, CEMENT	CY	3,851.65	3,462.22					10,897.04	\$ 12.00	\$ 124,764.44
3	EXCAVATION, CLASS 10 ROADWAY AND BORROW	CY	26,666.67	23,969.23					71,979.09	\$ 4.50	\$ 323,907.69
4	TOPSOIL, STRIP, SALVAGE AND SPREAD	CY	2,967.85	2,667.64					8,010.92	\$ 5.00	\$ 40,054.59
5	COMPACTING BACKFILL, ADJACENT TO BRIDGES, CULVERTS OR STRUCTURES	CY	746.67	373.33					1,120.00	\$ 5.00	\$ 5,600.00
6	MODIFIED SUBBASE	CY	1,925.93	1,731.11					5,198.52	\$ 30.00	\$ 155,955.56
7	GRANULAR SHOULDERS, TYPE B	TON	102.96	92.55					277.91	\$ 20.00	\$ 5,558.28
8	SHOULDER FINISHING, EARTH	STA	52.00	46.74					140.36	\$ 120.00	\$ 16,843.20
9	RELOCATION OF MAIL BOXES	EACH	3.00	1.00					5.00	\$ 300.00	\$ 1,500.00
10	STANDARD OR SLIP FORM PCC PAVEMENT, CLASS C, CLASS 3 DURABILITY, 9 IN.	SY	9,822.22	8,828.67					26,512.44	\$ 45.00	\$ 1,193,060.00
11	PORTLAND CEMENT CONCRETE PAVEMENT SAMPLES	LS	0.33	0.33					1.00	\$ 3,000.00	\$ 2,997.00
12	GRANULAR SURFACING ON ROAD, CLASS A CRUSHED STONE	TON	188.76	169.67					509.51	\$ 20.00	\$ 10,190.14
13	SURFACING, DRIVEWAY, CLASS A CRUSHED STONE	TON	25.00	15.00					85.00	\$ 20.00	\$ 1,700.00
14	REMOVAL OF EXISTING STRUCTURES	LS	0.33	0.33					1.00	\$ 20,000.00	\$ 19,960.00
15	GRANULAR BACKFILL	CY	266.67	133.33					400.00	\$ 35.00	\$ 14,000.00
16	EXCAVATION, CLASS 20, FOR ROADWAY PIPE CULVERT	CY	533.33	266.67					800.00	\$ 8.00	\$ 6,400.00
17	APRONS, CONCRETE, 78 IN. DIA.	EACH	4.00	2.00					6.00	\$ 6,000.00	\$ 36,000.00
18	APRONS, METAL, 24 IN. DIA.	EACH	10.00	6.00					34.00	\$ 900.00	\$ 30,600.00
19	CULVERT, CORRUGATED METAL ENTRANCE PIPE, 24 IN. DIA.	LF	250.00	150.00					850.00	\$ 35.00	\$ 29,750.00
20	SUBDRAIN, LONGITUDINAL, [SHOULDER] 4 IN. DIA.	LF	5,200.00	4,674.00					14,036.00	\$ 5.00	\$ 70,180.00
21	SUBDRAIN OUTLET, RF-19E	EACH	26.00	24.00					71	\$ 200.00	\$ 14,200.00
22	REVEINMENT, CLASS E	TON	120.00	60.00					180.00	\$ 35.00	\$ 6,300.00
23	EROSION STONE	TON	50.00	30.00					170.00	\$ 30.00	\$ 5,100.00
24	PAVEMENT SCARIFICATION (MILLING)	SY	6,555.56	5,712.67					17,155.11	\$ 5.00	\$ 85,775.56
25	DRIVEWAY P.C. CONCRETE, 8 IN.	SY	83.33	50.00					383.33	\$ 60.00	\$ 23,000.00
26	REMOVAL OF PAVED DRIVEWAY	EACH	83.33	50.00					383.33	\$ 10.00	\$ 3,833.33
27	SAFETY CLOSURE	EACH	2.00	2.00					6.00	\$ 150.00	\$ 900.00
28	CONSTRUCTION SURVEY	LS	0.33	0.33					1.00	\$ 60,000.00	\$ 59,940.00
29	PAINTED PAVEMENT MARKINGS, DURABLE	STA	52.00	46.74					140.36	\$ 80.00	\$ 11,228.80
30	TRAFFIC CONTROL	LS	0.33	0.33					1.00	\$ 60,000.00	\$ 59,940.00
31	FLAGGERS	EACH	10.00	10.00					30.00	\$ 315.00	\$ 9,450.00
32	MOBILIZATION	LS	0.33	0.33					1.00	\$ 200,000.00	\$ 199,800.00
33	MULCHING	ACRE	2.99	2.15					6.44	\$ 700.00	\$ 4,511.11
34	SLOPE PROTECTION, WOOD EXCLUSION MAT	SQ	50.00	30.00					150.00	\$ 10.00	\$ 1,500.00
35	STABILIZING CROP - SEEDING AND FERTILIZING	ACRE	2.39	2.15					6.44	\$ 300.00	\$ 1,933.33
36	SILT FENCE	LF	5,200.00	4,674.00					14,036.00	\$ 2.00	\$ 28,072.00
37	SILT FENCE FOR DITCH CHECKS	LF	650.00	584.25					1,754.50	\$ 2.00	\$ 3,509.00
38	REMOVAL OF SILT FENCE OR SILT FENCE FOR DITCH CHECKS	LF	5,200.00	4,674.00					14,036.00	\$ 0.50	\$ 7,018.00
39	MAINTENANCE OF SILT FENCE OR SILT FENCE FOR DITCH CHECK	LF	650.00	584.25					1,754.50	\$ 1.00	\$ 1,754.50
40	MOBILIZATIONS, EROSION CONTROL	EACH	20.00	20.00					60.00	\$ 500.00	\$ 30,000.00
41	MOBILIZATIONS, EMERGENCY EROSION CONTROL	EACH	5.00	5.00					15.00	\$ 1,000.00	\$ 15,000.00
			\$1,094,774.62	\$925,954.73	\$797,967.15	\$2,818,707					
Z06% CONT. TOTAL			\$218,954.92	\$185,152.95	\$159,593.43	\$563,741					
TOTAL			\$1,313,729.54	\$1,111,157.68	\$957,560.59	\$3,882,448					

E. TIME SCHEDULE

If awarded funding, the anticipated project schedule for the IWW Road and Melrose Avenue Improvements –Hebl Avenue to Hwy 218 is as follows:

Functional Design : Fall 2018

Preliminary/Final Design: Spring 2019

Property/Easement Acquisition: 2019

Construction: Spring 2020 – Fall 2021



CITY OF IOWA CITY

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Iowa City, Iowa 52240 - 1826
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February 21, 2017

Mr. Brad Neumann
Assistant Transportation Planner
Metropolitan Planning Organization of Johnson County
410 E. Washington Street
Iowa City, IA 52240

RE: STBG Funding for IWV Road and Melrose Avenue Improvements, Hebl Avenue to Hwy 218
Iowa City, Iowa

Dear Brad:

The IWV Road and Melrose Avenue Improvements, Hebl Avenue to Hwy 218 is a project currently included in the Capital Improvements Plan for FY17-21. The City of Iowa City is prepared to financially fund the local match portion and future maintenance of the project, and be able to implement the project within three years from award of the Surface Transportation Block Grant funds.

Sincerely,

Geoff Fruin
City Manager



BOARD OF SUPERVISORS

Janelle Rettig, Chairperson
Mike Carberry
Kurt M. Friese

Lisa Green-Douglass
Rod Sullivan

February 21, 2017

Assistant Transportation Planner Brad Neumann
Metropolitan Planning Organization of Johnson County
410 East Washington Street
Iowa City, IA 52240

RE: Federal Highway Administration (FHWA) Surface Transportation Program (STP) funding for IWV Road and Melrose Avenue Improvement Project, Hebl Avenue to Highway 218, Iowa City, Iowa

Dear Mr. Neumann,

The IWV Road and Melrose Road Improvement Project, Hebl Avenue to Highway 218, is a joint venture of Johnson County and the City of Iowa City. The two entities are preparing finances to fund local match for this project. Both will coordinate implementation of this project within three years from an award of Surface Transportation Program funds.

The City and County also agree to be responsible for the maintenance and operation of IWV Road and Melrose Road. The two entities will adequately maintain the completed project for its intended public use for a minimum duration of 20 years following project completion.

Sincerely,

Janelle Rettig, Chairperson
Johnson County Board of Supervisors

H. PUBLIC INVOLVEMENT

No public involvement has been completed at this time for the project. However, the City has received complaints regarding the general condition of this section of roadway. It is anticipated public involvement would be included as part of the design phase of the project.

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.

It is anticipated the proposed project would have similar impacts on minority and non-minority persons, and it is not anticipated to have disproportionate or unique impact on minority persons. Data for this analysis was retrieved from the American Community Survey 5-Year Estimates Geodatabase for years 2010-2014.

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

Name Jason Havel _____

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.

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: Metropolitan Planning Organization of Johnson County e-mail: brad-neumann@iowa-city.org

Eligible Sponsor/Applicant Agency: City of Coralville

Contact Person (Name & Title): Scott Larson, P.E., Assistant City Engineer

Complete Mailing Address: 1512 7th St, PO Box 5127

Street Address and/or Box No.			
<u>Coralville</u>	<u>Iowa</u>	<u>52241</u>	<u>319-248-1720</u>
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: 1st Avenue & Oakdale Boulevard Roundabout

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

Conversion of the existing 4-leg intersection that is operating with temporary span wire traffic signals to a 4-leg roundabout. Shared use path connections provided across west and north legs of roundabout.

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 Vehicle pollution reduction

Estimated Project Costs

	Land Cost	\$ 0
	Utility Relocation	\$ 0
	Design & Construction Engineering	\$ 0
	Construction Cost	\$ 1,500,000
	Indirect Cost (if applicable)	\$ _____
Other (please specify)		\$ _____
	Total Cost	\$ 1,500,000
	STBG Fund Request	\$ 1,185,000
	Applicant Local Match (20% Minimum)	\$ 315,000

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	Local funds	\$315,000	FY2021
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	Summer 2020	Completion Date	Winter 2020-21
Land Acquisition	Start Date	n/a	Completion Date	n/a
Construction	Start Date	Summer 2021	Completion Date	Spring 2022

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.

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 Coralville

Scott Larson

Digitally signed by Scott Larson
DN: cn=Scott Larson, o=City of Coralville, ou=Engineering,
email=slarson@coralville.org, c=US
Date: 2017.02.17 10:58:43 -06'00'

Signature

Date

Scott Larson, P.E., Assistant City Engineer

Typed Name and Title

Date

City of Coralville

Engineering Department



A

1512 7th Street, Coralville, Iowa 52241

Phone: 319.248.1720

Date: February 16, 2017

Subject: Project Narrative for 1st Avenue & Oakdale Boulevard Roundabout
Surface Transportation Block Grant Program (STBG) for FY 2021-22

NARRATIVE

Existing Conditions: The current 4-leg intersection at 1st Avenue & Oakdale Boulevard has dedicated left turn lanes on eastbound and westbound Oakdale Boulevard, but no dedicated turn lanes on northbound or southbound 1st Avenue. The 1st Avenue pavement is asphalt, dates to the 1980's, and is primarily a rural cross section. Oakdale Boulevard pavement is concrete, installed in the late 1990's, and has an urban cross section. Due to increasing traffic volumes and increasing peak hour delays on Oakdale Boulevard, temporary span wire traffic signals were installed in 2014, but the lack of turn lanes on 1st Avenue required the northbound and southbound movements to be split into two separate signal phases. The increasing traffic volume is expected to make the current signal arrangement unacceptable during peak hours within the next 5 years. Shared use paths cross the north and west legs of the intersection, and extend north and south along 1st Avenue, and east and west along Oakdale Boulevard.

Proposed Project: The proposed project will reconstruct the intersection as a 4-leg roundabout and still provide shared use path crossings on the north and west legs. During the detailed design phase, a determination will be made as to the number of entry lanes needed on each leg of the roundabout, but the main circulatory roadway is expected to be two lanes wide to allow left turning traffic to separate from the through and right turning traffic, increasing the capacity of the roundabout.

Project Justification: 1st Avenue and Oakdale Boulevard are both arterial streets. With rapid residential growth continuing north of this intersection in both Coralville and North Liberty (including Liberty High School), and with the limited number of east-west and north-south arterials available in the metro area, it is important to make every arterial intersection operate as efficiently as possible. This roundabout will be the third roundabout out of a possible seven roundabouts along the 1st Avenue/North Liberty Road corridor between Interstate 80 and Dubuque Street. The roundabouts will help calm traffic and their ability to handle peak hour traffic will allow the roadway width in between each roundabout to be minimized, which has both long-term environmental and financial benefits. Pedestrian refuge islands at each roundabout crosswalk allow pedestrians to focus only on traffic coming from one direction at a time, compared to watching for traffic from several directions at a typical intersection.

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241

Phone: 319.248.1720



B

Date: February 16, 2017

DETAILED LOCATION MAP

1st Avenue & Oakdale Boulevard



City of Coralville Engineering Department



C

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

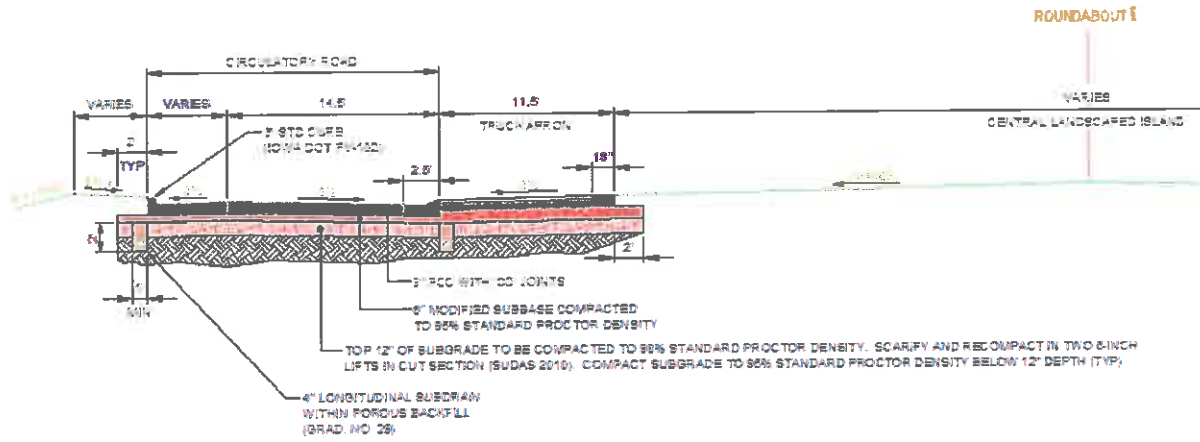
Date: February 16, 2017

SKETCH PLAN

1st Avenue & Oakdale Boulevard Roundabout – Plan View



1st Avenue & Oakdale Boulevard Roundabout - Typical Section



5 TYPICAL ROADWAY SECTION --- THROUGH ROUNDABOUT
NOT TO SCALE

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



D

Date: February 16, 2017

Project: 1st Avenue & Oakdale Boulevard Roundabout

ITEMIZED BREAKDOWN

The \$1,500,000 construction estimate for this roundabout was reached using the following resources:

1. In 2014, the City of Coralville had a UI College of Engineering Capstone Design Team assigned to the analysis and design of a roundabout at 1st Avenue & Oakdale Boulevard. City staff provided oversight. Their cost estimate was \$900,000.
2. In early 2016, the bid price for the roundabout portion of the North Liberty Road & Dubuque Street roundabout (City of North Liberty project) was \$1,326,000.
3. In early 2016, another UI Capstone Design Team looked at the proposed roundabout and generated a cost estimate of \$1,100,000.
4. In late 2016, a consultant generated a cost estimate of \$1,200,000 for a proposed roundabout at the future Dubuque Street & Forevergreen Road intersection.

Both the existing roundabout at North Liberty Road & Dubuque Street, and the proposed roundabout at Dubuque Street & Forevergreen Road, share similar footprints to the proposed roundabout at 1st Avenue & Oakdale Boulevard, so we think the \$1,500,000 construction estimate is reasonable.

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



E

Date: February 16, 2017

Project: 1st Avenue & Oakdale Boulevard Roundabout

TIME SCHEDULE

Project design would begin summer 2020 and be completed winter 2020-21.

The City of Coralville owns the properties that will be impacted by the project, so no land acquisition is needed.

Project would be let spring 2021.

Construction would begin summer 2021 and be completed spring 2022.

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



F

Date: February 16, 2017

Project: 1st Avenue & Oakdale Boulevard Roundabout

OFFICIAL ENDORSEMENT

The City of Coralville agrees to adequately maintain and operate the 1st Avenue & Oakdale Boulevard Roundabout for its intended public use for a minimum of 20 years after project completion.

Sincerely,



Kelly J. Hayworth
City Administrator

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



H

Date: February 16, 2017

Project: 1st Avenue & Oakdale Boulevard Roundabout

PUBLIC INPUT

The City of Coralville receives regular inquiries about the schedule for permanent improvements to the 1st Avenue & Oakdale Boulevard intersections, and upgrading 1st Avenue (North Liberty Rd) from Oakdale Boulevard to Dubuque Street, including shared use path construction. Our response is that the intersection needs to be completed first and then additional segments of 1st Avenue (North Liberty Rd) will be reconstructed as funding allows.

A public open house will be held to review the preliminary roundabout design and the public will have access to both City and Consultant staff during the entire design process.

A public hearing on the plans and specifications will be held at a Council Meeting prior to the City Council recommending final approval of the design and setting the bid date.

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.

The 1st Avenue and Oakdale Boulevard Roundabout will have a positive impact on persons with disabilities because it will maintain safe, ADA-compliant, 8-foot wide shared use paths along 1st Avenue and along the north side of Oakdale Boulevard, as well as ADA compliant street crossings with pedestrian refuge islands.

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.

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

Name Dan Holderness, 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.



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: Metropolitan Planning Organization of Johnson County e-mail: brad-neumann@iowa-city.org

Eligible Sponsor/Applicant Agency: City of Coralville

Contact Person (Name & Title): Scott Larson, P.E., Assistant City Engineer

Complete Mailing Address: 1512 7th St, PO Box 5127

Street Address and/or Box No.			
<u>Coralville</u>	<u>Iowa</u>	<u>52241</u>	<u>319-248-1720</u>
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: North Liberty Road & Forevergreen Road Roundabout

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

This project will create a new roundabout at the intersection of North Liberty Road and Forevergreen Road,
The roundabout will be a hybrid 2-lane/1-lane and the intersecting roads will have two lanes with adjacent
shared use paths and sidewalks.

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 _____

Estimated Project Costs

	Land Cost	\$ 0
	Utility Relocation	\$ 0
	Design & Construction Engineering	\$ 0
	Construction Cost	\$ 1,130,400
	Indirect Cost (if applicable)	\$ _____
Other (please specify)		\$ _____
	Total Cost	\$ 1,130,400
	STBG Fund Request	\$ 893,016
	Applicant Local Match (20% Minimum)	\$ 237,384

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	Local funds	\$237,384	FY 2021
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	Summer 2020	Completion Date	Winter 2020-21
Land Acquisition	Start Date	Spring 2021	Completion Date	Fall 2021
Construction	Start Date	Spring 2022	Completion Date	Spring 2023

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.

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 Coralville

Scott Larson

Digitally signed by Scott Larson
DN: cn=Scott Larson, o=City of Coralville, ou=Engineering,
email=slarson@coralville.org, c=US
Date: 2017.02.17 13:48:22 -0800'

Signature

Date

Scott Larson, P.E., Assistant City Engineer

Typed Name and Title

Date

City of Coralville

Engineering Department



A

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 16, 2017

Subject: Project Narrative for Forevergreen Road & North Liberty Road Roundabout
Surface Transportation Block Grant Program (STBG) for FY 2021-22

NARRATIVE

Existing Conditions: North Liberty Road is a two-lane, north-south arterial street with a rural cross-section and narrow shoulders. North Liberty Road connects with 1st Avenue to the south and Penn Street to the north. There are no sidewalks or shared use paths. The easterly end of Forevergreen Road currently terminates at the 12th Avenue roundabout.

Proposed Project: The proposed project will construct a new, 4-leg roundabout at the intersection of Forevergreen Road & North Liberty Road. During the detailed design phase, a determination will be made as to the number of entry lanes needed on each leg of the roundabout, but the main circulatory roadway is expected to be two lanes wide to allow left turning traffic to separate from the through and right turning traffic, increasing the capacity of the roundabout. Shared use paths will be provided along one side of both North Liberty Road and Forevergreen Road, with 5' sidewalks provided on the opposite side of each street.

Project Justification: Rapid residential growth is expected in areas of both Coralville and North Liberty in the vicinity of this project as Liberty High School opens for the 2017-18 school year. With the limited number of east-west and north-south arterials available in the metro area, it is important to eventually create another east-west arterial connection between 12th Avenue and North Liberty Road (and ultimately to Dubuque Street) and it is important to have every arterial intersection operate as efficiently as possible. This roundabout will be the third or fourth roundabout out of a possible seven roundabouts along the 1st Avenue/North Liberty Road corridor between Interstate 80 and Dubuque Street. The roundabouts will help calm traffic and their ability to handle peak hour traffic will allow the roadway width in between each roundabout to be minimized, which has both long-term environmental and financial benefits. Pedestrian refuge islands at each roundabout crosswalk allow pedestrians to focus only on traffic coming from one direction at a time, compared to watching for traffic from several directions at a typical intersection.

City of Coralville Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

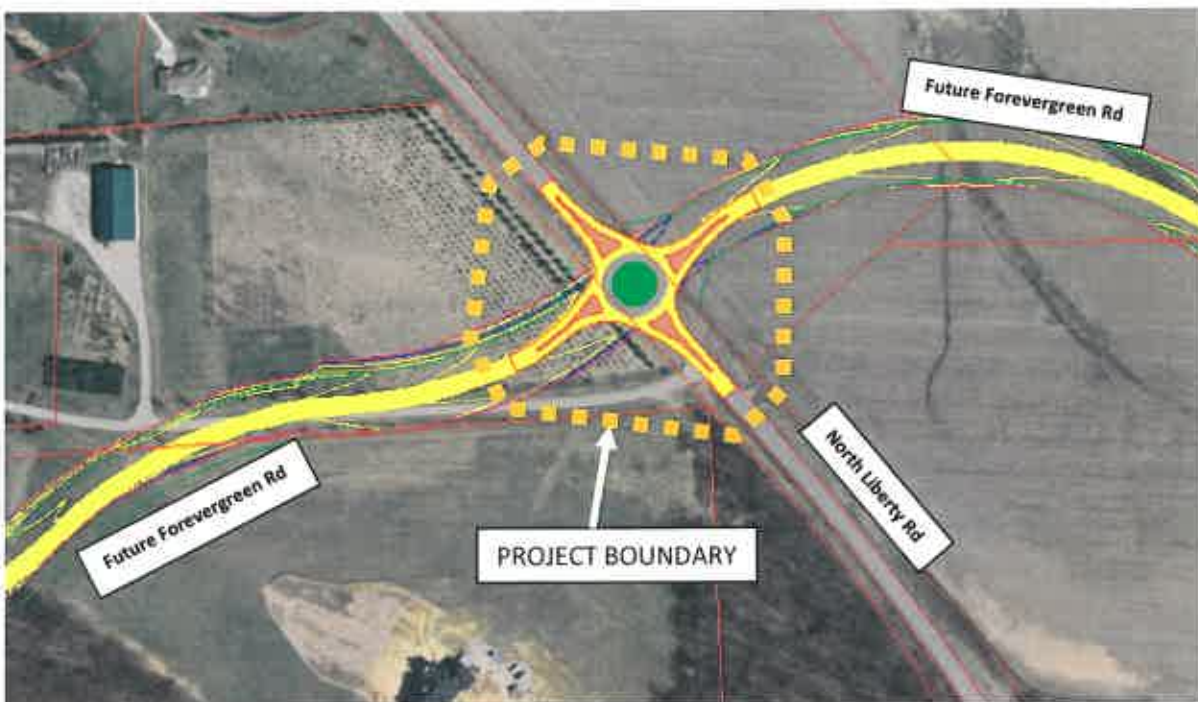


B

Date: February 16, 2017

DETAILED LOCATION MAP

Forevergreen Road & North Liberty Road Roundabout



Ultimate Forevergreen Road corridor between 12th Avenue and Dubuque Street



City of Coralville Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

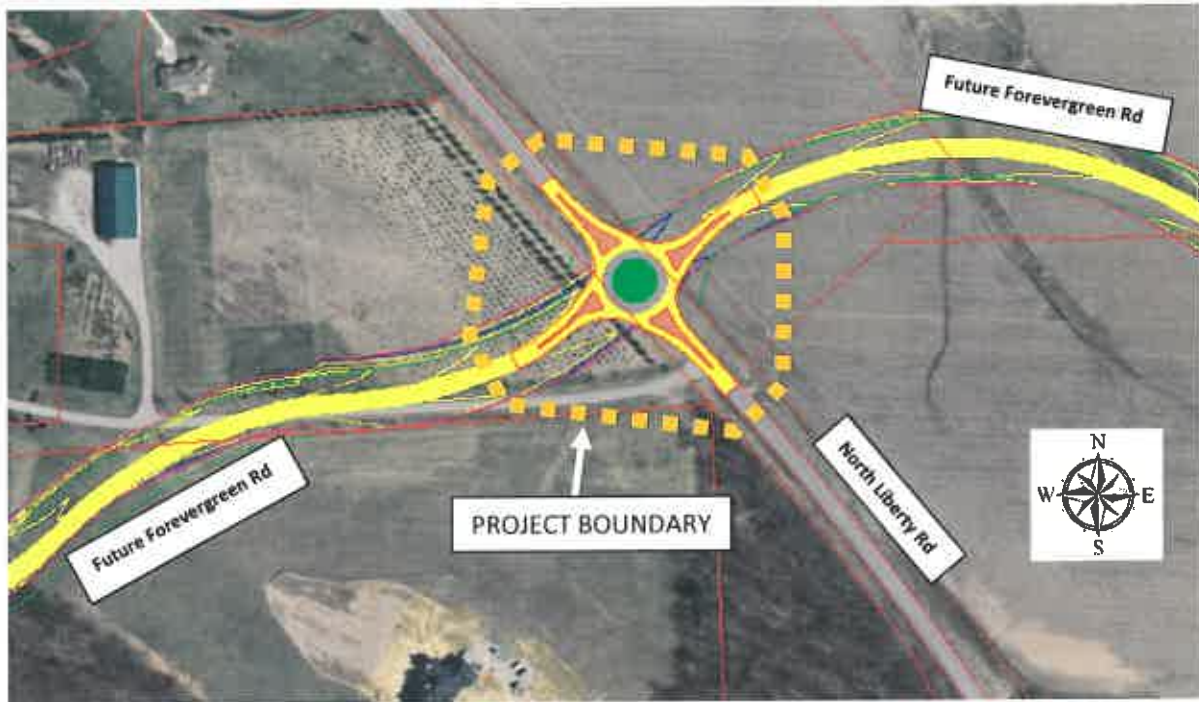


C

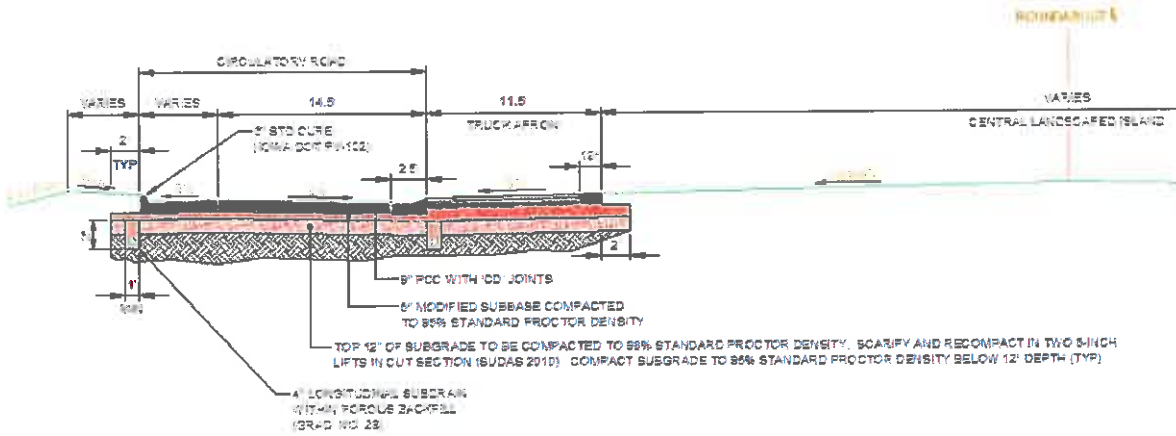
Date: February 16, 2017

SKETCH PLAN

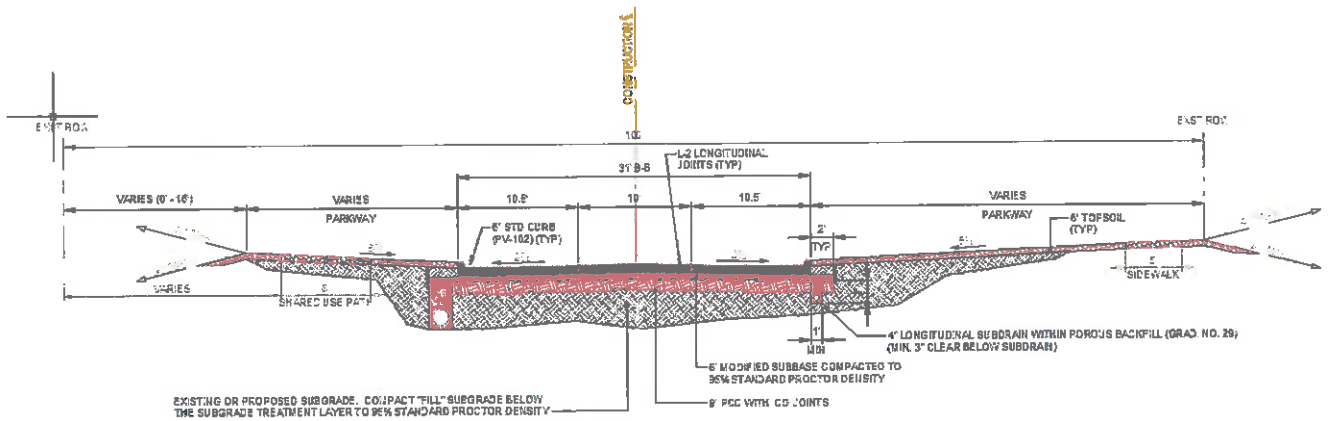
Forevergreen Road & North Liberty Road Roundabout – Plan View



Forevergreen Road & North Liberty Road Roundabout - Typical Sections



5 TYPICAL ROADWAY SECTION --- THROUGH ROUNDABOUT
NOT TO SCALE



3 TYPICAL ROADWAY SECTION --- URBAN 2-LANE
NOT TO SCALE

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



Date: February 16, 2017

Project: Forevergreen Road & North Liberty Road Roundabout

ITEMIZED BREAKDOWN

Construction cost: \$ 1,130,400

Total cost: \$ 1,130,400

Note: This is a summary of an updated line item cost estimate that was originally developed by Shive-Hattery, Inc., for the 2012-13 Forevergreen Road Extension Corridor Study.

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



Date: February 16, 2017

Project: Forevergreen Road & North Liberty Road Roundabout

TIME SCHEDULE

Project design would begin summer 2020 and be completed winter 2020-21.

Land acquisition would occur spring 2021 to fall 2021.

Project would be let winter 2021-22.

Construction would begin spring 2022 and be completed spring 2023.

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



Date: February 16, 2017

Project: Forevergreen Road & North Liberty Road Roundabout

OFFICIAL ENDORSEMENT

The City of Coralville agrees to adequately maintain and operation the Forevergreen Road & North Liberty Road Roundabout for its intended public use for a minimum of 20 years after project completion.

Sincerely,



Kelly J. Hayworth
City Administrator

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



H

Date: February 16, 2017

Project: Forevergreen Road & North Liberty Road Roundabout

PUBLIC INPUT

The City of Coralville receives regular inquiries about the schedule for upgrading North Liberty Road (1st Avenue) from Oakdale Boulevard to Dubuque Street, including shared use path construction.

There has been extensive public involvement regarding the Forevergreen Road corridor between 12th Avenue and Dubuque Street, starting with the original corridor study from 2004 to 2006, and followed up by the 2012 to 2013 update study. Several open houses were conducted to get input from both property owners that would directly impacted by construction and from interested residents in both Coralville and North Liberty. In the past two years, there have been several public hearings related to the Scanlon Farms development that includes this roundabout and the proposed roundabout at Forevergreen Road & Dubuque Street.

For the proposed project, a public open house will be held to review the preliminary design and the public will have access to both City and Consultant staff during the entire design process.

A public hearing on the plans and specifications will be held at a Council Meeting prior to the City Council recommending final approval of the design and setting the bid date.

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.

The Forevergreen Road & North Liberty Road Roundabout will have a positive impact on persons with disabilities because it will provide safe, ADA-complaint, 10-foot wide shared use paths on one side and 5 foot wide sidewalks on the other side of both Forevergreen Road and North Liberty Road for their use as well as a ADA-compliant street crossings at the intersection for public use.

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.

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

Name Dan Holderness, 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.



Date: March 21, 2017

To: MPOJC Urbanized Area Policy Board

From: Brad Neumann, Assistant Transportation Planner

Re: Agenda item #3(b): Public Hearing and consideration of amendments to the FY2017-FY2020 MPOJC Transportation Improvement Program

i. Public Hearing

The City of Iowa City and the Iowa Department of Transportation (DOT) have each requested amendments to the adopted *MPOJC FY2017-2020 Transportation Improvement Program (TIP)*. The TIP is the programming document for all surface transportation and transit network projects that receive state or federal funds, including street and highway, transit, rail, bicycle, and pedestrian projects in the Iowa City urbanized area. Projects must be included in the *FY2017-2020 TIP* with an accurate scope and identified funding sources to utilize State and Federal funds.

- ii. Consider an amendment to add \$118,000 in repurposed earmark funding to Iowa City's Dubuque Street Elevation (Gateway) project

The Iowa DOT has indicated to the City of Iowa City that \$118,000 in unused federal earmark funding from Iowa City's McCollister Boulevard construction project is immediately eligible for repurposing to another project. Iowa City has requested to use the repurposed funds for the Dubuque Street Elevation (Gateway) project.

The City of Iowa City and the DOT requests the following amendment:

Amend the FY2017-2020 TIP to include the Dubuque Street Elevation (Gateway) project (TPMS 18644) and program \$118,000 in repurposed funds to the project.

- iii. Consider an amendment to add federal aid (\$17.5 million) to the Forevergreen Road/I-380 interchange project and to adjust the funding from FY2018 to FY2017

The DOT's Forevergreen Road/I-380 interchange project is currently in the MPOJC FY2017-2020 TIP. The DOT has identified additional federal funding from the National Highway Performance Program that need to be added to the current TIP project and have requested to move the project funding to FY2017.

The DOT requests the following amendment:

Amend the FY2017-2020 TIP to include the additional source of federal funding to the Forevergreen Road/I-380 interchange project (TPMS 34104) and move all of the project funds to FY2017.

The Transportation Technical Advisory Committee (TTAC) unanimously recommended approval of both amendments. Please consider approval of the FY2017-2020 TIP amendments.

If anyone has questions or comments, please contact me at 356-5235 or by email at brad-neumann@iowa-city.org

cc: Kent Ralston



Date: March 22nd, 2017

To: MPOJC Urbanized Area Policy Board

From: Darian Nagle-Gamm; Sr. Transportation Engineering Planner

Re: Agenda Item 3(c): Consider approval of the Locally Determined Projects list for the FY2018 MPOJC Transportation Planning Work Program

Each spring we compile a list of *Transportation Planning Work Program* projects for the upcoming fiscal year. While this exercise is required by the Federal Highway Administration and Iowa Department of Transportation, we also utilize it to schedule and plan ahead for the data collection and research necessary to complete requested projects. The attachment lists the work program projects we have received to date from TTAC members and other staff.

We are aware that other projects and data collection needs will come up during the year, typically due to proposed private and/or public development and infrastructure activities; we are usually able to fit these unscheduled needs into our work. When significant projects are proposed during the year that would disrupt our work program, we will discuss them with the TTAC and the Policy Board before committing significant staff time to them.

Please take a look at the list of attached projects and let us know of any additions or clarifications. This list of projects will be distributed to our public participation process organizations and posted on the MPOJC website prior to final adoption by the MPO Board in May. We will augment this list with regularly-occurring projects and activities and state and federally-required transportation planning work, and bring the full work program to you at your next meeting for consideration.

Please consider approval of the locally-determined projects for the FY18 Transportation Planning Work Program.



Locally Requested FY18 Work Program Projects

#	Project	Requestor	Entity
1	Gilbert Street concept plan	Fruin	Iowa City
2	Northside traffic calming project	Fruin	Iowa City
3	Bike-Friendly community application	Fruin	Iowa City
4	Bike master plan implementation	Fruin	Iowa City
5	Assist Economic Development Division as needed	Yapp	Iowa City
6	Assist with GIS mapping including maintaining zoning map	Yapp	Iowa City
7	Traffic counts and evaluations related to development proposals	Yapp	Iowa City
8	Evaluate placing Capitol / Kirkwood connection on Federal Aid map	Yapp	Iowa City
9	Update traffic model forecast for McCollister Boulevard	Yapp	Iowa City
10	Assist with data collection and mapping related to STAR program	Yapp	Iowa City
11	Identify gaps in sidewalk network near schools and employment areas/corridors	Yapp	Iowa City
12	Evaluation of Dodge Street two-way traffic flow (Burlington to Bowery)	Ralston	Iowa City
13	Update of Metro Area Bike Plan	Holderness	Coralville
14	Assistance with 1 st Avenue traffic signal coordination studies/grants/projects	Holderness	Coralville
15	Review of development studies as required	Holderness	Coralville
16	Pedestrian/bicycle counts at various locations on our trail system	Holderness	Coralville
17	ADT & peak hour traffic counts at our roundabouts (repeat every 2-3 yrs)	Holderness	Coralville
18	On-board passenger survey	Robrock	Coralville
19	Traffic volume/speed study on N Front Street from Penn Street to 800-feet east of Cedar Springs Drive	Trom	North Liberty
20	North Liberty transit origin/destination study	Trom	North Liberty
21	Traffic study for new elementary school on N Front Street	Trom	North Liberty
22	Proactive observations (and recommendations, if needed) for operation and safety upon opening of Liberty High School	Trom	North Liberty
23	Traffic signal timings/recommendations for Hwy 965	Trom	North Liberty
24	Traffic counts and LOS study for the Penn Street / I-380 interchange	Trom	North Liberty
25	Various ongoing development related traffic studies	Trom	North Liberty
26	W Zeller / Cherry St left-turn phasing analysis	Lange	North Liberty
27	Park Road traffic impact study Forevergreen Rd to Hwy 6 roundabout	Boldt	Tiffin
28	Facilitate revisions to comprehensive plan including correspondence, online survey, and community meeting	From	University Heights
29	Traffic studies and/or forecasts as required for development proposals	From	University Heights
30	Assist as needed with study of I-80 widening from east of Iowa City to the MPO eastern boundary	Cutler	DOT
31	Assist as needed with study of I-380 widening from the Penn Street interchange to the northern MPO boundary	Cutler	DOT
32	Assist as needed with the I-80 / First Avenue interchange studies	Cutler	DOT
33	Assist as needed with the CRANDIC corridor studies	Cutler	DOT
34	Participation in local MDST and TIM committees especially during the reconstruction of the I-80 / 380 interchange and construction of the I-380 / Forevergreen Road interchange	Cutler	DOT
35	Assist with traffic counts as requested by MPO entities	Nagle-Gamm	MPO
36	Highway 1 / 5 th Street signal warrant study update	Rasmussen	Solon



Date: March 21, 2017

To: MPOJC Urbanized Area Policy Board

From: Brad Neumann, Assistant Transportation Planner

Re: Agenda Item #3(d): Consider approval of the FY2018 MPOJC Transit Program of Projects

Coralville Transit, Iowa City Transit, and University of Iowa Cambus have programmed the projects on the following tables for Federal Transit Administration (FTA) funds in FY2018. The projects will be included in the FY2018 Iowa Department of Transportation's Consolidated Transit Funding applications MPOJC completes for each transit system and in the FY2018-2021 Transportation Improvement Program (TIP). Not every project in the attached lists will be funded; however, in order to be eligible for funding projects must be included in the Program of Projects.

This information is being distributed to you for your review and will be included in the draft FY2018-2021 MPOJC TIP which will be presented to you in May. The formal TIP will be prepared for your approval in late June or early July.

The Transportation Technical Advisory Committee (TTAC) unanimously recommended approval of the FY2018 Federal Transit Program of Projects. Please consider approval of the FY2018 Federal Transit Program of Projects.

Please contact me at brad-neumann@iowa-city.org or at 356-5235 if you have any questions or comments.

cc: Kent Ralston

**REQUEST FOR COMMENT
FY2018 FTA SECTION 5307, 5310, and 5339
PROGRAM OF PROJECTS
FOR THE IOWA CITY URBANIZED AREA**

TO ALL RESIDENTS OF THE IOWA CITY URBANIZED AREA AND TO OTHER INTERESTED PERSONS, INCLUDING PRIVATE TRANSPORTATION PROVIDERS:

Public notice is hereby given that the Metropolitan Planning Organization of Johnson County (MPOJC), the Designated Recipient of funds pursuant to 49 U.S.C. 5307, 5310, and 5339 has developed a program of Federal Transit Administration [FTA] Section 5307, 5310, and 5339 projects for FY2017 as follows:

Urbanized Area: Iowa City, Coralville, University Heights, North Liberty, Tiffin, and the University of Iowa

Designated Recipient: Metropolitan Planning Organization of Johnson County

Grantees: City of Coralville, City of Iowa City, and University of Iowa CAMBUS

**FY2018 Federal Transit Administration
Sections 5307, 5310, and 5339 Program of Projects
[Federal Share]**

Coralville Transit

	Total:	FTA:
1. Operating Assistance (5307)		\$430,989 (estimated)
2. Contracted services for persons with special needs (5310)	\$330,000	\$32,409 (estimated)
3. Associated capital bus maintenance (spare parts)	\$75,000	\$60,000
4. Design and construct Intermodal Transportation Center/Phase II	\$10,500,000	\$8,400,000
5. Purchase 3 - 40' heavy-duty buses w/cameras and fixed route configuration for service expansion	\$1,437,600	\$1,221,960
6. Purchase 1 - 176" light duty replacement bus w/cameras (6428)	\$93,700	\$79,645
7. Purchase 4 - 176" light-duty expansion buses w/cameras	\$374,800	\$318,580
8. Purchase 1 - 40' heavy-duty replacement bus w/cameras and fixed route configuration (102)	\$479,200	\$407,320
9. Construct new transit facility (Phase II)	\$1,500,000	\$1,200,000
10. Replace 2 passenger shelters and associated improvements	\$14,000	\$11,200
11. Purchase 3 passenger shelters	\$21,000	\$16,800
12. Purchase shop equipment (armature lathe, misc.)	\$75,000	\$60,000
	Total Capital Funds:	\$14,570,300
	FTA Capital Funds:	\$11,775,505
	FTA Operating Funds:	\$463,398

Iowa City Transit

	Total:	FTA:
1. Operating assistance		\$1,622,763 (estimated)
2. Contracted services for persons with special needs (5310)	\$1,200,000	\$112,493 (estimated)
3. Bus Shelters	\$50,000	\$40,000
4. Associated capital bus maintenance (spare parts)	\$219,625	\$175,700
5. Transit Storage and Maintenance Facility	\$20,000,000	\$16,000,000
6. Purchase 2 light-duty 176" expansion buses with cameras	\$172,000	\$146,200

Total Capital Funds:	\$20,441,625
FTA Capital Funds:	\$16,361,900
FTA Operating Funds:	\$1,735,256

University of Iowa Cambus

	Total:	FTA:
		\$595,225
1. Operating assistance (5307)		(estimated)
		\$75,705
2. Paratransit operating assistance (5310)		(estimated)
3. Purchase in ground hoist system	\$120,000	\$96,000
4. Associated capital bus maintenance (spare parts)	\$200,000	\$160,000
5. Purchase 6 replacement passenger shelters	\$60,000	\$48,000
6. Purchase replacement forklift for maintenance	\$60,000	\$48,000
7. Expansion and upgrade (includes doors and fascia) of maintenance facility	\$5,250,000	\$4,200,000
8. Purchase 1 - 30' heavy-duty replacement buses w/6 cameras (13)*	\$448,600	\$381,310
9. Purchase 2 - 40' heavy-duty replacement buses w/ 8 cameras (84,85)	\$958,400	\$814,640
10. Purchase mobile hoist system	\$48,000	\$38,400

*Includes 5310 funds of \$92,528

Total Capital Funds:	\$7,145,000
FTA Capital Funds:	\$5,786,350
FTA Operating Funds:	\$ 670,930

Project funding [federal/local]: Operating – 50/50; capital – 80/20 except for ADA associated vehicle purchases – 85/15.

Persons wishing to comment on this Program of Projects should contact the MPOJC Transportation Planning Division at 410 E. Washington St., Iowa City, IA 52240 or phone 319-356-5235, or email brad-neumann@iowa-city.org within thirty [30] days of the publication of this notice.

Any person or group may request that a public hearing be held on this Program of Projects. Any such request should be made in writing to MPOJC within thirty [30] days of the publication of this notice.

All comments received will be considered in the final Program of Projects, which will be made available to the public. ***If no comments are received, this notice shall constitute the final Program of Projects for FY2018.***

BRAD NEUMANN
ASSISTANT TRANSPORTATION PLANNER
METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY



Date: March 21, 2017

To: MPOJC Urbanized Area Policy Board

From: Brad Neumann, Assistant Transportation Planner

Re: Agenda Item #3(e): Consider approval of the FY2018 MPOJC Transit Capital Equipment Replacement Plan

The following is an update of the MPOJC Transit Capital Equipment Replacement Plan. The update reflects the new and reprioritized capital equipment programming for Coralville Transit, Iowa City Transit, and University of Iowa Cambus. Most of the changes in the plan include federally funded bus purchases in FY2018. The Capital Equipment Replacement Plan is a required plan and schedule for replacement of transit capital assets.

The Transportation Technical Advisory Committee (TTAC) unanimously recommended approval of the FY2018 Transit Capital Equipment Replacement Plan. Please consider approval of the FY2018 Transit Capital Equipment Replacement Plan.

If you have any questions or comments, please contact me at brad-neumann@iowa-city.org or at 356-5235

cc: Kent Ralston

FY2018 TRANSIT CAPITAL EQUIPMENT REPLACEMENT PLAN

for

CORALVILLE TRANSIT

IOWA CITY TRANSIT

UNIVERSITY OF IOWA CAMBUS

DRAFT

REVISED MARCH 2017



Capital Equipment Replacement Plan



Historical Perspective

In 1971 Iowa City Transit procured the original UMTA (now FTA) funded bus fleet in the Iowa City Urbanized Area. Coralville and University of Iowa CAMBUS followed in 1977. These buses replaced a privately operated system in Iowa City and public fleets which had been purchased with local funds by Coralville and CAMBUS. In the 1980s the emphasis was on the construction of new transit facilities. New office and garage buildings were constructed at Iowa City Transit and CAMBUS, and additions to existing buildings constructed at Coralville Transit and CAMBUS. Coralville Transit has since replaced their transit facility since flooding destroyed their facility in 2008.

In the late 1980s the original federally funded bus fleets for each system were replaced. The emphasis is now on maintaining the existing bus fleets. Constraints in federal funding have led to a smaller number of vehicles replaced in any given year; there is no longer the opportunity to replace an entire fleet over a one or two year period. The entire fixed route bus fleets of Coralville Transit, Iowa City Transit, and CAMBUS are now lift-equipped and/or have the low floor design to ensure accessibility for persons with disabilities.

Funding

The Metropolitan Planning Organization of Johnson County (MPOJC) Transit Capital Equipment Replacement Plan is based on the assumption that federal capital equipment assistance will continue to be available for major capital equipment projects. Funding from the Section 5307 or 5339 programs will be the principal federal funding sources with Section 5310 also considered for paratransit services and vehicles. These funding sources provide an 80% to 85% federal funding share for approved transit capital equipment projects. Section 5307 is an entitlement program to the state, with the state dispersing funds to localities. Section 5339 is discretionary funding at the federal level. For many years Iowa has received funding on a state-wide basis from the 5309 (now 5339) program and has also received funding through FTA's Bus and Bus Facilities program.

State Transit Assistance funding from the Iowa Department of Transportation (DOT) is not likely to be a source of transit capital equipment funding. The State Transit Assistance program is eligible to be used for capital projects, but is almost exclusively used to fund transit operations.

Coralville Transit and Iowa City Transit have capital equipment replacement reserves in their budgets to provide local match (usually 15%-20%) for federally funded projects. Each municipality makes funds available when federal capital funds become available. Funding is programmed annually by the University of Iowa for local match on CAMBUS capital equipment projects as well.

Current Fixed Route Transit Programs

Iowa City Transit (includes University Heights): Iowa City Transit provides service on 17 regular routes from 6:00 a.m.-11:00 p.m. All routes operate daily with 30-minute service during peak periods. The Seventh Avenue (during a.m. and p.m. peak periods), Melrose Express, Westside Hospital, Eastside Express, and Westport routes operate hourly all day long. Midday service is hourly except on the Towncrest and Oakcrest where service is 30 minutes all day during the University academic year. The Eastside Loop operates when Iowa City schools are in session. Hourly evening service is provided to the same general service area using combined routes, from 6:30 p.m.-11:00 p.m. Saturday service operates hourly all day with service ending at 7:00 p.m. There is no fixed route service on Sundays. Iowa City Transit also extends service to Chatham Oaks Care Facility located on the west side of Iowa City.

During peak periods Iowa City Transit operates 20 buses. Twelve buses operate weekdays off-peak. During evening hours and Saturdays five buses are in service. The Downtown Iowa City Transit Interchange is the hub of Iowa City Transit's operations. All regular routes arrive and depart at the interchange except for the Eastside Loop, allowing for coordinated transfers between buses. There is one free-fare route, the Downtown Transit Shuttle.

The existing fare structure is a \$1.00 base fare, \$32 unlimited ride 31-day pass, and \$8.50 for a ten-ride ticket strip. There is a 75¢ youth fare for K-12 aged children. Children under five may ride free accompanied by an adult. There is also a K-12 31-day pass available for \$27 and a student semester pass for \$100 for persons attending the University of Iowa or Kirkwood Community College. There is a monthly pass for University of Iowa faculty/staff for \$28 per month. Elderly persons may ride during off peak hours and all day Saturday for 50¢. Eligible persons with disabilities and low income elderly persons may ride free during off peak hours. Free transfers are available and may be used on Coralville Transit.

All Iowa City Transit fixed route buses are lift/ramp-equipped. Demand responsive paratransit service is provided during fixed-route service hours, operated by Johnson County SEATS.

Coralville Transit (includes North Liberty): Coralville Transit operates three routes on weekdays between 6:00 a.m. and 6:30 p.m. and one evening route until 12:00 a.m. An additional peak hour (tripper) route provides service to the core area of Coralville during the a.m. and p.m. rush hours when the University of Iowa and the Iowa City Community School District are in session. The Lantern Park and Tenth Street routes operate in the core area of Coralville with half hour headways except during midday when headways are one hour. The Express Route operates on a 60-minute headway, with midday service (no service at Coral Ridge Mall). Saturday service is provided on one route that serves the Lantern Park/10th Street service area from 7:00 a.m.-7:30 p.m. Coralville Transit offers a commuter route to North Liberty on weekdays from 7 a.m.-8 a.m. and 5 p.m.-6 p.m. There is no midday service and this route does not service Coral Ridge Mall. The 1st Avenue route serves the Coralville Intermodal to UIHC and VA Hospital areas. The Express, 1st Avenue, Night and Saturday routes all serve the Coralville Intermodal. Park and Ride commuter service is available to and from the Coralville Intermodal.

Coralville Transit operates seven buses during weekday peak periods, three buses off peak, and one bus evenings and Saturdays. No service is offered on Sunday. All Coralville Transit routes interchange at the Downtown Iowa City Transit Interchange and at the University of Iowa Hospitals and Clinics.

The base fare on Coralville Transit is \$1.00. Children under five, accompanied by an adult, ride for free. A 31-day pass is offered for \$32, and a 20-ride pass for \$20. Saturdays and evenings persons 5 to 15 years of age are eligible for a 75¢ youth fare. Elderly and disabled residents of Coralville may be eligible to ride for free at any time with a Coralville pass. Medicare recipients may ride at half-fare rates. Free transfers are available and may be used on Iowa City Transit.

All Coralville Transit fixed route buses are lift/ramp-equipped. Demand responsive paratransit service is provided during fixed-route service hours, operated by Johnson County SEATS.

University of Iowa Cambus: Cambus provides service on 13 routes Monday through Friday, and four routes Saturday and Sunday during the academic year. Cambus is a no fare service designed to facilitate circulation throughout the University campus. Although designed primarily to serve University students, faculty, and staff, Cambus is also open to the general public.

Cambus operates two separate levels of service throughout the year. Academic year service is the highest level of service, summer/interim service is approximately 75% of academic year service. Differences in level of service are in the amount of service provided, not in the areas served. The service area remains the same during both periods.

The primary routes, Red and Blue, operate in nearly identical clockwise and counter clockwise loops which serve the residence halls, University Hospitals, most academic buildings, Iowa City, and commuter parking lots. The Red, Blue and Hawkeye routes operate on Saturday and Sunday, for 28 weeks per year. The other routes are designed for specific functions: providing service to Oakdale Campus, providing service to commuter lots, providing service to residence halls, providing a shuttle between main campus and the hospital area, and service to Mayflower and Hawkeye Apartments.

During the academic year Cambus operates 25 buses during daytime peak hours, 12 buses between 6:30 p.m. and 9:00 p.m., and five buses between 9:00 p.m. and 12:00 a.m. Weekend service on the Red, Blue, Hawkeye-Interdorm, and Studio Arts routes operates between noon and midnight with three buses. Cambus also operates a Safe Ride service on Friday and Saturday nights from midnight to 2:20 a.m. with two buses.

All Cambus fixed route buses are ramp/lift equipped. Cambus operates a special paratransit system, Bionic Bus. Similar to the fixed-route system, it is intended for University students, faculty and staff, but is also open to the public. The Bionic Bus system operates small accessible buses on a demand responsive basis. Service hours are the same as fixed route scheduled hours on Saturday and Sunday. A reduced level of service is provided during summer and interim periods.

Large vs. Small Buses

A frequent question is why transit systems do not operate smaller vehicles during off-peak times when ridership is low. People observe large buses with few riders and assume that this is an inefficient way to operate the service. In fact, approximately 70% of the cost of operating a public transit vehicle is the labor, so operating a small vehicle does not necessarily result in lower operating costs unless a lower wage structure is negotiated for operators of small buses. Other reasons for not operating small transit vehicles in fixed route service include:

- Reduced passenger convenience;
- Poor durability of small vehicles in fixed route service;
- Lack of operating flexibility due to low passenger capacity;
- Non-standardization of maintenance facilities; and
- Little or no savings in capital costs on an annualized basis (small buses have a shorter life cycle).

Small buses will continue to be used for demand responsive paratransit service, and may receive limited use in fixed-route service during low ridership times.

Spare Ratio

Spare ratio is the ratio of spare buses to peak-period buses, or essentially the number of spare buses available during the time of maximum vehicle utilization. FTA Circular 9030.1 states that the number of spare buses in a transit system's active fleet should not exceed 20% of the vehicles operated in maximum service. However, this rule also states that "the basis for determining a spare ratio should take into consideration specific local service factors."

Research indicates that 20% may not be a reasonable spare ratio for transit systems with relatively small peak vehicle requirements. The transit systems in the Iowa City Urbanized Area have relatively small peak-period vehicle requirements (including paratransit vehicles). Transit system operating fleet's are as follows:

- Coralville Transit operates 10 buses during peak-periods (13 total buses)
- Iowa City Transit operates 30 buses during peak-periods (37 total buses)
- CAMBUS operates 29 buses during peak-periods (34 total buses)

A 20% spare ratio results in only one to three spare vehicles per fleet. For this reason it is not recommended that Coralville Transit, Iowa City Transit, or CAMBUS strictly adhere to the 20% spare ratio guideline, as this may result in an inadequate spare fleet for each system. The following spare ratios are currently in effect for each system:

- Coralville - 30% (3 spare buses)
- Iowa City - 23% (7 spare buses)
- CAMBUS - 21% (6 spare buses)

Maintenance plans for the three area transit systems have been reviewed and approved by FTA.

Capital Equipment Replacement Plan

The development of a capital equipment replacement plan is intended to:

- Avoid the deterioration of equipment through a balanced program of investment in replacement and modernization
- Respond to growing fiscal constraints
- Illustrate the long-range financial implications of major investment in capital equipment

The basis for determining a schedule for replacing and modernizing capital equipment is **average useful life**. This concept estimates the number of years an asset is expected to be economically productive. Generally, an asset that is in service beyond its average useful service life is more costly to maintain than to replace. A replacement cycle is based on the following formula:

$\text{Acquisition Date} + \text{Useful Life} = \text{Replacement Date}$
--

Replacement of capital equipment with no remaining useful service life is programmed to occur in the following year. However, delays will occur because of financial constraints, because an asset remains in good working order, or because of difficulty in obtaining a replacement.

The next step in the programming of transit capital equipment replacement is to estimate the future cost to replace the capital asset. MPOJC uses the programming guidance developed by the Iowa DOT for rolling stock and a 4% inflation rate to calculate future costs for other transit capital equipment. As specific projects are programmed for funding in the annual Transportation Improvement Program (TIP), replacement costs are adjusted to reflect current market prices.

Capital equipment programming must also consider expanded levels of service. In the Iowa City Urbanized Area, none of the three transit systems are planning significant service expansions. However, as service expansions are considered, the appropriate capital equipment needs will be programmed for acquisition.

Capital equipment replacement schedules for Coralville Transit, Iowa City Transit, and CAMBUS are contained in the **MPOJC Transit Capital Equipment Replacement Plan**. This is a planning document which is updated annually by MPOJC in conjunction with the Iowa DOT's Consolidated Transit Funding Application process, which MPOJC administers for Coralville Transit, Iowa City Transit, and CAMBUS.



Coralville Transit - FY2017

Inventory and Replacement Schedule of Major Capital Equipment

Rolling Stock

	Year of Mfg.	Original Cost	Useful Life	Replacement Year (FY)	Estimated Replacement Cost
One (1) 40' Gillig Bus (102)	1999	\$270,000	12	2011	\$479,200
One (1) 40' Gillig Bus (108)	2009	\$364,000	12	2021	\$539,035
Four (4) 40' Gillig Low Floor Buses (109,110,111,112)	2010	\$1,380,000	12	2022	\$2,242,384
Two (2) light-duty 176" Eldorado paratransit vehicles (6428,6532)	2006	\$116,000	4	2010	\$187,400
One (1) light-duty 176" Eldorado paratransit vehicle (10225)	2010	\$74,000	4	2014	\$93,700

Non-Rolling Stock

	Year of Mfg.	Original Cost	Useful Life	Replacement Year (FY)	Estimated Replacement Cost
Upgrade 10 fareboxes with hardware & software for electronic functions	2013	\$240,000	10	2023	\$250,000
Radio System	2015	\$32,000	6	2021	\$50,000
One on-route bus shelter	1998	\$7,500	12	2010	\$10,500
Above ground fuel tank & pump station	2012	\$56,000	15	2027	\$65,000
Hot water parts washer	2005	\$5,800	5	2010	\$10,000
Bus washing equipment	2012	\$250,000	15	2027	\$275,000
Brake lathe	2002	\$10,000	10	2012	\$30,000
Overhead crane	2012	\$18,000	15	2027	\$23,000
Service truck	2015	\$37,000	10	2025	\$50,000
Mobile column lift	2009	\$32,000	10	2019	\$50,000
Service Vehicle	2009	\$3,000	4	2013	\$10,000
Steam cleaner	2008	\$5,000	10	2018	\$7,500
Real-Time Passenger Information System	2017	35,000	5	2022	\$60,000



Iowa City Transit - FY2017

Inventory and Replacement Schedule of Major Capital Equipment

Rolling Stock

	Year of Mfg.	Original Cost	Useful Life	Replacement Year (FY)	Estimated Replacement Cost
One (1) 40' Gillig Phantom HD bus (638U)	1992		12	2004	\$479,200
Ten (10) 40' Gillig HD buses (644,645,646,647,648,649,650,651,652,653)	1997	\$4,020,000	12	2009	\$4,792,000
One (1) 40' Gillig HD bus (637U)	2000		12	2012	\$479,200
Six (6) 40' Gillig HD low floor buses (656,657,658,659,660,661)	2007		12	2019	\$2,990,208
Six (6) 40' Gillig HD low floor buses (667,668,669,670,671,672)	2010		12	2022	\$3,363,576
Two (2) 40' Gillig HD low floor buses (673,674)	2012		12	2024	\$1,212,682
One (1) 40' Orion HD low floor bus (632)	1989	\$174,000	12	2001	\$479,200
One (1) light-duty 176" Ford Eldorado paratransit vehicle (6610)	2006		4	2010	\$93,700
Four (4) light-duty 176" Ford Eldorado paratransit vehicles (6620, 6630, 6640, 6650)	2006	\$295,305	4	2010	\$374,800
One (1) light-duty 176" Ford Spartrans paratransit vehicle (810)	2008		4	2012	\$93,700
Four (4) light-duty 176" Turtle Top paratransit vehicles (6510, 6520, 6530, 6540)	2015		4	2019	\$389,792
One (1) light-duty 176" Aerotech/Eldorado paratransit vehicle (6310)	2013		4	2017	\$93,700



Iowa City Transit - FY2017

Inventory and Replacement Schedule of Major Capital Equipment

Non-Rolling Stock

	Year of Mfg.	Original Cost	Useful Life	Replacement Year (FY)	Estimated Replacement Cost
Coin sorter	2004	\$5,810	10	2014	\$10,000
Steam cleaner	2005	\$3,985	8	2013	\$4,500
Radio system	2013	\$81,500	10	2023	\$150,000
Sand spreader for service truck	2008	\$5,200	10	2018	\$6,500
Brake lathe machine	2007	\$12,000	10	2017	\$15,000
Hot water parts washer	2003	\$7,500	5	2008	\$7,500
Dual-port vault	2013	\$20,500	10	2023	\$25,000
Shop equipment	1999	\$8,500	10	2009	\$10,000
Energy management system at transit facility	1999	\$10,500	10	2009	\$15,000
Garage sweeper/scrubber	2000	\$22,900	10	2010	\$30,000
Replace 10 bus shelters & pads	2000	\$60,000	10	2010	\$90,000
Replace 15 bus shelters & pads	2002	\$90,000	10	2012	\$135,500
Bus wash and cyclone cleaner	2003	\$168,000	15	2018	\$200,000
Transit building and equipment	1984	\$2,900,000	25	2009	\$20,000,000
Real-Time Passenger Information System	2017	\$262,055	5	2022	\$288,260



University of Iowa CAMBUS - FY2017

Inventory and Replacement Schedule of Major Capital Equipment

Rolling Stock

	Year of Mfg.	Original Cost	Useful Life	Replacement Year (FY)	Estimated Replacement Cost
One (1) 30' Optima HD Opus low floor bus (11)	2006	\$249,500	10	2016	\$448,600
Twelve (12) 40' Gillig HD buses (94,95,96,97,98,99,100,101,102,103,104,105)	2008	\$3,844,200	12	2020	\$6,219,636
Three (3) 40' Gillig HD buses (106,107,108)	2009	\$979,491	12	2021	\$1,617,105
Eight (8) 40' Transit Coach HD low floor buses (109,110,111,112,113,114,115,116)	2011	\$2,912,928	12	2023	\$4,664,160
Two (2) 40' Transit Coach HD low floor buses (117,118)	2013	\$789,490	12	2025	\$1,261,190
Three (3) 40' Gillig HD buses (83,84,85)	1997		12	2009	\$1,437,600
Three (3) 30' Gillig HD low floor buses (14,15,16)	2013	\$1,136,922	12	2025	\$1,770,984
One (1) 28' heavy-duty low floor bus (B10)*	1997	\$382,000	10	2007	\$397,600
One (1) 28' heavy-duty paratransit vehicles (B9)*	1998	\$303,070	10	2008	\$397,600
Two (2) 22' heavy-duty paratransit buses (12,13)*	2000	\$6,000	10	2010	\$795,200

*These vehicles will be replaced with 30' heavy-duty, low-floor buses.



University of Iowa CMBUS - FY2017

Inventory and Replacement Schedule of Major Capital Equipment

Non-Rolling Stock

	Year of Mfg.	Original Cost	Useful Life	Replacement Year (FY)	Estimated Replacement Cost
On-route bus stop information signs (approximately 200)	2006	\$20,000	10	2016	\$25,000
Portable hoist for maintenance facility	2005	\$35,000	10	2015	\$45,000
Six (6) passenger shelters (replacement)	1989	\$35,700	10	2005	\$50,000
Radio system	2014	\$72,000	10	2024	\$92,000
Forklift	1975	\$15,000	15	2004	\$50,000
Original garage and equipment	1972	\$80,000	40	2012	\$384,000
First garage addition and equipment	1985	\$420,000	40	2025	\$2,100,000
Second garage addition	1997	\$350,000	40	2037	\$500,000
Brake lathe machine	1985	\$10,000	10	1995	\$15,000
Third garage addition	2010	\$1,700,000	40	2050	\$4,500,000
Four (4) passenger shelters	2010	\$23,116	10	2020	\$30,000
Real-time Passenger Information System	2010	\$125,268	5	2015	\$152,406



Metropolitan Planning Organization of Johnson County

Date: March 15th, 2017

To: Urbanized Area Policy Board

From: Darian Nagle-Gamm; Sr. Transportation Engineering Planner

A handwritten signature in blue ink, appearing to read 'DAG'.

Re: Agenda Item 3(f): Update on the Long Range Transportation Plan revision process and draft materials

Since your last meeting, staff has been busy finalizing content for the Long Range Transportation Plan update and incorporating initial feedback received from the Transportation Technical Advisory Committee, the Policy Board, the Department of Transportation (DOT) and Federal Highway Administration (FHWA). Click [HERE](#) to review the entire draft of the Long-Range Transportation Plan. New content is highlighted below.

Future Forward 2045 Table of Contents

- **Introduction** (new content)
- **Regional Context** (some new content)
- **Guiding Principles**
 - Economic Opportunity (new content)
 - Environmental Considerations (provided at January meeting)
 - Quality of Life (new content)
 - System Preservation (September)
 - Efficiency (new content)
 - Choice (September)
 - Safety (January)
 - Health (November)
 - Equity (January)
- **Financial Planning** (September)
- **Bike and Pedestrian** (November)
- **Road and Bridge** (November)
- **Passenger Transportation** (September)
- **Motor Carrier & Freight Rail** (November)
- **Aviation** (November)
- **Supporting Documentation** (new content)



Travel Demand Model Update

We are finalizing the recalibration of our future Travel Demand Model to the year 2045. The MPO uses the model to develop traffic forecasts for road projects, to aid in short-range and long-range planning efforts, and to gain a better understanding of how traffic patterns, congestion, and Level of Service (LOS) might shift under various land-use or roadway scenarios. DOT staff has also added a new transit component and we are looking forward to see how it will be of use for metro area transit planning. We are currently putting the finishing touches on the socio-economic forecast which includes estimates of where growth in population, housing, and employment may occur by the year 2045. Staff uses growth projections, zoning, comprehensive and land-use plans, location of open space, current densities, and the current adopted model to help determine where growth is likely to occur across the metro area.

Final Steps

Following your March meeting, we will integrate any comments received from the TTAC and the Policy Board, finalize content, submit a complete draft of the Plan to the FHWA, DOT, and Federal Transit Administration (FTA), and publish for public comment. March will be the last opportunity for this Board to provide comments on the Plan before it is published for public comment. Following the public comment period, we will address comments/integrate feedback and will bring the final draft Plan back to the TTAC and the Policy Board in May for adoption. The final Policy Board approved Long Range Transportation Plan is due to the FTA / FHWA / DOT by June 1st.

I will be available at your March 29th meeting to answer any questions you may have on the long range plan update. Please be prepared to provide feedback on the Plan.



2016 TRANSPORTATION PLANNING DIVISION

ANNUAL REPORT



METROPOLITAN PLANNING ORGANIZATION OF JOHNSON COUNTY

Arterial Street and Highway

Traffic Signal Studies (data collection, analysis, and report preparation)

- Finalized traffic signal timing contract for 1/5 of area signals.
- Signal and roundabout studies:
 - South Gilbert Street/McCollister Boulevard (Iowa City).
- Traffic signal warrant studies
 - Riverside Drive/Myrtle Avenue (Iowa City).

All-Way Stop Analyses (data collection, analysis, and report preparation)

- 7th Avenue/College Street/Wilson Street (Iowa City).
- River Street/Riverside Drive (Iowa City).
- Court Street/Linn Street (Iowa City).

Traffic Operations Studies (data collection, analysis, and report preparation)

- Completed Downtown traffic modeling project (Iowa City).
- Reviewed Hawkins Drive and Evashevski Drive intersection for traffic operations (U of Iowa).
- Reviewed Gateway Project signal timings on Dubuque Street and at the intersections with Church Street and Park Road (Iowa City).
- VA Hospital/Hwy 6 intersection operations analysis (Iowa City).

Speed Studies (data collection, analysis, and report preparation)

- Assessed speeds on 12th Avenue (Coralville).
- Assessed speeds on Scales Bend Road (North Liberty).
- Assessed speeds on Governor Street and Rochester Avenue (Iowa City).

Traffic Calming Evaluations

- Revised Traffic Calming Program criteria (Iowa City).
- Completed speed/volume evaluations for North Dubuque Street and Friendship Street (Iowa City).

Traffic Forecasts

- Developed traffic forecasts as requested.
- Mormon Trek and 1st Avenue 4- to 3-lane conversions (Iowa City).
- Coral Ridge Avenue - Forevergreen Road to Oakdale Boulevard (Coralville).
- North Dubuque Street at future Forevergreen Road Intersection (Coralville).
- Highway 6 / Park Road (Tiffin).
- Highway 6 / 1st Avenue (Coralville).

Transit

- National Transit Database (NTD) monthly/year-end submittals for Iowa City Transit, Coralville Transit and Cambus.
- Transit quarterly reports to Iowa Department of Transportation (DOT) and Federal Transit Administration (FTA).
- Assisted with ADA Paratransit eligibility certifications and appeals.
- Participated in CRANDIC Passenger Rail Study – Phase I and II.
- FTA grant administration for Iowa City Transit, Coralville Transit, and Cambus.
- Participated on the Iowa DOT I-380 Iowa Commuter Transportation Study Advisory Group.
- Prepared FTA Title VI program for MPOJC, Iowa City Transit, Coralville Transit, and Cambus.
- Prepared DOT Consolidated Funding Applications for Iowa City Transit, Coralville Transit, and Cambus.
- Prepared transit service agreements between Iowa City/University Heights and University Heights/County SEATS.
- Assisted with Coralville Transit and Cambus triennial reviews.
- Disadvantaged Business Enterprise (DBE) reporting for Iowa City Transit, Coralville Transit, and Cambus.
- Prepared FY2017 Transit Program of Projects and Capital Equipment Replacement Plans for Iowa City Transit, Coralville Transit, and Cambus.
- Updated Passenger Transportation Plan (PTP).

Bicycle and Pedestrian

- Updated 2016 Metro Area Trails Map.
- Conducted 2016 trail counts.
- Assisted with ordinance change for bike regulations (Iowa City).
- Assisted with Bike to Work Week planning and event coordination.
- Assisted with Coralville and University Heights Bike Friendly Community applications.
- Assisted with locations of bike route and trail wayfinding signs.
- Participated in the Bicycle Advisory Committee (University of Iowa).
- Pedestrian hybrid beacon evaluation for Riverside Drive/Myrtle Avenue (Iowa City).
- Evaluated pedestrian safety for Muscatine Avenue/College Street intersection (Iowa City).
- Evaluated pedestrian accommodations on Muscatine Avenue between Wade and Dover Streets (Iowa City).
- Evaluated pedestrian crossing and street lighting near Oaknoll facilities on George Street (Iowa City).
- School Crossing Evaluation at Camp Cardinal/Kennedy Parkway (Iowa City).
- School Crossing Evaluation at Lakeside Drive/Nevada Avenue (Iowa City).
- School Crossing Evaluation at Yewell Street /Highland Avenue (Iowa City).
- Crosswalk Study at Keokuk Street and Highland Avenue.
- Completed Hills Elementary School Zone Study.
- Completed Coralville Safe Routes to School Study (Coralville).
- Reviewed potential crosswalk near Eveshevski Drive (University Heights).
- Assisted with Bike Master Plan project coordination (Iowa City).

Long Range Transportation Plan

- Developed new framework for LRTP based on “guiding principles”, FHWA and DOT directives, and best practices from other metro areas.
- Created and facilitated public input process, including public workshops and online surveys.
- Developed draft scoring criteria and scored proposed capital transportation infrastructure projects.
- Developed federal funding targets for the life of the plan.
- Assisted the Policy Board in developing fiscally constrained list of capital infrastructure projects.
- Updated the Travel Demand Model and calibrating to the year 2045.
- Developed performance measures and set targets, when appropriate, to assess how the transportation network is performing.
- Drafted plan content and solicited feedback from FHWA, FTA, DOT, TTAC, UAPB, RPB, and the public.

Miscellaneous

- Developed FY17-20 Transportation Improvement Program.
- Formed Committees and reviewed adopted MPOJC Bylaws.
- Tracked legislation with respect to the solvency of the Highway Trust Fund.
- Processed an amendment to the FY16-19 TIP regarding the scope of Tiffin’s Clear Creek Trail project.
- Assisted with road diet projects on First Avenue and Mormon Trek Boulevard (Iowa City).
- Facilitated a TSIP grant for mid-way pedestrian signal enhancements in the Highway 6 corridor (Iowa City).
- Updated & maintained the MPOJC website.
- Increased on-line presence via website updates and development of Facebook and Twitter accounts.
- Updated the Federal Functional Classification Map (Iowa City).
- Developed the FY18 Transportation Planning Work Program.
- Updated the zoning map (Iowa City).

- Researched and provided a recommendation regarding a neighborhood open space ordinance (University Heights).
- Assisted MidAmerican with transition to overhead LED streetlights (Iowa City)
- Produced Iowa City Fire Station response time maps (Iowa City).
- Assisted with two successful Revitalize Iowa's Sound Economy (RISE) grant applications (Iowa City and Tiffin).
- Assisted with a Resource Enhancement and Protection (REAP) grant application (Oxford).
- Reviewed Miller and Hudson Avenue for adequate street lighting (Iowa City).
- Reviewed requests for streetlight installation, including a midblock survey on Taylor Drive (Iowa City).
- Conducted street sign inventory and consolidation plan (University Heights).
- Evaluated neighborhood signage and on-street parking prohibition change requests (Iowa City).
- Assisted with subdivision review (Iowa City).
- Assisting with Blue Zones and Sustainability Tools for Assessing and Rating (STAR) Communities Program related projects, including mapping (Iowa City).
- Created mapping tool to assess employment eligibility (Iowa City).
- Developed of a Pedestrian and Bicycle Road Safety Audit (Coralville).
- Updated Metro Area Collision Report.
- Created maps for the Iowa City Fire Department's fire service accreditation (Iowa City).
- Moderated a public forum regarding game day parking and tailgating (University Heights).
- Assisted with Traffic Safety Improvement Program (TSIP) grants for traffic control signals at the Highway 6/Jones Boulevard/Westcor Drive intersection and for a roundabout at the Highway 6/Park Road intersection (Coralville/Tiffin).
- Assisted with Revitalize Iowa's Sound Economy (RISE) grant for construction of 2,250 feet of Village Drive (Tiffin).
- Assisted with Iowa Clean Air Attainment Program (ICAAP) grant for the Hwy 6/Park Road intersection (Tiffin).



Date: March 22, 2017

To: MPOJC Urbanized Area Policy Board

From: Emily Bothell, Assistant Transportation Planner

Re: Agenda Item #3(h): Update on the 2017 MPOJC Collision Analysis

MPO staff has completed an update to the Urbanized Area Traffic Collision Analysis. The updated analysis identifies any intersection or mid-block location that experienced three or more collisions in the urbanized area between 2013 and 2015. The analysis then ranks these locations based on a formula using number of collisions, crash rates, and severity of collisions.

The document is particularly helpful in determining which locations, within your jurisdiction, could benefit from increased enforcement, infrastructure improvements, or other potential countermeasures that could reduce the number and severity of collisions. The analysis is attached for your reference.

I will be available at your March 29th meeting to answer any questions you may have.

MPOJC Urbanized Area Traffic Collision Analysis 2013-2015



Metropolitan Planning Organization of Johnson County

Metropolitan Planning Organization of Johnson County

Transportation Planning Division

Published March 2017

Kent Ralston, Executive Director
Darian Nagle-Gamm, Senior Transportation Engineering Planner
Emily Bothell, Assistant Transportation Planner
Brad Neumann, Assistant Transportation Planner
Sarah Walz, Assistant Transportation Planner

Analysis Completed By:
Emily Bothell, Assistant Transportation Planner
Frank Waisath, Transportation Planning Intern

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Introduction

This report identifies high collision locations in the Iowa City Urbanized Area for the years 2013 through 2015. The Iowa City Urbanized Area includes Coralville, Iowa City, North Liberty, Tiffin, and University Heights. The goal of this report is to increase awareness of high collision locations. As a result, MPOJC member agencies will be able to identify projects designed to reduce collisions at these locations.

The data used in this report was sourced from the Iowa Department of Transportation (Iowa DOT). Iowa DOT obtains copies of collision reports from local jurisdictions to compile a database called the Crash Mapping Analysis Tool (CMAT). This report utilizes the most complete and current data available for 2013-2015.

Evaluation Procedure

Collision frequency was summarized for intersections and mid-block locations within the Iowa City Urbanized Area. Locations with **three or more** collisions were evaluated for this report; these summary tables can be found in Appendix D. The total number of intersection collisions (at locations with three or more collisions) within the Urbanized Area is 254. The total number of mid-block location collisions (at locations with three or more collisions) is 101. Each location is ranked using the Iowa DOT Office of Traffic Safety weighted formula. The formula has three data inputs: number of collisions (weighted at 25%), crash rate (weighted at 25%), and severity of the collisions (weighted at 50%). The three inputs are discussed in detail below.

1. **Number of collisions** – this is the total number of collisions per location obtained from CMAT during the years 2013-2015. Based on the number of collisions, each location was given a score. Scores are assigned as shown in **Table 1**.
2. **Crash Rate** – crash rates allow each intersection to be evaluated with a common denominator.

Intersection crash rates are calculated using the number of collisions per million entering vehicles.

$$\frac{(\# \text{ Collisions}) * (1,000,000)}{(\# \text{ Days}) * (\text{Total entering ADT})}$$

Mid-block location crash rates are calculated using the number of collisions per million vehicles.

$$\frac{(\# \text{ Collisions}) * (1,000,000)}{(\# \text{ Days}) * (\text{Total ADT}) * (\text{segment length in miles})}$$

3. **Severity** – collisions are categorized by: property damage only, possible/unknown personal injury, minor personal injury, major personal injury, and fatality. These types of collisions are given a weight of 1, 1, 3, 5, and 12, respectively, and then totaled to give each location a severity raw score. These raw scores are converted to a severity score as shown in **Table 1**.

TABLE 1

Evaluation Points

Number of Collisions		Crash Rate		Severity	
Collisions	Points	Rate	Points	Raw Score	Points
>29	15	>3.5	15	>56	15
27-28	14	3.26-3.5	14	53-56	14
25-26	13	3.01-3.25	13	49-52	13
23-24	12	2.76-3.0	12	45-48	12
21-22	11	2.51-2.75	11	41-44	11
19-20	10	2.26-2.5	10	37-40	10
17-18	9	2.01-2.25	9	33-36	9
15-16	8	1.76-2.0	8	29-32	8
13-14	7	1.51-1.75	7	25-28	7
11-12	6	1.26-1.5	6	21-24	6
9-10	5	1.01-1.25	5	17-20	5
7-8	4	0.76-1.0	4	13-16	4
5-6	3	0.51-0.75	3	9-12	3
4	2	0.26-0.5	2	5-8	2
3	1	<0.25	1	<5	1

After points are assigned for the three categories, the points are entered into the Iowa DOT weighted ranking formula:

Total intersection or mid-block collision score = Collision Points * 0.25 + Crash Rate Points * 0.25 + Severity Points * 0.5

All of the intersections and mid-blocks are organized from highest to lowest rank. These tables are located in Appendices A and B.

Assumptions

The following are the assumptions made for collisions at intersections:

- The number of collisions occurring at an intersection is determined by measuring 250 feet +/- 50 feet from the intersection of streets.
- Sideswipes involving Failure to Yield (FTY) **will** be included, whereas sideswipes for vehicles traveling the same direction **will not** be included (i.e. changing lanes, hitting a parked car).
- If the data record is incomplete regarding the manner of the crash, but still involves two vehicles, it **will** be counted.
- If the roadway type is a commercial/residential drive, the crash **will not** be counted.
- If the roadway type is a non-intersection but the manner of the crash is likely caused by the intersection (i.e. rear-end) the crash **will** be counted.
- Collisions involving one vehicle **will** be counted, assuming the accident was most likely caused by the intersection.

The following are the assumptions made for collisions at mid-blocks:

- The number of collisions occurring at an intersection is determined by measuring 250 feet +/- 50 feet from the intersection of nodes (nodes only include public streets).
- Types of roadways include: all non-intersection, intersection with bike/pedestrian, other intersection, not reported, T-Intersection, and unknown. Cloverleaf freeway ramps and railroad crossings are not considered intersections. Roundabouts/traffic circles are intersections. Alleyways are not considered intersections, and crashes in the alleyways **will not** be counted. Crashes on exit/entrance ramps for interstate freeways **will not** be counted.
- Major Causes do *not* include: ran traffic signal, FTY at uncontrolled intersection, FTY making right turn on red signal, FTY from yield sign.
- Collisions unlikely caused by the intersection (as ascertained from the crash report) **will be** counted.
- If the roadway type is a commercial/private road (with other roads intersecting it), the crash **will not** be counted. If the roadway is a private commercial/residential driveway, the crash **will** be counted, except if there is a traffic controlling device on it at the main road (i.e. traffic light). Accidents in alleyways/parking lots/institutional roads **will not** be counted. Accidents with vehicles entering or exiting alleyways/parking lots/institutional roads **will** be counted.
- Collisions involving one vehicle **will** be counted.
- Sideswipes while vehicles were traveling the same direction **will** be included (i.e. changing lanes, hitting a parked car), while sideswipes involving FTY at an *intersection* **will not** be included.
- If the data record regarding the manner of the crash is incomplete, but involves at least one vehicle, it **will** be counted.
- If the roadway type is a non-intersection but the manner of the crash is likely caused by the intersection (i.e. rear-end) the crash **will not** be counted.

Highest Collision Locations

The ten highest ranking intersections and five highest ranking mid-block locations are listed below. These are also shown on the location map on page 11. For a ranked list of all metro intersections and mid-block locations including weighted collision scores, please refer to **Appendix A**.

Urbanized Area

Ten Highest Ranking Intersections

ID	Jurisdiction	Intersection Location	Intersection Rank
1	Iowa City	Highway 6 & Sycamore Street	1
2	Iowa City	Highway 6 & S Gilbert Street	2
3	Iowa City	Mormon Trek Boulevard & Melrose Avenue	3
4	Iowa City	Highway 6 & Boyrum Street	4
5	Coralville	Coral Ridge Avenue & Commerce Drive	5
6	Coralville	2 nd Street & 1 st Avenue	5
7	Iowa City	W Burlington Street/Grand Avenue & S Riverside Drive	7
8	Iowa City	E Burlington Street & S Gilbert Street	7
9	Iowa City	E/W Burlington Street & Madison Street	9
10	Iowa City	Riverside Drive & Hawkins Drive	10

Five Highest Ranking Mid-Block Locations

ID	Jurisdiction	Mid-Block Location	Mid-Block Rank
1	Coralville	2 nd Street between 25 th Avenue & 23 rd Avenue	1
2	Coralville	2 nd Street between 1 st Avenue & Hawkins Drive/Rocky Shore Drive	2
3	Coralville	2 nd Street between 4 th Avenue & 1 st Avenue	3
4	Coralville	Coral Ridge Avenue between Commerce Drive & Holiday Road/Heartland Drive	4
5	Coralville	2 nd Street between Camp Cardinal Boulevard & 20 th Avenue	5

Analysis of 10 Highest Ranking Intersections

1. Highway 6 & Sycamore Street Iowa City
20 collisions were rear-end collisions and 11 collisions were angle-left turn collisions. This accounts for 31 out of 40 total collisions. A majority of collisions occurred during the day in clear and dry conditions.
2. Highway 6 & S Gilbert Street Iowa City
39 collisions were rear-end collisions out of 53 total collisions. A majority of collisions occurred during the day in clear and dry conditions.
3. Mormon Trek Boulevard & Melrose Avenue Iowa City
23 collisions were rear-end collisions and 8 collisions were angle-left turn collisions. This accounts for 31 out of 40 total collisions. Most of the collisions occurred during the day in clear and dry conditions.
4. Highway 6 & Boyrum Street Iowa City
27 collisions were rear-end collisions out of 36 total collisions. Most collisions occurred during the day, and mainly under clear and dry conditions.
5. Coral Ridge Avenue & Commerce Drive Coralville
32 collisions were rear-end collisions and 6 were broadside collisions. This accounts for 38 out of 42 collisions. Most collisions occurred during the day in clear and dry conditions
5. 2nd Street & 1st Avenue Coralville
30 collisions were rear-end collisions out of 39 total collisions. Most of the collisions occurred during the day in clear and dry conditions.
7. W Burlington Street/Grand Avenue & S Riverside Drive Iowa City
37 collisions were rear-end collisions out of 40 total collisions. A majority of the collisions occurred during the day in clear and dry conditions.
8. E Burlington Street & S Gilbert Street Iowa City
24 collisions were rear-end and 4 were angle-left turn collisions. This accounts for 28 out of 35 total collisions. Most of the collisions occurred during the day in clear and dry conditions.
8. E/W Burlington Street & Madison Street Iowa City
24 collisions were rear-end collisions out of 29 total collisions. Most of the collisions occurred during the day in clear and dry conditions.
10. Riverside Drive & Hawkins Drive Iowa City
28 collisions were rear-end collisions out of 31 total collisions. Most of the collisions occurred during the day in dry and cloudy conditions.

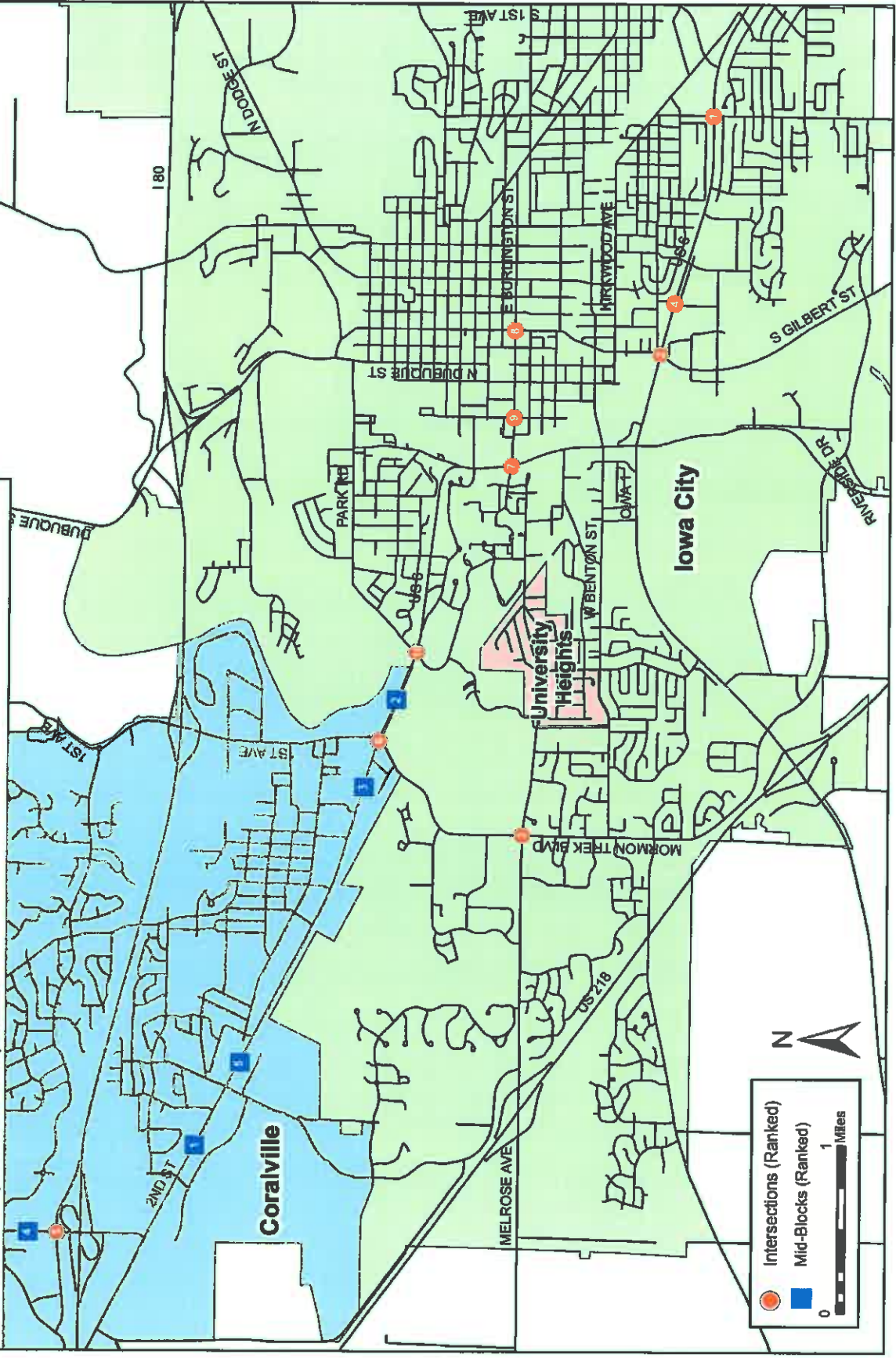
Analysis of 5 Highest Ranking Mid-block Locations

1. 2nd Street between 25th Avenue and 23rd Avenue Coralville
20 collisions were rear-end collisions and 19 collisions were broadside collisions. This accounts for 39 out of 47 total collisions. Most of the collisions occurred during the day in dry and mostly clear conditions.
2. 2nd Street between 1st Avenue and Hawkins Drive/Rocky Shore Drive Coralville
38 collisions were rear-end collisions out of 48 total collisions. A majority of the collisions occurred during the day in clear and dry conditions.
3. 2nd Street between 4th Avenue and 1st Avenue Coralville
20 collisions were rear-end collisions out of 31 total collisions. Most of the collisions occurred during the day in dry and mostly clear conditions.
4. Coral Ridge Avenue between Commerce Drive and Holiday Road/Heartland Drive Coralville
24 collisions were rear-end collisions out of 28 total collisions. A majority of the collisions occurred during the day in dry and clear conditions.
5. 2nd Street between Camp Cardinal Boulevard and 20th Avenue Coralville
20 collisions were rear-end collisions out of 28 total collisions. Most of the collisions occurred during the day in dry and clear conditions.

Highest Collision Locations for the Iowa City Urbanized Area 2013-2015



Source: Iowa Department of Transportation



Highest Intersection Collision Locations by Jurisdiction

Please refer to the Major Cause Summary for a comprehensive outline of collisions by jurisdiction.

Coralville

ID	Intersection Location	Intersection Rank
5	Coral Ridge Avenue & Commerce Drive	1
6	2 nd Street & 1 st Avenue	2
11	Coral Ridge Avenue & Holiday Road	3
13	2 nd Street & 25 th Avenue	4
14	Coral Ridge Avenue & Oakdale Boulevard	5

Iowa City

ID	Intersection Location	Intersection Rank
1	Highway 6 & Sycamore Street	1
2	Highway 6 & S Gilbert Street	2
3	Mormon Trek Boulevard & Melrose Avenue	3
4	Highway 6 & Boyrum Street	4
7	W Burlington St/Grand Avenue & S Riverside Drive	5
8	E Burlington Street & S Gilbert Street	5

North Liberty

ID	Intersection Location	Intersection Rank
23	Coral Ridge Ave/Hwy 965 & Forevergreen Road	1
79	Front Street & Cherry Street	2
88	Hwy 965 & Cherry Street	3
107	Penn Street & Community Drive	4
124	Penn Street & Kansas Avenue	5
125	Penn Street & Stewart Street/N Dubuque Street	5

Tiffin*

ID	Intersection Location	Intersection Rank
87	Highway 6 & Park Road	1
200	Highway 6 & Roberts Ferry Road	2
218	Highway 6 & N Deer View Avenue	3
243	Ireland Avenue & Village Drive	4

University Heights**

ID	Intersection Location	Intersection Rank
69	Melrose Avenue & Emerald Street	1
175	W Benton Street & Sunset Street	2

*Only four locations in the corporate limits of the City of Tiffin had 3 or more collisions between 2013-2015.

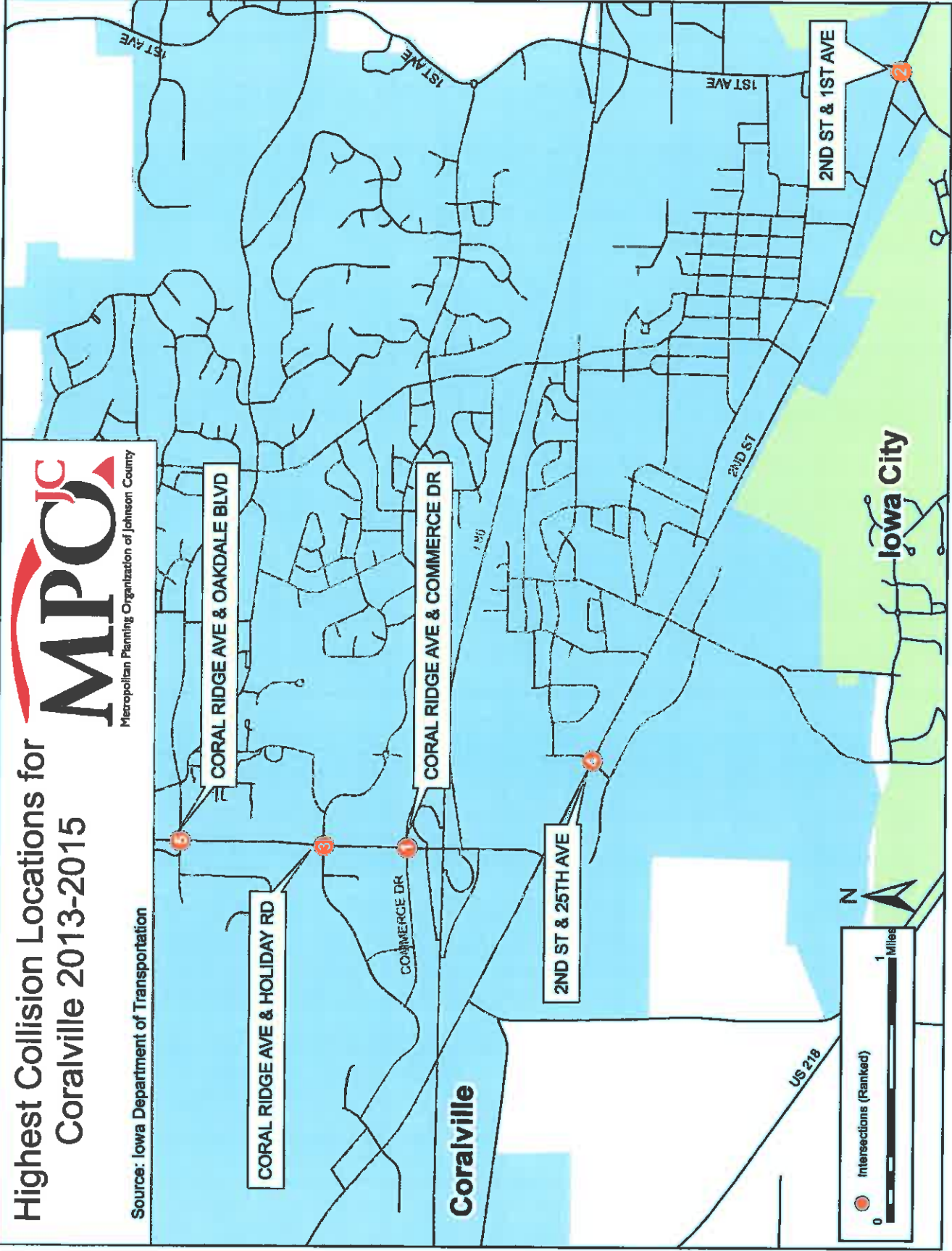
**Only two locations in the corporate limits of the City of University Heights had three or more collisions between 2013-2015.

ID signifies overall intersection rank within the urbanized area

Highest Collision Locations for Coralville 2013-2015

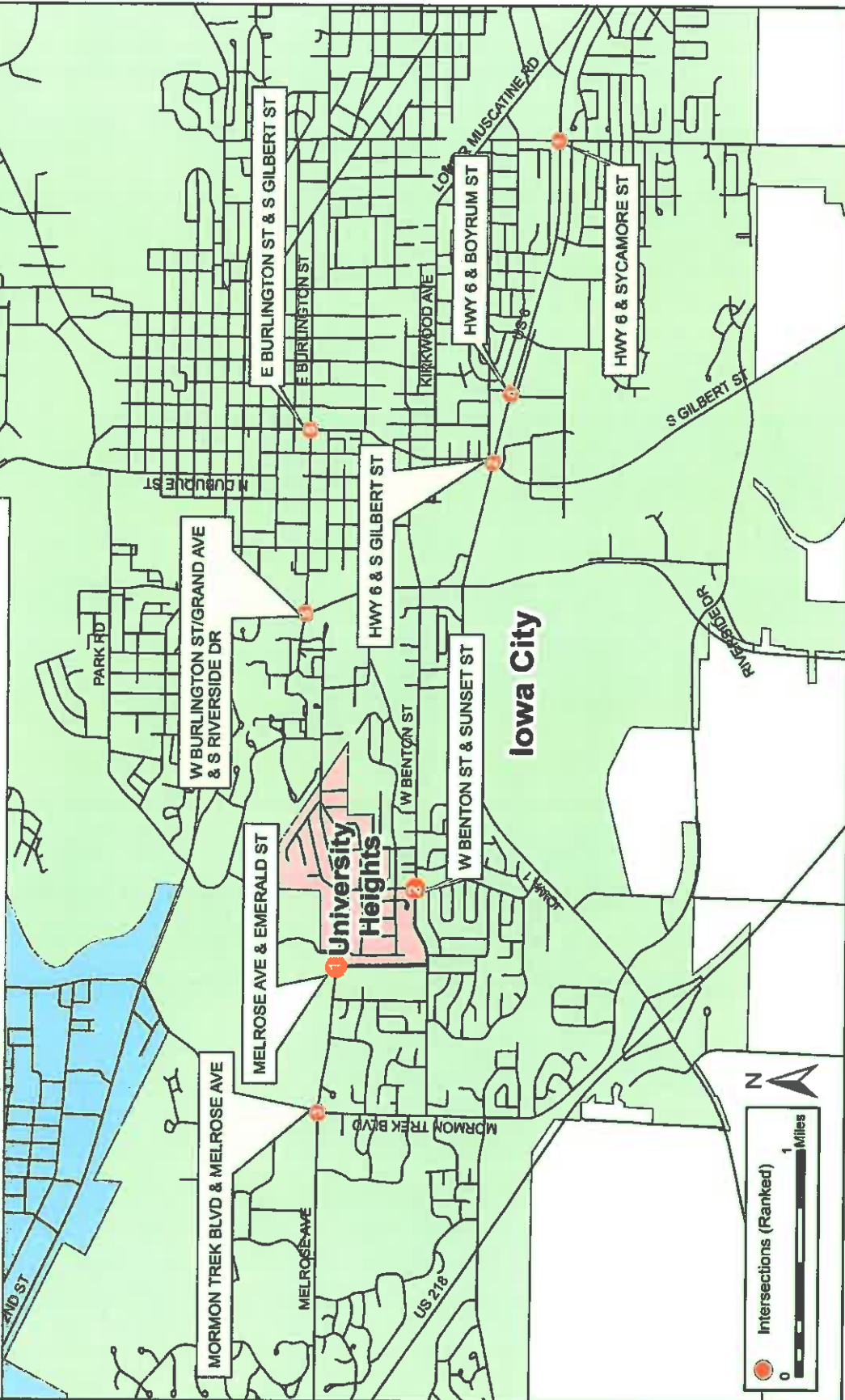


Source: Iowa Department of Transportation



Highest Collision Locations for Iowa City & University Heights 2013-2015

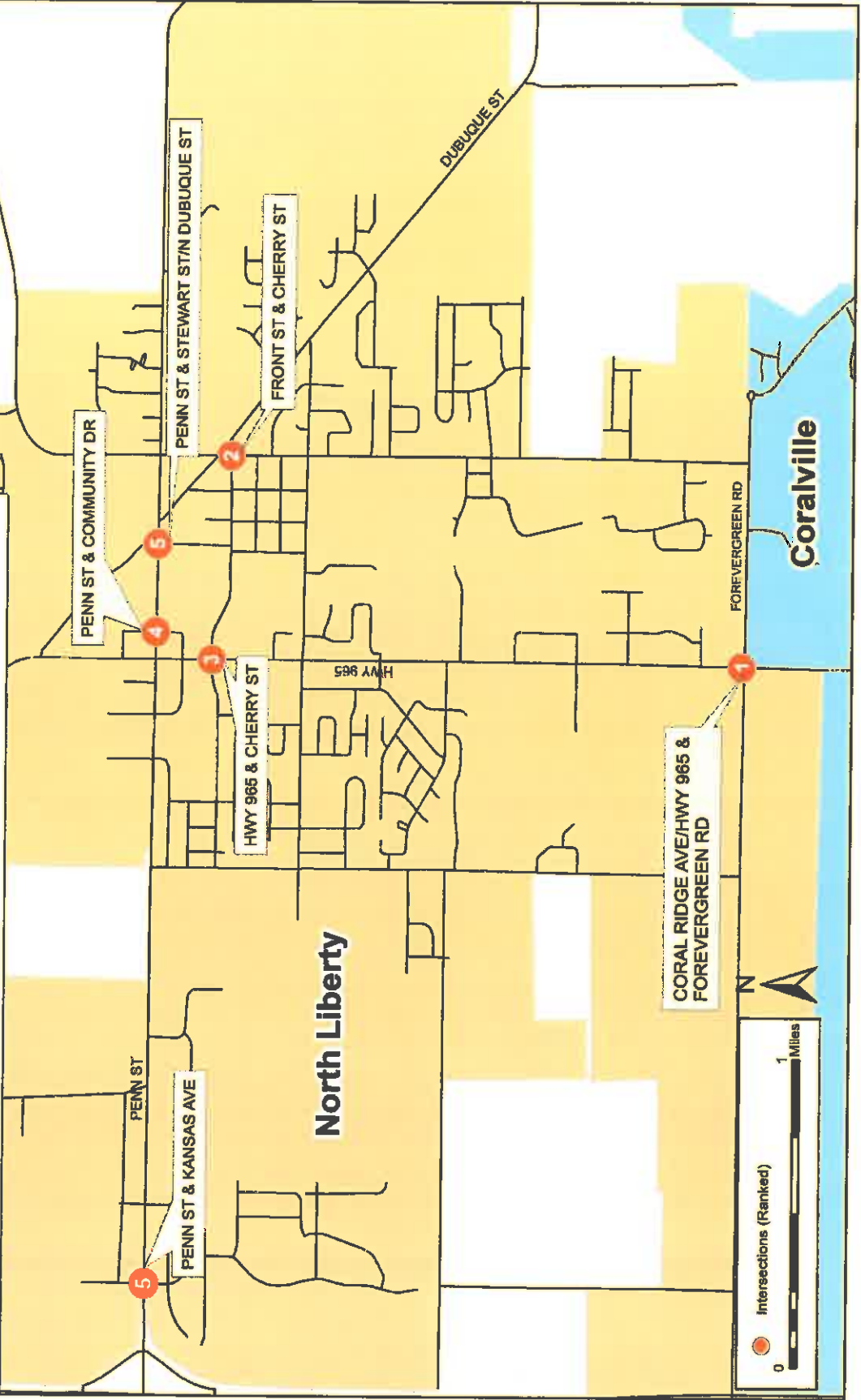
Source: Iowa Department of Transportation



Highest Collision Locations for North Liberty 2013-2015



Source: Iowa Department of Transportation



Highest Collision Locations for Tiffin 2013-2015



Source: Iowa Department of Transportation

North Liberty

Coralville

Tiffin

HWY 6 & ROBERTS FERRY RD

HWY 6 & DEER VIEW AVE

HWY 6 & PARK ROAD

IRELAND AVE & VILLAGE DR

2ND ST



Intersections (Ranked)



Top Three Major Causes of Collisions by Jurisdiction (2013-2015)

The City of Coralville (1,511 total):

- Followed Too Close (382)
- Other Improper Action* (218)
- Driving Too Fast for Conditions (182)

The City of Iowa City (3,872 total):

- Followed Too Close (799)
- Other Improper Action* (436)
- Driving Too Fast for Conditions (310)

The City of North Liberty (263 total):

- Followed Too Close (64)
- FTYROW** From Stop Sign (22)
- Driving Too Fast for Conditions (21)

The City of Tiffin (105 total)

- Animal (19)
- Followed Too Close (16)
- Driving Too Fast for Conditions (14)

The City of University Heights (13 total)

- Followed Too Close (2)
- FTYROW** From Driveway (2)
- Other Improper Action* (1)

* Other Improper Action: collisions that do not fit other categories

** FTYROW: Failure to Yield Right of Way

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Urbanized Area Major Cause Summary

2013-2015

 Iowa Department of Transportation	Major Cause Summary	Page: 1 of 1
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Analysis Years: 2013 (1894), 2014 (1894), 2015 (1894)

<p>Crash Summary:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Fatal</td><td style="text-align: right;">11</td></tr> <tr><td style="text-align: right;">Major Injury</td><td style="text-align: right;">65</td></tr> <tr><td style="text-align: right;">Minor Injury</td><td style="text-align: right;">460</td></tr> <tr><td style="text-align: right;">Possible/Unknown</td><td style="text-align: right;">777</td></tr> <tr><td style="text-align: right;">PDO</td><td style="text-align: right;">4451</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Crashes</td><td style="text-align: right;">5764</td></tr> </table>	Fatal	11	Major Injury	65	Minor Injury	460	Possible/Unknown	777	PDO	4451	Total Crashes	5764	<p>Injury Summary:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Fatal</td><td style="text-align: right;">12</td></tr> <tr><td style="text-align: right;">Major Injury</td><td style="text-align: right;">78</td></tr> <tr><td style="text-align: right;">Minor Injury</td><td style="text-align: right;">548</td></tr> <tr><td style="text-align: right;">Possible</td><td style="text-align: right;">940</td></tr> <tr><td style="text-align: right;">Unknown</td><td style="text-align: right;">65</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Injuries</td><td style="text-align: right;">1641</td></tr> </table>	Fatal	12	Major Injury	78	Minor Injury	548	Possible	940	Unknown	65	Total Injuries	1641	<p>Surface Condition Summary:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Dry</td><td style="text-align: right;">3887</td></tr> <tr><td style="text-align: right;">Wet</td><td style="text-align: right;">881</td></tr> <tr><td style="text-align: right;">Ice</td><td style="text-align: right;">246</td></tr> <tr><td style="text-align: right;">Snow</td><td style="text-align: right;">518</td></tr> <tr><td style="text-align: right;">Slush</td><td style="text-align: right;">80</td></tr> <tr><td style="text-align: right;">Sand/Dirt/Oil/Gravel</td><td style="text-align: right;">15</td></tr> <tr><td style="text-align: right;">Water</td><td style="text-align: right;">2</td></tr> <tr><td style="text-align: right;">Other</td><td style="text-align: right;">16</td></tr> <tr><td style="text-align: right;">Unknown</td><td style="text-align: right;">57</td></tr> <tr><td style="text-align: right;">Not Reported</td><td style="text-align: right;">67</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Crashes</td><td style="text-align: right;">5764</td></tr> </table>	Dry	3887	Wet	881	Ice	246	Snow	518	Slush	80	Sand/Dirt/Oil/Gravel	15	Water	2	Other	16	Unknown	57	Not Reported	67	Total Crashes	5764
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Other	16																																															
Unknown	57																																															
Not Reported	67																																															
Total Crashes	5764																																															
<p>TOT Property Damage: \$31,767,871</p> <p>AVG Property Damage: \$5,511</p>																																																

Major Cause Summary:

<ul style="list-style-type: none"> 184 Animal 172 Ran Traffic Signal 111 Ran Stop Sign 48 Crossed Centerline 24 FTYROW: At Uncontrolled Intersection 16 FTYROW: Making Right Turn on Red Signal 324 FTYROW: From Stop Sign 14 FTYROW: From Yield Sign 234 FTYROW: Making Left Turn 196 FTYROW: From Driveway 40 FTYROW: From Parked Position 44 FTYROW: To Pedestrian 153 FTYROW: Other (explain in narrative) 58 Traveling Wrong Way or on Wrong Side of Rd 528 Driving Too Fast for Conditions 48 Exceeded Authorized Speed 248 Made Improper Turn 69 Improper Lane Change 1263 Followed Too Close <li style="padding-left: 20px;">Disregarded Railroad Signal <li style="padding-left: 20px;">6 Disregarded Warning Sign 137 Operating Vehicle in Reckless/Aggressive Manner 	<ul style="list-style-type: none"> 31 Improper Backing 3 Illegally Parked/Unattended 154 Swerving/Evasive Action 24 Over-Correcting/Over-Steering 4 Downhill Runaway 8 Equipment Failure <li style="padding-left: 20px;">Separation of Units 103 Ran Off Road - Right 6 Ran Off Road - Straight 56 Ran Off Road - Left 222 Lost Control <li style="padding-left: 20px;">11 Inattentive/Distracted By: Passenger <li style="padding-left: 20px;">30 Inattentive/Distracted By: Use of Phone or Other <li style="padding-left: 20px;">19 Inattentive/Distracted By: Fallen Object <li style="padding-left: 20px;">7 Inattentive/Distracted By: Fatigued/Asleep 31 Other: Vision Obstructed <li style="padding-left: 20px;">1 Oversized Load/ Oversized Vehicle <li style="padding-left: 20px;">1 Cargo/Equipment Loss or Shift 681 Other: Other Improper Action 314 Unknown 103 Other: No Improper Action 43 None Indicated
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Selection Filter:

```
{(CITYNAME = 'Coralville' or CITYNAME = 'Iowa City' or CITYNAME = 'North Liberty' or CITYNAME = 'Tiffin' or CITYNAME = 'University Heights')} AND {(YEAR = 2013 or YEAR = 2014 or YEAR = 2015)}
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Analyst:	Notes:
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Major Cause Summary: Coralville

2013-2015

 Iowa Department of Transportation		Major Cause Summary Coralville		Report Date: 11/16/2016	
Analysis Years: 2013 [977], 2014 [884], 2015 [822]					
Crash Summary:		Injury Summary:		Surface Condition Summary:	
Fatal	2	Fatal	2	Dry	992
Major Injury	14	Major Injury	19	Wet	233
Minor Injury	71	Minor Injury	84	Ice	87
Possible/Unknown	205	Possible	251	Snow	153
PDO	1219	Unknown	12	Slush	9
Total Crashes	1511	Total Injuries	368	Sand/Dirt/Oil/Gravel	3
TOT Property Damage: \$9,798,687 AVG Property Damage: \$6,485				Water	2
				Other	4
				Unknown	4
				Not Reported	24
				Total Crashes	1511
Major Cause Summary:					
59 Animal 24 Ran Traffic Signal 29 Ran Stop Sign 17 Crossed Centerline 5 FTYROW: At Uncontrolled Intersection 5 FTYROW: Making Right Turn on Red Signal 42 FTYROW: From Stop Sign 3 FTYROW: From Yield Sign 54 FTYROW: Making Left Turn 62 FTYROW: From Driveway 2 FTYROW: From Parked Position 2 FTYROW: To Pedestrian 46 FTYROW: Other (explain in narrative) 12 Traveling Wrong Way or on Wrong Side of Rd 182 Driving Too Fast for Conditions 9 Exceeded Authorized Speed 40 Made Improper Turn 25 Improper Lane Change 382 Followed Too Close Disregarded Railroad Signal 1 Disregarded Warning Sign 13 Operating Vehicle in Reckless/Aggressive Manner					
5 Improper Backing 1 Illegally Parked/Unattended 56 Swerving/Evasive Action 1 Over-Correcting/Over-Steering 2 Downhill Runaway 4 Equipment Failure Separation of Units 19 Ran Off Road - Right Ran Off Road - Straight 29 Ran Off Road - Left 87 Lost Control 3 Inattentive/Distracted By: Passenger 6 Inattentive/Distracted By: Use of Phone or Other 4 Inattentive/Distracted By: Fallen Object 3 Inattentive/Distracted By: Fatigued/Asleep 1 Other: Vision Obstructed Oversized Load/ Oversized Vehicle Cargo/Equipment Loss or Shift 218 Other: Other Improper Action 51 Unknown 14 Other: No Improper Action 11 None Indicated					
Selection Filter: ((CITYNAME = 'Coralville')) AND ((YEAR = 2013 or YEAR = 2014 or YEAR = 2015))					
Analyst:		Notes:			

Major Cause Summary: Iowa City

2013-2015

 Iowa Department of Transportation	<h3>Major Cause Summary</h3> <p>Iowa City</p>	Report Generated: 7/14/2016
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Analysis Years: 2013 (13577), 2014 (13886), 2015 (13777)

Crash Summary: <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Fatal</td><td style="text-align: right;">6</td></tr> <tr><td style="text-align: right;">Major Injury</td><td style="text-align: right;">44</td></tr> <tr><td style="text-align: right;">Minor Injury</td><td style="text-align: right;">360</td></tr> <tr><td style="text-align: right;">Possible/Unknown</td><td style="text-align: right;">507</td></tr> <tr><td style="text-align: right;">PDO</td><td style="text-align: right;">2955</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Crashes</td><td style="text-align: right;">3872</td></tr> </table>	Fatal	6	Major Injury	44	Minor Injury	360	Possible/Unknown	507	PDO	2955	Total Crashes	3872	Injury Summary: <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Fatal</td><td style="text-align: right;">6</td></tr> <tr><td style="text-align: right;">Major Injury</td><td style="text-align: right;">47</td></tr> <tr><td style="text-align: right;">Minor Injury</td><td style="text-align: right;">427</td></tr> <tr><td style="text-align: right;">Possible</td><td style="text-align: right;">605</td></tr> <tr><td style="text-align: right;">Unknown</td><td style="text-align: right;">48</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Injuries</td><td style="text-align: right;">1133</td></tr> </table>	Fatal	6	Major Injury	47	Minor Injury	427	Possible	605	Unknown	48	Total Injuries	1133	Surface Condition Summary: <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Dry</td><td style="text-align: right;">2628</td></tr> <tr><td style="text-align: right;">Wet</td><td style="text-align: right;">596</td></tr> <tr><td style="text-align: right;">Ice</td><td style="text-align: right;">136</td></tr> <tr><td style="text-align: right;">Snow</td><td style="text-align: right;">334</td></tr> <tr><td style="text-align: right;">Slush</td><td style="text-align: right;">69</td></tr> <tr><td style="text-align: right;">Sand/Dirt/Oil/Gravel</td><td style="text-align: right;">10</td></tr> <tr><td style="text-align: right;">Water</td><td style="text-align: right;">-</td></tr> <tr><td style="text-align: right;">Other</td><td style="text-align: right;">10</td></tr> <tr><td style="text-align: right;">Unknown</td><td style="text-align: right;">33</td></tr> <tr><td style="text-align: right;">Not Reported</td><td style="text-align: right;">36</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Crashes</td><td style="text-align: right;">3872</td></tr> </table>	Dry	2628	Wet	596	Ice	136	Snow	334	Slush	69	Sand/Dirt/Oil/Gravel	10	Water	-	Other	10	Unknown	33	Not Reported	36	Total Crashes	3872
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Other	10																																															
Unknown	33																																															
Not Reported	36																																															
Total Crashes	3872																																															
TOT Property Damage: \$16,789,215 AVG Property Damage: \$4,851																																																

Major Cause Summary:	
<ul style="list-style-type: none"> 107 Animal 142 Ran Traffic Signal 60 Ran Stop Sign 29 Crossed Centerline 19 FTYROW: At Uncontrolled Intersection 11 FTYROW: Making Right Turn on Red Signal 256 FTYROW: From Stop Sign 9 FTYROW: From Yield Sign 161 FTYROW: Making Left Turn 124 FTYROW: From Driveway 38 FTYROW: From Parked Position 41 FTYROW: To Pedestrian 101 FTYROW: Other (explain in narrative) 42 Traveling Wrong Way or on Wrong Side of Rd 310 Driving Too Fast for Conditions 30 Exceeded Authorized Speed 198 Made Improper Turn 41 Improper Lane Change 799 Followed Too Close <li style="padding-left: 20px;">Disregarded Railroad Signal 5 Disregarded Warning Sign 116 Operating Vehicle in Reckless/Aggressive Manner 	<ul style="list-style-type: none"> 25 Improper Backing 2 Illegally Parked/Unattended 71 Swerving/Evasive Action 21 Over-Correcting/Over-Steering 2 Downhill Runaway 3 Equipment Failure <li style="padding-left: 20px;">Separation of Units 72 Ran Off Road - Right 6 Ran Off Road - Straight 27 Ran Off Road - Left 119 Lost Control 6 Inattentive/Distracted By: Passenger 21 Inattentive/Distracted By: Use of Phone or Other 13 Inattentive/Distracted By: Fallen Object 3 Inattentive/Distracted By: Fatigued/Asleep 30 Other: Vision Obstructed <li style="padding-left: 20px;">1 Oversized Load/ Oversized Vehicle <li style="padding-left: 20px;">1 Cargo/Equipment Loss or Shift 436 Other: Other Improper Action 239 Unknown 26 Other: No Improper Action 32 None Indicated

Selection Filter:
 {{CITYNAME = 'Iowa City'}} AND {{YEAR = 2013 or YEAR = 2014 or YEAR = 2015}}

Analyst:	Notes:
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Major Cause Summary: North Liberty

2013-2015

 Iowa Department of Transportation	<h3>Major Cause Summary</h3> <p>North Liberty</p>	Report Number: 1-14-2016
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Analysis Years: 2013 (13), 2014 (14), 2015 (15)

Crash Summary: <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Fatal</td><td style="text-align: right;">2</td></tr> <tr><td style="text-align: right;">Major Injury</td><td style="text-align: right;">4</td></tr> <tr><td style="text-align: right;">Minor Injury</td><td style="text-align: right;">18</td></tr> <tr><td style="text-align: right;">Possible/Unknown</td><td style="text-align: right;">52</td></tr> <tr><td style="text-align: right;">PDO</td><td style="text-align: right;">187</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Crashes</td><td style="text-align: right;">263</td></tr> </table>	Fatal	2	Major Injury	4	Minor Injury	18	Possible/Unknown	52	PDO	187	Total Crashes	263	Injury Summary: <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Fatal</td><td style="text-align: right;">2</td></tr> <tr><td style="text-align: right;">Major Injury</td><td style="text-align: right;">7</td></tr> <tr><td style="text-align: right;">Minor Injury</td><td style="text-align: right;">22</td></tr> <tr><td style="text-align: right;">Possible</td><td style="text-align: right;">62</td></tr> <tr><td style="text-align: right;">Unknown</td><td style="text-align: right;">2</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Injuries</td><td style="text-align: right;">95</td></tr> </table>	Fatal	2	Major Injury	7	Minor Injury	22	Possible	62	Unknown	2	Total Injuries	95	Surface Condition Summary: <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Dry</td><td style="text-align: right;">188</td></tr> <tr><td style="text-align: right;">Wet</td><td style="text-align: right;">40</td></tr> <tr><td style="text-align: right;">Ice</td><td style="text-align: right;">16</td></tr> <tr><td style="text-align: right;">Snow</td><td style="text-align: right;">15</td></tr> <tr><td style="text-align: right;">Slush</td><td style="text-align: right;">1</td></tr> <tr><td style="text-align: right;">Sand/Dirt/Oil/Gravel</td><td style="text-align: right;">1</td></tr> <tr><td style="text-align: right;">Water</td><td style="text-align: right;">-</td></tr> <tr><td style="text-align: right;">Other</td><td style="text-align: right;">1</td></tr> <tr><td style="text-align: right;">Unknown</td><td style="text-align: right;">-</td></tr> <tr><td style="text-align: right;">Not Reported</td><td style="text-align: right;">1</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Crashes</td><td style="text-align: right;">263</td></tr> </table>	Dry	188	Wet	40	Ice	16	Snow	15	Slush	1	Sand/Dirt/Oil/Gravel	1	Water	-	Other	1	Unknown	-	Not Reported	1	Total Crashes	263
Fatal	2																																															
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Water	-																																															
Other	1																																															
Unknown	-																																															
Not Reported	1																																															
Total Crashes	263																																															
TOT Property Damage: \$1,860,866 AVG Property Damage: \$7,074																																																


Major Cause Summary:	
<ul style="list-style-type: none"> 4 Animal 6 Ran Traffic Signal 6 Ran Stop Sign 2 Crossed Centerline FTYROW: At Uncontrolled Intersection FTYROW: Making Right Turn on Red Signal 22 FTYROW: From Stop Sign 2 FTYROW: From Yield Sign 18 FTYROW: Making Left Turn 6 FTYROW: From Driveway 2 FTYROW: From Parked Position 1 FTYROW: To Pedestrian 4 FTYROW: Other (explain in narrative) 4 Traveling Wrong Way or on Wrong Side of Rd 21 Driving Too Fast for Conditions 3 Exceeded Authorized Speed 5 Made Improper Turn 1 Improper Lane Change 64 Followed Too Close Disregarded Railroad Signal Disregarded Warning Sign 6 Operating Vehicle in Reckless/Aggressive Manner 	<ul style="list-style-type: none"> Improper Backing Illegally Parked/Unattended 16 Swerving/Evasive Action 1 Over-Correcting/Over-Steering Downhill Runaway Equipment Failure Separation of Units 7 Ran Off Road - Right Ran Off Road - Straight 2 Ran Off Road - Left 8 Lost Control 2 Inattentive/Distracted By: Passenger 3 Inattentive/Distracted By: Use of Phone or Other 2 Inattentive/Distracted By: Fallen Object Inattentive/Distracted By: Fatigued/Asleep Other: Vision Obstructed Oversized Load/ Oversized Vehicle Cargo/Equipment Loss or Shift 21 Other: Other Improper Action 18 Unknown 2 Other: No Improper Action None Indicated

Selection Filter:
 ((CITYNAME = 'North Liberty')) AND ((YEAR = 2013 or YEAR = 2014 or YEAR = 2015))

Analyst:	Notes:
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Major Cause Summary: Tiffin

2013-2015

		<h3>Major Cause Summary</h3> <p>Tiffin</p>		Report Date: 1/26/2016		
Analysis Years: 2013 (25), 2014 (27), 2015 (43)						
Crash Summary:		Injury Summary:		Surface Condition Summary:		
Fatal 1 Major Injury 3 Minor Injury 11 Possible/Unknown 12 PDO 78 <hr/> Total Crashes 105	Fatal 2 Major Injury 5 Minor Injury 15 Possible 20 Unknown 1 <hr/> Total Injuries 43	Dry 70 Wet 12 Ice 6 Snow 10 Slush 1 Sand/Dirt/Oil/Gravel 1 Water - Other - Unknown - Not Reported 5 <hr/> Total Crashes 105				
TOT Property Damage: \$1,270,403 AVG Property Damage: \$12,099						
Major Cause Summary:						
<table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <ul style="list-style-type: none"> 19 Animal <ul style="list-style-type: none"> Ran Traffic Signal 2 Ran Stop Sign <ul style="list-style-type: none"> Crossed Centerline FTYROW: At Uncontrolled Intersection FTYROW: Making Right Turn on Red Signal 4 FTYROW: From Stop Sign <ul style="list-style-type: none"> FTYROW: From Yield Sign 1 FTYROW: Making Left Turn 2 FTYROW: From Driveway 1 FTYROW: From Parked Position <ul style="list-style-type: none"> FTYROW: To Pedestrian 1 FTYROW: Other (explain in narrative) <ul style="list-style-type: none"> Traveling Wrong Way or on Wrong Side of Rd 14 Driving Too Fast for Conditions <ul style="list-style-type: none"> 1 Exceeded Authorized Speed 1 Made Improper Turn 2 Improper Lane Change 16 Followed Too Close <ul style="list-style-type: none"> Disregarded Railroad Signal Disregarded Warning Sign 2 Operating Vehicle in Reckless/Aggressive Manner </td> <td style="vertical-align: top; width: 50%;"> <ul style="list-style-type: none"> Improper Backing <ul style="list-style-type: none"> Illegally Parked/Unattended 10 Swerving/Evasive Action <ul style="list-style-type: none"> 1 Over-Correcting/Over-Steering Downhill Runaway 1 Equipment Failure <ul style="list-style-type: none"> Separation of Units 5 Ran Off Road - Right <ul style="list-style-type: none"> Ran Off Road - Straight 4 Ran Off Road - Left 7 Lost Control <ul style="list-style-type: none"> Inattentive/Distracted By: Passenger Inattentive/Distracted By: Use of Phone or Other Inattentive/Distracted By: Fallen Object Inattentive/Distracted By: Fatigued/Asleep Other: Vision Obstructed Oversized Load/ Oversized Vehicle Cargo/Equipment Loss or Shift 5 Other: Other Improper Action 6 Unknown <ul style="list-style-type: none"> Other: No Improper Action None Indicated </td> </tr> </table>					<ul style="list-style-type: none"> 19 Animal <ul style="list-style-type: none"> Ran Traffic Signal 2 Ran Stop Sign <ul style="list-style-type: none"> Crossed Centerline FTYROW: At Uncontrolled Intersection FTYROW: Making Right Turn on Red Signal 4 FTYROW: From Stop Sign <ul style="list-style-type: none"> FTYROW: From Yield Sign 1 FTYROW: Making Left Turn 2 FTYROW: From Driveway 1 FTYROW: From Parked Position <ul style="list-style-type: none"> FTYROW: To Pedestrian 1 FTYROW: Other (explain in narrative) <ul style="list-style-type: none"> Traveling Wrong Way or on Wrong Side of Rd 14 Driving Too Fast for Conditions <ul style="list-style-type: none"> 1 Exceeded Authorized Speed 1 Made Improper Turn 2 Improper Lane Change 16 Followed Too Close <ul style="list-style-type: none"> Disregarded Railroad Signal Disregarded Warning Sign 2 Operating Vehicle in Reckless/Aggressive Manner 	<ul style="list-style-type: none"> Improper Backing <ul style="list-style-type: none"> Illegally Parked/Unattended 10 Swerving/Evasive Action <ul style="list-style-type: none"> 1 Over-Correcting/Over-Steering Downhill Runaway 1 Equipment Failure <ul style="list-style-type: none"> Separation of Units 5 Ran Off Road - Right <ul style="list-style-type: none"> Ran Off Road - Straight 4 Ran Off Road - Left 7 Lost Control <ul style="list-style-type: none"> Inattentive/Distracted By: Passenger Inattentive/Distracted By: Use of Phone or Other Inattentive/Distracted By: Fallen Object Inattentive/Distracted By: Fatigued/Asleep Other: Vision Obstructed Oversized Load/ Oversized Vehicle Cargo/Equipment Loss or Shift 5 Other: Other Improper Action 6 Unknown <ul style="list-style-type: none"> Other: No Improper Action None Indicated
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Selection Filter: ((CITYNAME = 'Tiffin')) AND ((YEAR = 2013 OR YEAR = 2014 OR YEAR = 2015))						
Analysis:		Notes:				

Major Cause Summary: University Heights

2013-2015

 Iowa Department of Transportation	<h3 style="margin: 0;">Major Cause Summary</h3> <p style="margin: 0;">University Heights</p>	Page: 0001 of 0002
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Analysis Years: 2013 (2), 2014 (8), 2015 (3)

<p>Crash Summary:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Fatal</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: right;">Major Injury</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: right;">Minor Injury</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: right;">Possible/Unknown</td><td style="text-align: center;">1</td></tr> <tr><td style="text-align: right;">PDO</td><td style="text-align: center;">12</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Crashes</td><td style="text-align: center;">13</td></tr> </table>	Fatal	-	Major Injury	-	Minor Injury	-	Possible/Unknown	1	PDO	12	Total Crashes	13	<p>Injury Summary:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Fatal</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: right;">Major Injury</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: right;">Minor Injury</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: right;">Possible</td><td style="text-align: center;">2</td></tr> <tr><td style="text-align: right;">Unknown</td><td style="text-align: center;">-</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Injuries</td><td style="text-align: center;">2</td></tr> </table>	Fatal	-	Major Injury	-	Minor Injury	-	Possible	2	Unknown	-	Total Injuries	2	<p>Surface Condition Summary:</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: right;">Dry</td><td style="text-align: center;">3</td></tr> <tr><td style="text-align: right;">Wet</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: right;">Ice</td><td style="text-align: center;">1</td></tr> <tr><td style="text-align: right;">Snow</td><td style="text-align: center;">1</td></tr> <tr><td style="text-align: right;">Slush</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: right;">Sand/Dirt/Oil/Gravel</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: right;">Water</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: right;">Other</td><td style="text-align: center;">1</td></tr> <tr><td style="text-align: right;">Unknown</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: right;">Not Reported</td><td style="text-align: center;">1</td></tr> <tr style="border-top: 1px solid black;"><td style="text-align: right;">Total Crashes</td><td style="text-align: center;">13</td></tr> </table>	Dry	3	Wet	-	Ice	1	Snow	1	Slush	-	Sand/Dirt/Oil/Gravel	-	Water	-	Other	1	Unknown	-	Not Reported	1	Total Crashes	13
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Dry	3																																															
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Water	-																																															
Other	1																																															
Unknown	-																																															
Not Reported	1																																															
Total Crashes	13																																															
<p>TOT Property Damage: \$65,000</p> <p>AVG Property Damage: \$4,231</p>																																																

- Major Cause Summary:**
- | | |
|---|---|
| <ul style="list-style-type: none"> 1 Animal <ul style="list-style-type: none"> Ran Traffic Signal Ran Stop Sign Crossed Centerline FTYROW: At Uncontrolled Intersection FTYROW: Making Right Turn on Red Signal FTYROW: From Stop Sign FTYROW: From Yield Sign FTYROW: Making Left Turn 2 FTYROW: From Driveway <ul style="list-style-type: none"> FTYROW: From Parked Position FTYROW: To Pedestrian 1 FTYROW: Other (explain in narrative) <ul style="list-style-type: none"> Traveling Wrong Way or on Wrong Side of Rd 1 Driving Too Fast for Conditions <ul style="list-style-type: none"> Exceeded Authorized Speed Made Improper Turn Improper Lane Change 2 Followed Too Close <ul style="list-style-type: none"> Disregarded Railroad Signal Disregarded Warning Sign Operating Vehicle in Reckless/Aggressive Manner | <ul style="list-style-type: none"> 1 Improper Backing <ul style="list-style-type: none"> Illegally Parked/Unattended 1 Swerving/Evasive Action <ul style="list-style-type: none"> Over-Correcting/Over-Steering Downhill Runaway Equipment Failure Separation of Units Ran Off Road - Right Ran Off Road - Straight Ran Off Road - Left 1 Lost Control <ul style="list-style-type: none"> Inattentive/Distracted By: Passenger Inattentive/Distracted By: Use of Phone or Other Inattentive/Distracted By: Fallen Object 1 Inattentive/Distracted By: Fatigued/Asleep <ul style="list-style-type: none"> Other: Vision Obstructed Oversized Load/ Oversized Vehicle Cargo/Equipment Loss or Shift 1 Other: Other Improper Action <ul style="list-style-type: none"> Unknown 1 Other: No Improper Action <ul style="list-style-type: none"> None Indicated |
|---|---|

Selection Filter:
 {(CITYNAME = 'University Heights')} AND {(YEAR = 2013 or YEAR = 2014 or YEAR = 2015)}

Analyst:	Notes:
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Potential Countermeasures

Collision Pattern	Probable Cause	General Countermeasure
Right angle collisions at unsignalized intersections	Restricted sight distance	Remove sight obstructions Restrict parking near corners Install/improve street lighting Reduce speed approaches* Install signals [see MUTCD] Install stop signs [see MUTCD] Install warning signs [see MUTCD] Install yield signs [see MUTCD] Channelize intersections
	Large total intersection volume	Install signals [see MUTCD] Reroute through traffic
	High approach speed	Reduce speed limit on approaches* Install rumble strips
	Roadway design inadequate	Widen lanes Change from angle to parallel parking Prohibit parking Reroute through traffic
Rear end collisions at unsignalized intersections	Pedestrian crossing	Install/improve signing or marking of pedestrian crosswalk Relocate crosswalk
	Driver not aware of intersection	Install/improve warning signs
	Slippery surface	Overlay pavement Provide adequate drainage Groove pavement Reduce speed limit on approaches* Provide "SLIPPERY WHEN WET" signs
	Large number of turning vehicles	Create Left- or right-turn lanes Prohibit turns Increase curb radii

*Spot speed study should be conducted to justify speed limit reduction

Potential Countermeasures

Collision Pattern	Probable Cause	General Countermeasure
Rear end collisions at signalized intersections	Poor visibility of signals	Install / improve advance warning devices Install overhead signals Install 12" signal lenses [see MUTCD] Install visors Install backplates Relocate signals Add additional signal heads Remove obstacles Reduce speed limits on approaches* Adjust amber phase Provide progression through a set of signalized intersections
	Inadequate signal timing	
Fixed object collisions and/or vehicles running off roadway	Slippery surface	Overlay pavement Provide adequate drainage Groove pavement Reduce speed limit on approaches* Provide "SLIPPERY WHEN WET" signs
	Roadway design inadequate for traffic conditions	Widen lanes Relocate islands Close curb lane
	Poor delineation	Improve / install pavement markings Install roadside delineators Install advance warning devices
Sideswipe collisions between vehicles traveling opposite directions or head-on collisions	Roadway design inadequate for traffic conditions	Improve / install pavement markings Channelize intersections Create one-way streets Remove constrictions such as parked vehicles Install median divider Widen lanes
Collisions between vehicles traveling in same direction such as sideswipe, turning, or lane changing	Roadway design inadequate for traffic conditions	Widen lanes Channelize intersections Provide turning bays Install/improve parking lane lines Remove parking
Collisions with parked cars or cars being parked	Large parking turnover	Prohibit parking Change from angle to parallel parking Reroute through traffic Create one-way streets Create off-street parking Reduce speed limit*

*Spot speed study should be conducted to justify speed limit reduction

Potential Countermeasures

Collision Pattern	Probable Cause	General Countermeasure
Right angle collisions at signalized intersections	Poor visibility of signals	Install/improve advance warning devices Install overhead signals Install 12" signal lenses [see MUTCD] Install visors Install backplates Improve location of signal heads Add additional signal heads Reduce speed limits on approaches*
	Inadequate signal timing	Adjust amber phase Provide all-red clearance phase Add multi-dial controller Install signal actuation Re-time signals Provide progression through a set of signalized intersections
Left-turn collisions at intersections	Large volume of left turns	Provide left turn signal phase Prohibit left turns Reroute left turn traffic Channelize intersections Install stop signs [see MUTCD] Create one-way streets
	Restricted sight distance	Remove obstacles Install warning signs Reduce speed limit on approaches*
Fixed-object collisions	Object near traveled way	Remove obstacles near roadway Install barrier curbing Install breakaway feature to light poles, sign posts, etc. Project objects with guardrails
	Pedestrian crossings	Install/improve signing or markings of pedestrian crosswalks Provide pedestrian "WALK" phase
	Slipper surface	Overlay pavement Provide adequate drainage Groove pavement Reduce speed limit on approaches* Provide "SLIPPERY WHEN WET" signs
	Unwarranted signals	Remove signals [see MUTCD]
	Large turning volumes	Create left- or right-turn lanes Prohibit turns Increase curb radii
Night collisions	Poor visibility	Install/improve street lighting Install/improve delineation markings Install/improve warning signs
Wet pavement collisions	Slippery pavement	Overlay with skid-resistant surface Provide adequate drainage Groove existing pavement Reduce speed limit* Provide "SLIPPERY WHEN WET" signs

*Spot speed study should be conducted to justify speed limit reduction

Per Capita Collision Comparisons

The following table has been included to show the total number of collisions, per person, in the Iowa City metro area as compared to the selected Metropolitan Planning Organizations in Iowa. The Cedar Rapids metro area had the fewest crashes, per capita, followed by Iowa City. The Iowa City metro area averaged 0.0538 crashes per capita from 2013-2015. The Waterloo and Dubuque metro areas had the highest rates, with 0.0758 and 0.0759 collisions per capita.

Location	2010 Population	2013-2015 Collisions	Collisions Per Capita	Collisions Per 1,000 Persons
Iowa City, MPO	106,621	5,764	0.0538	53.8
Ames, MPO	60,438	3,433	0.0568	56.8
Cedar Rapids, MPO	177,844	8,683	0.0488	48.8
Dubuque, MPO	64,642	4,909	0.0759	75.9
Waterloo, MPO	113,418	6,558	0.0578	57.8

Source: US Census, 2010 (population) and Iowa DOT Crash Mapping Analysis Tool

Appendix A

Complete Intersection and Mid-Block Ranking Tables

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Intersection Rankings

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ID	Jurisdiction	Road 1	Road 2	Total No. of Collisions	Collision Points	Severity Points	Crash Rate	Crash Rate Points	Combined Score	Intersection Rank
1	Iowa City	Highway 6	Sycamore Street	40	15	15	10	2.33	13.75	1
2	Iowa City	Highway 6	S Gilbert Street	53	15	15	7	1.73	13	2
3	Iowa City	Mormon Trek Boulevard	Meirose Avenue	40	15	13	5	1.18	11.5	3
4	Iowa City	Highway 6	Boyrum Street	36	15	10	10	2.30	11.25	4
5	Coralville	Coral Ridge Avenue	Commerce Drive	42	15	11	5	1.21	10.5	5
6	Coralville	2nd Street	1st Avenue	39	15	11	5	1.04	10.5	5
7	Iowa City	W Burlington St/Grand Ave	S Riverside Dr	40	15	11	4	0.79	10.25	7
8	Iowa City	E Burlington Street	S Gilbert Street	35	15	11	4	0.94	10.25	7
9	Iowa City	E/W Burlington Street	Madison Street	29	15	10	4	0.95	9.75	9
10	Iowa City	Riverside Drive	Hawkins Drive	31	15	9	5	1.20	9.5	10
11	Coralville	Coral Ridge Avenue	Holiday Road	27	14	7	9	2.23	9.25	11
12	Iowa City	S Riverside Drive	W Benton Street	28	14	9	4	0.99	9	12
13	Coralville	2nd Street	25th Avenue	24	12	6	8	1.78	8	13
14	Coralville	Coral Ridge Avenue	Oakdale Boulevard	21	11	6	8	1.87	7.75	14
15	Iowa City	Highway 6	Fair Meadows Boulevard	19	9	6	9	2.02	7.5	15
16	Coralville	2nd Street	Camp Cardinal Boulevard	22	11	7	4	0.79	7.25	16
17	Iowa City	Highway 1	Sunset Street	19	10	7	5	1.16	7.25	16
18	Iowa City	E Burlington Street	S Clinton Street	20	10	7	5	1.08	7.25	16
19	Iowa City	N Dubuque Street	I-80 EB Ramps	18	10	5	8	1.92	7	19
20	Coralville	2nd Street	10th Avenue	20	10	7	3	0.70	6.75	20
21	Iowa City	Highway 1/Highway 6	Riverside Drive	22	11	7	2	0.43	6.75	20
22	Iowa City	Lucas Street	E College Street	7	4	4	15	4.96	6.75	20
23	North Liberty	Coral Ridge Avenue	Forevergreen Road	20	10	6	4	0.99	6.5	23
24	Iowa City	Mormon Trek Boulevard	W Benton Street	20	10	6	4	0.92	6.5	23
25	Iowa City	S Riverside Drive	Myrtle Avenue	20	10	5	6	1.31	6.5	23
26	Iowa City	Westwinds Drive	Mormon Trek Boulevard	15	8	5	7	1.54	6.25	26
27	Coralville	2nd Street	2nd Ave	18	9	5	6	1.28	6.25	26
28	Iowa City	Mormon Trek Boulevard	Highway 1	19	10	5	5	1.02	6.25	26
29	Coralville	2nd Street	12th Avenue	17	9	6	3	0.64	6	29

ID	Jurisdiction	Road 1	Road 2	Total No. of Collisions	Collision Points	Severity Points	Crash Rate	Crash Rate Points	Combined Score	Intersection Rank
30	Iowa City	S Dubuque Street	E Prentiss Street	10	5	3	13	3.11	6	29
31	Iowa City	N Dodge Street	I-80 WB Ramps	14	7	6	5	1.18	6	29
32	Iowa City	Highway 6	Industrial Park Road	13	7	6	5	1.20	6	29
33	Iowa City	S 1st Avenue	E Court Street	17	9	5	4	0.82	5.75	33
34	Coralville	Coral Ridge Avenue	I-80 EB Ramps	18	9	5	3	0.71	5.5	34
35	Iowa City	Highway 1	I-80 SB Ramps	15	8	5	4	0.86	5.5	34
36	Iowa City	Keokuk Street	Highway 6	16	8	5	4	0.78	5.5	34
37	Iowa City	S 7th Avenue	Muscatine Avenue	11	6	4	8	1.82	5.5	34
38	Iowa City	Highway 6	S 1st Avenue	17	9	5	3	0.72	5.5	34
39	Coralville	Coral Ridge Avenue	2nd Street	15	8	5	3	0.67	5.25	39
40	Coralville	Oakdale Boulevard	Crosspark Road	7	4	3	11	2.69	5.25	39
41	Iowa City	S Gilbert Street	E Benton Street	11	6	5	5	1.19	5.25	39
42	Iowa City	Van Buren Street	Iowa Avenue	8	4	3	11	2.58	5.25	39
43	Iowa City	Dodge Street	Iowa Avenue	12	6	4	7	1.71	5.25	39
44	Iowa City	Riverside Drive	Iowa Avenue / Newton Rd	15	8	4	4	0.82	5	44
45	Iowa City	N Dubuque Street	Church Street	13	7	4	5	1.03	5	44
46	Iowa City	E Davenport Street	Center Street	3	1	2	15	4.61	5	44
47	Iowa City	S 1st Avenue	Muscatine Avenue	13	7	5	3	0.62	5	44
48	Iowa City	Highway 6	Heinz Road	11	6	5	4	0.91	5	44
49	Coralville	2nd Street	20th Avenue	16	8	4	3	0.58	4.75	49
50	Coralville	2nd Street	4th Avenue	15	8	4	3	0.56	4.75	49
51	Iowa City	S Gilbert Street	E Court Street	12	6	4	5	1.10	4.75	49
52	Iowa City	E Burlington Street	Johnson Street	10	5	5	4	0.83	4.75	49
53	Iowa City	S 1st Avenue	Friendship Street	11	6	4	5	1.23	4.75	49
54	Iowa City	N Dodge Street	I-80 EB Ramps	13	7	4	4	0.90	4.75	49
55	Coralville	2nd Street	6th Avenue	14	7	4	3	0.52	4.5	55
56	Coralville	1st Avenue	Oakdale Boulevard	9	5	3	7	1.75	4.5	55
57	Iowa City	W Benton Street	Greenwood Drive	9	5	4	5	1.15	4.5	55
58	Iowa City	E Burlington Street	S Dubuque Street	13	7	4	3	0.53	4.5	55
59	Iowa City	E Burlington Street	S Linn Street	13	7	4	3	0.74	4.5	55

ID	Jurisdiction	Road 1	Road 2	Total No. of Collisions	Collision Points	Severity Points	Crash Rate	Crash Rate Points	Combined Score	Intersection Rank
60	Iowa City	N Gilbert Street	Ronalds Street	3	1	1	15	6.97	4.5	55
61	Iowa City	N Gilbert Street	E Davenport Street	5	3	2	11	2.76	4.5	55
62	Iowa City	S Gilbert Street	Bowery Street	11	6	4	4	0.83	4.5	55
63	Iowa City	E Burlington Street	Dodge Street	13	7	4	3	0.53	4.5	55
64	Iowa City	Governor Street	E Jefferson Street	9	5	4	5	1.02	4.5	55
65	Iowa City	Church Street	Center Street	3	1	1	15	6.95	4.5	55
66	Iowa City	N Dodge Street	Northgate Drive	7	4	4	6	1.33	4.5	55
67	Iowa City	S Scott Boulevard	Muscatine Avenue	12	6	4	4	0.77	4.5	55
68	Iowa City	Independence Road	Liberty Drive	3	1	1	15	9.13	4.5	55
69	U Heights	Melrose Avenue	Emerald Street	10	5	3	6	1.32	4.25	69
70	Iowa City	Highway 1	Hudson Avenue	10	5	4	4	0.85	4.25	69
71	Iowa City	Highway 6	N Riverside Drive	14	7	4	2	0.48	4.25	69
72	Iowa City	N Dubuque Street	Park Road	14	7	4	2	0.50	4.25	69
73	Iowa City	S Gilbert Street	Kirkwood Avenue	13	7	4	2	0.45	4.25	69
74	Iowa City	N Gilbert Street	E Market Street	10	5	4	4	0.88	4.25	69
75	Iowa City	S Gilbert Street	E College Street	11	6	4	3	0.58	4.25	69
76	Iowa City	Kirkwood Avenue	Gilbert Court	9	5	3	6	1.43	4.25	69
77	Iowa City	Dodge Street	Bowery Street	11	6	4	3	0.71	4.25	69
78	Iowa City	Williams Street	Wayne Street	3	1	2	12	2.78	4.25	69
79	North Liberty	Front Street	Cherry Street	6	3	2	9	2.07	4	79
80	Coralville	Camp Cardinal Boulevard	James Street	4	2	1	12	2.94	4	79
81	Iowa City	Old Highway 218	McCollister Boulevard	9	5	4	3	0.65	4	79
82	Iowa City	E Burlington Street	S Capitol Street	9	5	4	3	0.69	4	79
83	Iowa City	N Gilbert Street	E Jefferson Street	10	5	4	3	0.75	4	79
84	Iowa City	S Gilbert Street	Iowa Avenue	9	5	3	5	1.13	4	79
85	Iowa City	S Gilbert Street	E Washington Street	10	5	4	3	0.66	4	79
86	Iowa City	E Burlington Street	Van Buren Street	11	6	3	4	0.98	4	79
87	Tiffin	Highway 6	Park Road	5	3	4	4	0.78	3.75	87
88	North Liberty	Hwy 965	Cherry Street	7	4	3	5	1.24	3.75	87
89	Iowa City	Mormon Trek Boulevard	Cameron Way	9	5	3	4	0.94	3.75	87

ID	Jurisdiction	Road 1	Road 2	Total No. of Collisions	Collision Points	Severity Points	Crash Rate	Crash Rate Points	Combined Score	Intersection Rank
90	Iowa City	Highway 6	Newton Road	9	5	3	4	0.82	3.75	87
91	Iowa City	W Benton Street	Miller Avenue	7	4	3	5	1.09	3.75	87
92	Iowa City	S Gilbert Street	Stevens Drive	8	4	3	5	1.05	3.75	87
93	Iowa City	Johnson Street	E Market Street	7	4	2	7	1.53	3.75	87
94	Iowa City	N Scott Boulevard	N Dodge Street	9	5	3	4	0.91	3.75	87
95	Iowa City	Melrose Avenue	Camp Cardinal Boulevard	8	4	3	4	0.80	3.5	95
96	Iowa City	Melrose Avenue	Hawkeye Park Road	7	4	3	4	0.83	3.5	95
97	Iowa City	Mormon Trek Boulevard	Rohret Road/Cae Drive	9	5	3	3	0.52	3.5	95
98	Coralville	1st Avenue	E 9th Street	11	6	3	2	0.47	3.5	95
99	Iowa City	Melrose Avenue	Melrose Place	7	4	3	4	0.80	3.5	95
100	Iowa City	Highway 1	Orchard Street	9	5	3	3	0.76	3.5	95
101	Iowa City	N Clinton Street	E Market Street	9	5	3	3	0.75	3.5	95
102	Iowa City	Summit Street	Kirkwood Avenue	8	4	3	4	0.80	3.5	95
103	Iowa City	S 7th Avenue	E Court Street	8	4	3	4	0.87	3.5	95
104	Iowa City	S 1st Avenue	Lower Muscatine Road	11	6	3	2	0.49	3.5	95
105	Iowa City	S Scott Boulevard	E Court Street	9	5	3	3	0.70	3.5	95
106	Coralville	2nd Street	Westcor Drive	7	4	2	5	1.15	3.25	106
107	North Liberty	Penn Street	Community Drive	5	3	2	6	1.38	3.25	106
108	Coralville	22nd Avenue	10th Street	7	4	2	5	1.17	3.25	106
109	Coralville	12th Avenue	10th Street	7	4	2	5	1.14	3.25	106
110	Coralville	1st Avenue	6th Street	9	5	3	2	0.34	3.25	106
111	Coralville	1st Avenue	5th Street	9	5	3	2	0.32	3.25	106
112	Iowa City	2nd Street	Valley Avenue	8	4	3	3	0.73	3.25	106
113	Iowa City	W Burlington Street	Front Street	7	4	3	3	0.57	3.25	106
114	Iowa City	N Dubuque Street	Foster Road	9	5	3	2	0.38	3.25	106
115	Iowa City	S Clinton Street	E Washington Street	8	4	3	3	0.63	3.25	106
116	Iowa City	S Dubuque Street	Iowa Avenue	7	4	3	3	0.55	3.25	106
117	Iowa City	S Linn Street	E Court Street	8	4	2	5	1.08	3.25	106
118	Iowa City	Johnson Street	Bowery Street	7	4	2	5	1.21	3.25	106
119	Iowa City	Dodge Street	E Jefferson Street	7	4	3	3	0.76	3.25	106

ID	Jurisdiction	Road 1	Road 2	Total No. of Collisions	Collision Points	Severity Points	Crash Rate	Crash Rate Points	Combined Score	Intersection Rank
120	Iowa City	Dodge Street	E College Street	7	4	2	5	1.08	3.25	106
121	Iowa City	Wayne Street	I Street	7	4	3	3	0.72	3.25	106
122	Iowa City	N Scott Boulevard	Lower West Branch Road	8	4	3	3	0.73	3.25	106
123	Iowa City	Highway 6	S Scott Boulevard	7	4	3	3	0.68	3.25	106
124	North Liberty	Penn Street	Kansas Avenue	6	3	2	5	1.23	3	124
125	North Liberty	Penn Street	Stewart St/ N Dubuque St	7	4	2	4	0.81	3	124
126	Coralville	23rd Avenue	10th Street	4	2	1	8	1.89	3	124
127	Iowa City	Melrose Avenue	Hawkins Drive	7	4	3	2	0.42	3	124
128	Iowa City	W Market Street	N Madison Street	5	3	3	3	0.63	3	124
129	Iowa City	E/W Benton Street	S Capitol Street	7	4	3	2	0.39	3	124
130	Iowa City	N Clinton Street	E Davenport Street	3	1	2	7	1.56	3	124
131	Iowa City	N Linn Street	E Jefferson Street	6	3	2	5	1.10	3	124
132	Iowa City	Van Buren Street	Bowery Street	6	3	2	5	1.10	3	124
133	Iowa City	Johnson Street	E Washington Street	5	3	2	5	1.17	3	124
134	Iowa City	Dodge Street	Market Street	6	3	3	3	0.62	3	124
135	Iowa City	Governor Street	Market Street	6	3	3	3	0.69	3	124
136	Iowa City	Governor Street	Iowa Avenue	6	3	2	5	1.12	3	124
137	Iowa City	S 1st Avenue	Bradford Street	8	4	3	2	0.50	3	124
138	Coralville	25th Avenue	10th Street	5	3	2	4	0.89	2.75	138
139	Coralville	Holiday Road	Oak Lake Park Road	4	2	2	5	1.07	2.75	138
140	Coralville	12th Avenue	8th Street	7	4	2	3	0.76	2.75	138
141	Iowa City	Highway 6	Sturgis Corner Drive	8	4	2	3	0.52	2.75	138
142	Iowa City	N Clinton Street	E Jefferson Street	7	4	2	3	0.52	2.75	138
143	Iowa City	N Dubuque Street	E Bloomington Street	7	4	2	3	0.63	2.75	138
144	Iowa City	S Gilbert Street	E 1st Street	5	3	3	2	0.46	2.75	138
145	Iowa City	E Market Street	N Linn Street	6	3	2	4	0.93	2.75	138
146	Iowa City	S Linn Street	E Washington Street	7	4	2	3	0.75	2.75	138
147	Iowa City	S Gilbert Street	McCollister Boulevard	5	3	2	4	1.00	2.75	138
148	Iowa City	Lucas Street	Iowa Avenue	3	1	2	6	1.47	2.75	138
149	Iowa City	Dodge Street	St Clements Alley	5	3	2	4	0.95	2.75	138

ID	Jurisdiction	Road 1	Road 2	Total No. of Collisions	Collision Points	Severity Points	Crash Rate	Crash Rate Points	Combined Score	Intersection Rank
150	Iowa City	Muscantine Avenue	E Court Street	7	4	2	3	0.68	2.75	138
151	Iowa City	Rochester Avenue	N 1st Avenue	6	3	3	2	0.41	2.75	138
152	Coralville	Heartland Drive	Commerce Drive	6	3	2	3	0.60	2.5	152
153	North Liberty	Hwy 965	Penn Street	7	4	2	2	0.39	2.5	152
154	North Liberty	Hwy 965	Zeller Street	5	3	3	1	0.24	2.5	152
155	Iowa City	Highway 1	Hwy 218 NB Ramps	8	4	2	2	0.35	2.5	152
156	Coralville	1st Avenue	I-80 EB Ramps	8	4	2	2	0.31	2.5	152
157	Iowa City	W Benton Street	Oaknoll Drive	5	2	2	4	0.86	2.5	152
158	Iowa City	Melrose Avenue	Melrose Court	6	3	2	3	0.70	2.5	152
159	Iowa City	S Riverside Drive	Sturgis Corner Drive	8	4	2	2	0.30	2.5	152
160	Iowa City	S Capitol Street	E Washington Street	4	2	2	4	0.80	2.5	152
161	Iowa City	N Dubuque Street	Ronalds Street	5	3	2	3	0.54	2.5	152
162	Iowa City	N Dubuque Street	Fairchild Street	6	3	2	3	0.65	2.5	152
163	Iowa City	N Dubuque Street	E Market Street	7	4	2	2	0.31	2.5	152
164	Iowa City	Dodge Street	Kirkwood Avenue	5	3	2	3	0.59	2.5	152
165	Iowa City	Dodge Street	E Washington Street	5	3	2	3	0.74	2.5	152
166	Iowa City	Kirkwood Avenue	Keokuk Street	5	3	2	3	0.65	2.5	152
167	Iowa City	Highway 6	Broadway Street	7	4	2	2	0.49	2.5	152
168	Iowa City	E Court Street	4th Avenue	5	3	2	3	0.60	2.5	152
169	Iowa City	S 1st Avenue	Mall Drive	5	3	2	3	0.61	2.5	152
170	Coralville	2nd Street	23rd Avenue	5	3	2	2	0.42	2.25	170
171	Coralville	12th Avenue	Mesquite Drive	3	1	1	6	1.31	2.25	170
172	Iowa City	Melrose Avenue	Westwinds Drive	5	3	2	2	0.43	2.25	170
173	Iowa City	Mormon Trek Boulevard	Bartlet Road	6	3	2	2	0.95	2.25	170
174	Iowa City	1st Avenue	E 7th Street	5	3	2	2	0.42	2.25	170
175	Iowa City / UH	W Benton Street	Sunset Street	6	3	2	2	0.34	2.25	170
176	Iowa City	Melrose Avenue	Evashevski Drive	4	2	2	3	0.57	2.25	170
177	Iowa City	Highway 1	Miller Avenue	6	3	2	2	0.44	2.25	170
178	Iowa City	S Capitol Street	E/W Prentiss Street	4	2	2	3	0.64	2.25	170
179	Iowa City	N Dubuque Street	E Jefferson Street	6	3	2	2	0.34	2.25	170

ID	Jurisdiction	Road 1	Road 2	Total No. of Collisions	Collision Points	Severity Points	Crash Rate	Crash Rate Points	Combined Score	Intersection Rank
180	Iowa City	S Gilbert Street	Southgate Avenue	4	2	1	5	1.23	2.25	170
181	Iowa City	Johnson Street	E College Street	3	1	2	4	0.78	2.25	170
182	Iowa City	Lucas Street	E Jefferson Street	3	1	2	4	0.85	2.25	170
183	Iowa City	Dodge Street	Prairie Du Chien Road	6	3	2	2	0.48	2.25	170
184	Iowa City	Summit Street	Sheridan Avenue	4	2	2	3	0.72	2.25	170
185	Iowa City	Highway 6	Taylor Drive	6	3	2	2	0.44	2.25	170
186	Iowa City	E Burlington Street	Muscatine Avenue	5	3	2	2	0.45	2.25	170
187	Iowa City	S 1st Avenue	H Street	5	3	2	2	0.32	2.25	170
188	Iowa City	Rochester Avenue	N Scott Boulevard	6	3	2	2	0.47	2.25	170
189	North Liberty	Penn Street	Penn Court	3	1	2	3	0.63	2	189
190	North Liberty	Penn Street	Alexander Way	4	2	1	4	0.82	2	189
191	North Liberty	Front Street	Cedar Springs Drive	3	1	2	3	0.70	2	189
192	Coralville	5th Street	18th Avenue	3	1	2	3	0.76	2	189
193	Iowa City	Mormon Trek Boulevard	Hawkeye Park Road	5	3	2	1	0.23	2	189
194	Iowa City	Grand Avenue	Byington Road	6	3	2	1	0.24	2	189
195	Iowa City	N Dubuque Street	Brown Street	5	3	2	1	0.24	2	189
196	Iowa City	Johnson Street	Iowa Avenue	3	1	2	3	0.71	2	189
197	Iowa City	Governor Street	E College Street	3	1	2	3	0.54	2	189
198	Iowa City	N 1st Avenue	Princeton Road	3	1	2	3	0.55	2	189
199	Iowa City	S Scott Boulevard	Wintergreen Drive	4	2	1	4	0.80	2	189
200	Tiffin	Highway 6	Roberts Ferry Road	3	1	1	4	0.79	1.75	200
201	North Liberty	Dubuque Street	Juniper Street	3	1	2	2	0.41	1.75	200
202	Iowa City	Mormon Trek Boulevard	Prairie Meadow Drive	3	1	2	2	0.28	1.75	200
203	Iowa City	Melrose Avenue	Finkbine Lane	4	2	1	3	0.54	1.75	200
204	Iowa City	Highway 1	Naples Avenue	3	1	2	2	0.26	1.75	200
205	Coralville	1st Avenue	Auburn Hills Drive	3	1	1	4	0.79	1.75	200
206	Iowa City	E/W Court Street	S Capitol Street	4	2	1	3	0.62	1.75	200
207	Iowa City	S Linn Street	E College Street	4	2	1	3	0.64	1.75	200
208	Iowa City	N Gilbert Street	Church Street	3	1	1	4	0.88	1.75	200
209	Iowa City	Van Buren Street	E Market Street	3	1	1	4	0.95	1.75	200

ID	Jurisdiction	Road 1	Road 2	Total No. of Collisions	Collision Points	Severity Points	Crash Rate	Crash Rate Points	Combined Score	Intersection Rank
210	Iowa City	Dodge Street	Church Street	4	2	1	3	0.56	1.75	200
211	Iowa City	Governor Street	Bowery Street	3	1	2	2	0.36	1.75	200
212	Iowa City	E Court Street	Summit Street	3	1	2	2	0.45	1.75	200
213	Iowa City	E Jefferson Street	Evans Street	3	1	2	2	0.43	1.75	200
214	Iowa City	Sycamore Street	Burns Avenue	3	1	1	4	0.93	1.75	200
215	Iowa City	E Court Street	3rd Avenue	4	2	1	3	0.72	1.75	200
216	Iowa City	E Court Street	2nd Avenue	4	2	1	3	0.75	1.75	200
217	Iowa City	S 1st Avenue	D Street	4	2	1	3	0.56	1.75	200
218	Tiffin	Highway 6	N Deer View Avenue	3	1	1	3	0.54	1.5	218
219	Coralville	Commercial Park	Commerce Drive	4	2	1	2	0.50	1.5	218
220	North Liberty	Hwy 965	Westwood Drive	4	2	1	2	0.41	1.5	218
221	North Liberty	Penn Street	Front Street	4	2	1	2	0.42	1.5	218
222	Iowa City	Melrose Avenue	Hwy 218 NW-Bound Ramps	4	2	1	2	0.37	1.5	218
223	Iowa City	Melrose Avenue	Galway Drive	4	2	1	2	0.45	1.5	218
224	Iowa City	Melrose Avenue	Dublin Drive	3	1	1	3	0.69	1.5	218
225	Coralville	12th Avenue	Holiday Road	4	2	1	2	0.31	1.5	218
226	Coralville	12th Avenue	9th Street	3	1	1	3	0.67	1.5	218
227	Coralville	12th Avenue	6th Street	3	1	1	3	0.75	1.5	218
228	Iowa City	Mormon Trek Boulevard	West Side Drive	4	2	1	2	0.29	1.5	218
229	Iowa City	N Riverside Drive	Park Road	4	2	1	2	0.29	1.5	218
230	Iowa City	S Clinton Street	E Harrison Street	3	1	1	3	0.58	1.5	218
231	Iowa City	E Burlington Street	Lucas Street	3	1	2	1	0.21	1.5	218
232	Iowa City	Governor Street	E Davenport Street	3	1	1	3	0.73	1.5	218
233	Iowa City	Glendale Road	Clapp Street	3	1	1	3	0.53	1.5	218
234	Iowa City	Muscataine Avenue	3rd Avenue	3	1	1	3	0.62	1.5	218
235	Iowa City	Muscataine Avenue	Wade Street	4	2	1	2	0.26	1.5	218
236	Iowa City	Wayne Street	Wade Street	3	1	1	3	0.65	1.5	218
237	Iowa City	N Scott Boulevard	Middlebury Road	3	1	1	3	0.56	1.5	218
238	Iowa City	N Scott Boulevard	Washington Street	4	2	1	2	0.34	1.5	218
239	Iowa City	Mormon Trek Boulevard	Bartlet Road	3	1	2	1	0.95	1.5	218

ID	Jurisdiction	Road 1	Road 2	Total No. of Collisions	Collision Points	Severity Points	Crash Rate	Crash Rate Points	Combined Score	Intersection Rank
240	North Liberty	Penn Street	Jones Boulevard	3	1	1	2	0.27	1.25	240
241	North Liberty	Hwy 965	N Dubuque Street	3	1	1	2	0.30	1.25	240
242	Iowa City	Mormon Trek Boulevard	Abbey Lane	3	1	1	2	0.47	1.25	240
243	Tiffin	Ireland Avenue	Village Drive	3	1	1	2	0.47	1.25	240
244	Iowa City	Melrose Avenue	Westgate Street	3	1	1	2	0.40	1.25	240
245	Coralville	1st Avenue	I-80 WB Ramps	4	2	1	1	0.18	1.25	240
246	Iowa City	S Clinton Street	Iowa Avenue	3	1	1	2	0.27	1.25	240
247	Iowa City	S Clinton Street	E Benton Street	4	2	1	1	0.25	1.25	240
248	Iowa City	E Burlington Street	Summit Street	4	2	1	1	0.26	1.25	240
249	Iowa City	Summit Street	Bowery Street	3	1	1	2	0.43	1.25	240
250	Coralville	12th Avenue	5th Street	3	1	1	1	0.24	1	250
251	Coralville	10th Avenue	5th Street	3	1	1	1	0.25	1	250
252	Coralville	1st Avenue	Holiday Road	3	1	1	1	0.19	1	250
253	Iowa City	Governor Street	E Burlington Street	3	1	1	1	0.17	1	250
254	Iowa City	Sycamore Street	Lower Muscatine Road	3	1	1	1	0.25	1	250

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Mid-Block Rankings

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ID	Jurisdiction	Street Name	Location of First Node	Location of Second Node	Total Number of Collisions	Collision Points	Severity Points	Crash Rate Points	Combined Score	Midblock Rank
1	Coralville	2nd Street	25th Avenue	23rd Avenue	47	15	13	15	14	1
2	Coralville	2nd Street	1st Avenue	Hawkins Dr/Rocky Shore Drive	48	15	12	15	13.5	2
3	Coralville	2nd Street	4th Avenue	1st Avenue	31	15	9	15	12	3
4	Coralville	Coral Ridge Avenue	Commerce Drive	Holiday Rd / Heartland Dr	28	14	7	15	10.75	4
5	Coralville	2nd Street	Camp Cardinal Boulevard	20th Avenue	28	14	7	15	10.75	4
6	Iowa City	N Dubuque Street	Ridge Road	Kimball Avenue	24	12	8	14	10.5	6
7	Iowa City	N Dubuque Street	I-80 EB Ramps	Foster Road	19	10	6	15	9.25	7
8	Coralville	2nd Street	12th Avenue	6th Avenue	18	9	6	15	9	8
9	Coralville	Coral Ridge Avenue	Oakdale Boulevard	Holiday Road	24	12	7	10	9	8
10	Iowa City	Highway 1	Mormon Trek Boulevard	Sunset Street	19	10	9	8	9	8
11	Coralville	2nd Street	20th Avenue	12th Avenue	25	13	7	8	8.75	11
12	Coralville	1st Avenue	5th Street	2nd Street	18	9	5	15	8.5	12
13	Coralville	Commerce Drive	Commercial Park	Coral Ridge Avenue	15	8	5	15	8.25	13
14	Iowa City	Hwy 6	Gilbert Street	Boyrum Street	16	8	6	13	8.25	13
15	Coralville	2nd Street	Coral Ridge Avenue	25th Avenue	17	9	5	12	7.75	15
16	Iowa City	S Clinton Street	Washington Street	Burlington Street	11	6	4	15	7.25	16
17	Iowa City	N Dodge Street	I-80 EB Ramps	N Scott Boulevard	13	7	6	8	6.75	17
18	Iowa City	Riverside Drive	Valley Avenue	N Riverside Drive	18	9	5	7	6.5	18
19	Coralville	1st Avenue	9th Street	7th Street	9	5	3	15	6.5	18
20	Iowa City	S Riverside Drive	Myrtle Avenue	Benton Street	10	5	3	15	6.5	18
21	Iowa City	Highway 6	Riverside Dr/Old Hwy 218	Sturgis Corner Drive	9	5	3	15	6.5	18
22	Iowa City	Newton Road	Woolf Avenue	Riverside Drive	8	4	3	15	6.25	22
23	Iowa City	Hwy 6	Lakeside Drive	Heinz Road	11	6	5	9	6.25	22
24	Iowa City	W Benton Street	Oaknoll Drive	Greenwood Drive	8	4	3	15	6.25	22
25	Iowa City	S 1st Avenue	Mall Drive	Lower Muscatine Road	9	5	3	13	6	25
26	Coralville	Coral Ridge Avenue	I-80 EB Ramp/Coral Ridge Mall	2nd Street	11	6	3	12	6	25
27	Iowa City	Melrose Avenue	Westwinds Drive	Mormon Trek Boulevard	6	3	3	15	6	25
28	Iowa City	Riverside Drive	Newton Road	Valley Avenue	8	4	2	15	5.75	28
29	Iowa City	Hwy 1	Sunset Street	Ruppert Road	14	5	6	5	5.5	29
30	Iowa City	Mall Drive	1st Avenue	Lower Muscatine Road	6	3	2	15	5.5	29

ID	Jurisdiction	Street Name	Location of First Node	Location of Second Node	Total Number of Collisions	Collision Points	Severity Points	Crash Rate Points	Combined Score	Midblock Rank
31	Coralville	2nd Street	23rd Avenue	Camp Cardinal Blvd / 20th Avenue	6	3	2	15	5.5	29
32	Iowa City	S Governor Street	E Burlington Street	Bowery Street	6	3	2	15	5.5	29
33	Iowa City	S Johnson Street	E Court Street	Bowery Street	6	3	2	15	5.5	29
34	Coralville	1st Avenue	6th Street	5th Street	5	3	2	15	5.5	29
35	Iowa City	S 1st Avenue	F Street	D Street	5	3	2	15	5.5	29
36	Iowa City	S Riverside Drive	Benton Street	Sturgis Corner Drive	5	3	2	15	5.5	29
37	Iowa City	Heinz Road	S Scott Boulevard	Hwy 6	6	3	2	15	5.5	29
38	Iowa City	Harlocke Street	Weeber Street	Dead-end	5	3	2	15	5.5	29
39	Iowa City	Iowa Avenue	S Riverside Drive	Madison Street	6	3	2	15	5.5	29
40	Iowa City	Highway 6	Hawkins Drive	Newton Road	5	3	2	15	5.5	29
41	Iowa City	S Van Buren Street	Burlington Street	Bowery Street	4	2	2	15	5.25	41
42	North Liberty	North Liberty Road	Dubuque Street	Penn Street	4	2	2	15	5.25	41
43	Iowa City	Highway 6	Sturgis Corner Drive	Gilbert Street	12	6	4	7	5.25	41
44	Tiffin	Highway 6	Park Road	Westcor Drive	7	4	3	11	5.25	41
45	Iowa City	S Capitol Street	W Prentiss Street	Lafayette Street	3	1	2	15	5	45
46	Iowa City	Dover Street	Bradford Drive	Esther Street	3	1	2	15	5	45
47	Iowa City	Meirose Avenue	Westwinds Drive	Hawkeye Park Road	8	4	3	10	5	45
48	Coralville	Highway 6	12th Avenue	10th Avenue	7	4	3	10	5	45
49	Coralville	Holiday Road	Corridor Way	Parkway Drive	4	2	1	15	4.75	49
50	Iowa City	Lakeside Drive	Hwy 6	Whispering Prairie Avenue	4	2	1	15	4.75	49
51	Coralville	12th Avenue	5th Street	2nd Street	4	2	1	15	4.75	49
52	Coralville	25th Avenue	10th Street	2nd Street	4	2	1	15	4.75	49
53	Iowa City	Kimball Road	N Gilbert Street	N Governor Street	4	2	1	15	4.75	49
54	Iowa City	Mormon Trek Boulevard	Westwinds Drive	Benton Street	4	2	1	15	4.75	49
55	Iowa City	S Capitol Street	Burlington Street	Washington Street	4	2	1	15	4.75	49
56	Iowa City	N Riverside Drive	Riverside Drive	River Street	4	2	1	15	4.75	49
57	Coralville	1st Avenue	E 7th Street	Pipeline Road	3	1	1	15	4.5	57
58	Coralville	Coral Court	Oakdale Boulevard	Dead-end	3	1	1	15	4.5	57
59	Coralville	Boston Way	10th Street	10th Street	3	1	1	15	4.5	57
60	North Liberty	W Cherry Street	Hwy 965	Circle Drive	3	1	1	15	4.5	57

ID	Jurisdiction	Street Name	Location of First Node	Location of Second Node	Total Number of Collisions	Collision Points	Severity Points	Crash Rate Points	Combined Score	Midblock Rank
61	Iowa City	Highway 1	Orchard Street	S Riverside Drive	3	1	1	15	4.5	57
62	Iowa City	Highway 1	Naples Avenue SW	Hwy 218 SB Ramps	3	1	1	15	4.5	57
63	Iowa City	Taylor Drive	Sandusky Avenue	Tracy Lane	3	1	1	15	4.5	57
64	Iowa City	Westwinds Drive	Mormon Trek Boulevard	Bartlett Road	3	1	1	15	4.5	57
65	Iowa City	Williams Street	Muscataine Avenue	Wayne Avenue	3	1	1	15	4.5	57
66	Iowa City	S Gilbert Street	Waterfront Drive	Stevens Drive	3	1	2	12	4.25	67
67	Coralville	Coral Ridge Avenue	Forevergreen Road	Crosspark Road	9	5	3	5	4	67
68	North Liberty	Penn Street	Hwy 965	N Dubuque Street	4	2	1	12	4	67
69	Coralville	2nd Street	6th Avenue	4th Avenue	4	2	1	12	4	67
70	Tiffin	Highway 6	Park Road	N Croell Avenue	6	3	4	5	4	67
71	Coralville	Coral Ridge Avenue	University Parkway	Oakdale Boulevard	8	4	3	5	3.75	71
72	Iowa City	1st Avenue	Bradford Drive	Mall Drive	3	1	1	11	3.5	72
73	Coralville	12th Avenue	Michelle Lane	Dempster Drive	3	1	2	9	3.5	72
74	Iowa City	Highway 6	Heinz Road	S Scott Boulevard	6	3	2	7	3.5	72
75	Iowa City	Melrose Avenue	Mormon Trek Boulevard	Macbride Road	3	1	2	8	3.25	75
76	Iowa City	Highway 6	Sycamore Street	S 1st Avenue	5	3	2	6	3.25	75
77	Iowa City	S Riverside Drive	Burlington Street	Myrtle Avenue	7	4	2	5	3.25	75
78	Iowa City	W Benton Street	Greenwood Drive	Miller Avenue	3	1	1	10	3.25	75
79	Coralville	2nd Street	Coral Ridge Avenue	Deer Creek Road	5	3	2	5	3	79
80	Iowa City	Highway 1	Orchard Street	Hudson Avenue	4	2	1	8	3	79
81	Iowa City	Mormon Trek Boulevard	1st Street	Hawkeye Park Road	4	2	3	4	3	79
82	Iowa City	Hawkins Drive	Finkbine Commuter Drive	Elliott Drive	3	1	1	8	2.75	82
83	Iowa City	Highway 6	Keokuk Street	Broadway Street	4	2	2	5	2.75	82
84	Iowa City	Melrose Avenue	Camp Cardinal Boulevard	Kennedy Parkway	4	2	2	5	2.75	82
85	Coralville	Oakdale Boulevard	Timber Lane	Brown Deer Road	4	2	1	7	2.75	82
86	Iowa City	W Benton Street	S Riverside Drive	S Capitol Street	3	1	2	6	2.75	82
87	Iowa City	Hawkins Drive	Riverside Drive	Finkbine Commuter Drive	3	1	1	7	2.5	87
88	Iowa City	Ruppert Road	Highway 1	Old Highway 218	3	1	2	5	2.5	87
89	Iowa City	Dubuque Street	Iowa City Northern Limits	I-80 WB Ramps	4	2	1	6	2.5	87
90	Iowa City	Camp Cardinal Blvd	Melrose Avenue	Camp Cardinal Road	3	1	1	6	2.25	90

ID	Jurisdiction	Street Name	Location of First Node	Location of Second Node	Total Number of Collisions	Collision Points	Severity Points	Crash Rate Points	Combined Score	Midblock Rank
91	Iowa City	McCollister Boulevard	Gilbert Street	S Riverside Drive	3	1	2	4	2.25	90
92	Iowa City	Hwy 6	Sycamore Street	Taylor Drive	4	2	2	3	2.25	90
93	Iowa City	S Scott Boulevard	American Legion Road	Hampton Street	3	1	1	6	2.25	90
94	Coralville	2nd Street	Westcor Drive	Merchant Street	4	2	1	4	2	94
95	Coralville	1st Avenue	I-80 EB Ramps	9th Street	3	1	1	5	2	94
96	Iowa City	N Dodge Street	Northgate Drive	I-80 WB Ramps	3	1	1	5	2	94
97	North Liberty	Hwy 965	Westwood Drive	Fairview Lane	3	1	1	4	1.75	97
98	Iowa City	N Scott Boulevard	1st Avenue	Rochester Avenue	4	2	1	3	1.75	97
99	Coralville	Oakdale Boulevard	Brown Deer Road	1st Avenue	3	1	1	4	1.75	97
100	North Liberty	Hwy 965	Forevergreen Road	Ashley Court	3	1	1	3	1.5	100
101	Iowa City	Riverside Drive	Ruppert Road	S Riverside Drive	3	1	1	3	1.5	100