

Highway 965 Corridor Master Plan

November 2008



I. CONCEPTUAL STREETScape/LANDSCAPE DRAWINGS

One of the primary objectives for the streetscape along Highway 965 is to calm the traffic throughout the corridor. Traffic Calming is a term used frequently in designing multi-user traffic corridors. In simple terms, it means including physical forms and measures in the street design to slow traffic and improve environmental and safety conditions for the community. The existing 965 corridor is a wide, rural road cross section, giving priority to the vehicle user and encouraging traffic to roll along at higher speeds. The recommendations in the Highway 965 Corridor study incorporate several traffic calming measures to assist in enforcing appropriate traffic speeds and to give pedestrians, cyclists, and vehicles all a greater sense of safety. These traffic calming measures are divided into three layers or zones.

Street Level/ Vehicle Zone

One of the first measures recommended to give a more urban feel to the roadway and to begin calming the traffic is to convert most the 965 Corridor to an urban road cross section, incorporating curb and gutter along each side. Another physical element recommended for the corridor is a landscaped median surrounded by curb and gutter throughout a good portion of the corridor. Together, these curbed edges will give structure to the roadway and keep vehicular speeds in check.

Pedestrian Zone

Incorporation of sidewalks and trails along both sides of the 965 Corridor in North Liberty, and along the west side in Coralville add another traffic calming element- people. Walkers, bikers, roller-bladers, etc. are elements that tend to give the corridor pedestrian scale and encourage vehicles to slow down and take notice of their surroundings. The facilities that come along with these users will further aid in calming traffic along the corridor. Signalized cross walks, will bring pause to vehicles as they travel the corridor, encouraging slower, more cautious speeds. Crosswalks, using special pavement, will be a threshold that vehicles must cross as they travel the corridor. This rhythm of textural change will be yet another traffic calming device.

Streetscape Zone

Streetscape materials, elements, and ideas are included within this corridor plan to further calm the traffic by defining the street edge and giving priority to the pedestrians and non-motorized users. Street lights and pedestrian lights have been incorporated not only to light the corridor to appropriate levels, but also to become a repetitive, vertical streetscape element. In the case of North Liberty, a decorative street light has been recommended to bring the scale of the fixture closer to a pedestrian scale light, and to pull the spacing closer together to be a constant reminder to vehicles of the speeds at which they are travelling. Landscaping is another streetscape element that defines the edge of the roadway and in many cases, acts as a buffer between the vehicles and the non-motorized users. Informal plant groupings have been recommended along the corridor to provide vegetation, color, texture, and shade. The tree canopy will tend to give vehicles pause as they visually narrow the roadway width.

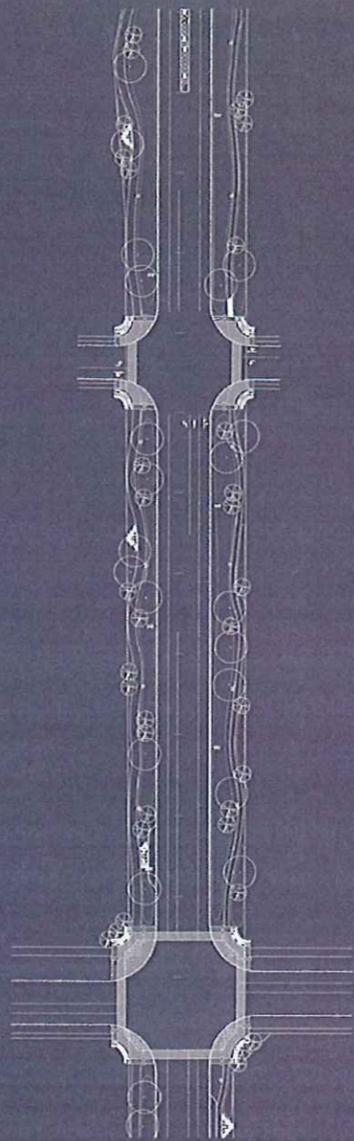
Several key areas along the Highway 965 Corridor were identified and discussed during the development of the conceptual streetscape plan. These areas, when integrated into the 'spine' of the proposed Highway 965 roadway improvements, will represent each of the communities individually as well as unify the corridor as an important connection between the two. It is recommended that these areas be developed in conjunction with roadway development and implementation so that the project can improve not only the functionality of traffic and circulation, but also highlight the character of the two communities and promote their commitment to their citizens and the environment around them.

Major Intersection/ Community Gateway

Several intersections were designated as major gateway intersections throughout the Highway 965 Corridor. These intersections are Forevergreen Road, Fairview/Golfview, Zeller and Penn. One of the primary goals of these intersections is to reinforce a transition from one community to another and create a sense of entry within each community, to alert users of the corridor that they have arrived in North Liberty or Coralville. These intersections also provide opportunities to incorporate public art and/or community entry signage within the corridor landscape- further reinforcing community character and pride. Another role that the Major Intersections play is that of safety. These intersections are designated as the primary east/west community crossing points. It is the recommendation of this study that they include signalized pedestrian crosswalks connecting all four corners of the intersection. Elements that were considered in developing major intersection concepts are:

- Special Paving
- Landscaping
- Lighting ·Site Furnishings
- Art/Sculpture
- Entry Signage

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I. CONCEPTUAL STREETSCAPE/LANDSCAPE DRAWINGS CONT.

Minor Intersection

Minor intersections were identified in both Coralville and North Liberty at all streets crossing Highway 965 (existing and proposed except for those identified above as Major Intersections. Minor intersection treatments are similar in nature to major intersections, but at a scaled back level. For example while it is recommended to include lighting, landscaping, and special pavement similar to those found at the major intersections; other site furnishings such as benches, trash receptacles and bollards shall be incorporated into the minor intersections as well, but a reduced quantity is recommended. The public art component would not be included at minor intersections. Pedestrian crossing facilities at minor intersections include signalized north/south and east/west pedestrian crosswalks at the following intersections:

- Highway 965 and Oakdale Blvd. (2 north/south and 1 east/west)
- Highway 965 and University Parkway
- Highway 965 and New Access point at Station 73+50 (south of Forevergreen Road)
- Highway 965 and Sara Court
- Highway 965 and Ashley Court
- Highway 965 and Clubhouse/Lions
- Highway 965 and Hawkeye
- Highway 965 and Westwood
- Highway 965 and W240th/Scales Bend Road ((2 north south and 1 east/west)

Pedestrian crossing facilities at minor intersections include signalized north/south crosswalks at the following intersections:

- Highway 965 and University Boulevard (west side only)
- Highway 965 and Commercial Drive
- Highway 965 and Cherry Street
- Highway 965 and Community Drive
- Highway 965 and Dubuque Street

The role of the minor intersections is to reinforce the corridor's streetscape character while providing for the needs of vehicles, pedestrians, bicycles, and other users within the corridor. Elements that were considered in developing the minor intersection concept are:

- Special paving
- Landscaping
- Lighting
- Site Furnishings

Roadway Median

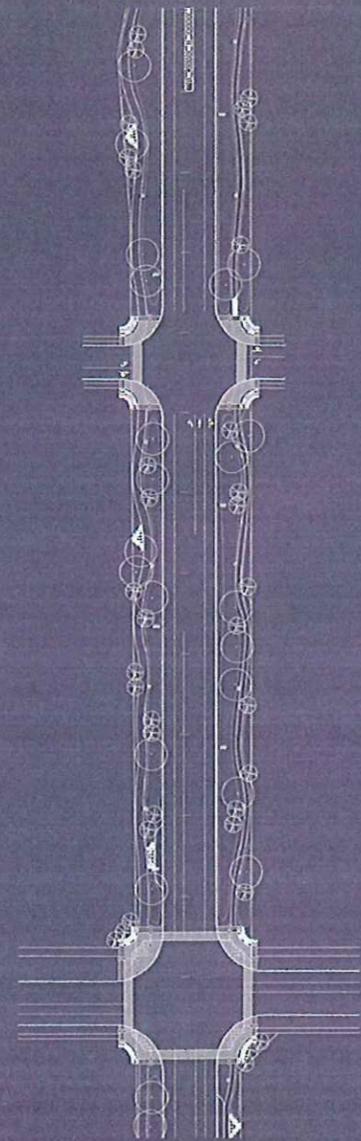
Primarily introduced as a means of traffic calming, the development of a landscaped median is recommended to be incorporated within the current pattern of ingress/egress and access points. This median, filled with a mixture of native and hardy plant material such as hardy daylily species, native and ornamental grasses, hardy catmint species, and low growing shrubs such as gro-low sumac, miniature lilac, or spiraea and decorative pavement, is recommended as an additional streetscape layer to give a defined form and structure to this once open rural highway corridor. It is recommended that plant material and other median elements meet standard clear zone and setback requirements and be thoroughly studied with respect to the maintenance practices and capabilities within each community.

Pedestrian/Non-Motorized Facilities

Other than those mentioned previously, the Highway 965 Corridor Master Plan recommends the following pedestrian facilities be incorporated into the roadway development

Pedestrian Underpasses, similar in nature to the existing underpass at Cherry Street in North Liberty, have been identified at two locations in the Coralville section (approximate stations: 8+50 and 35+00) of the corridor, and at two locations in the North Liberty section (approximate stations: 102+50 and 135+50). These underpasses would provide safe access to both sides of the highway and would reinforce the character and commitment of North Liberty and Coralville toward creating more walkable communities. It is recommended that pedestrian underpasses be located to maximize the existing topography as well as access potential for businesses and residences alike.

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I. CONCEPTUAL STREETSCAPE/LANDSCAPE DRAWINGS CONT.

Recreational Trail and Pedestrian Sidewalk alignments, along the west and east sides of the corridor, are recommended to provide a non-motorized link between the two communities. They are also recommended as secondary loops, connecting to the existing trail along the railroad R.O.W. and to future trails as they are implemented. It is recommended that the trail identified along the west side of the highway, be a minimum of 10' in width and provide an accessible route to and through the businesses and residences along the corridor. It is also recommended that where feasible and appropriate, trail connections be made to existing sidewalk systems, school routes, development access, and other existing and proposed pedestrian facilities to provide linkages throughout the communities. It is recommended that the pedestrian sidewalk identified along the east side of the highway in the City of North Liberty only, be a minimum of 6' in width and provide accessible pedestrian access to and through the businesses and residences along the highway corridor. Finally, based on public comment and feedback, it is recommended that both the recreational trail and pedestrian sidewalk alignments be curvilinear in form and follow the natural meandering of the topography and proposed stormwater management areas as they are developed.

Trail and Sidewalk Nodes, or small paved seating areas are recommended at intervals along the trail/sidewalk. These small areas are recommended as locations for benches and/or trash receptacles, community signage, and bike parking, where appropriate based on adjacent development and land uses. They will also reinforce the streetscape character by adding repetition in streetscape elements and form and becoming a recognizable feature along the 965 Parkway.

Streetscape Character

For the entire length of the Highway 965 Corridor, there are several elements that are recommended to be incorporated into intersections and along the roadway to create a unity within the corridor between the two communities. Some of these elements have been mentioned previously: Major/Minor intersections, median treatment, and recreational trail/pedestrian sidewalk alignments. The images that follow this section demonstrate a typical portion of the roadway and its associated streetscape. You will note the common elements listed above and how they set a baseline for the corridor by repeating these common elements at intersections as well as along the length of the roadway in the pedestrian 'zone'.

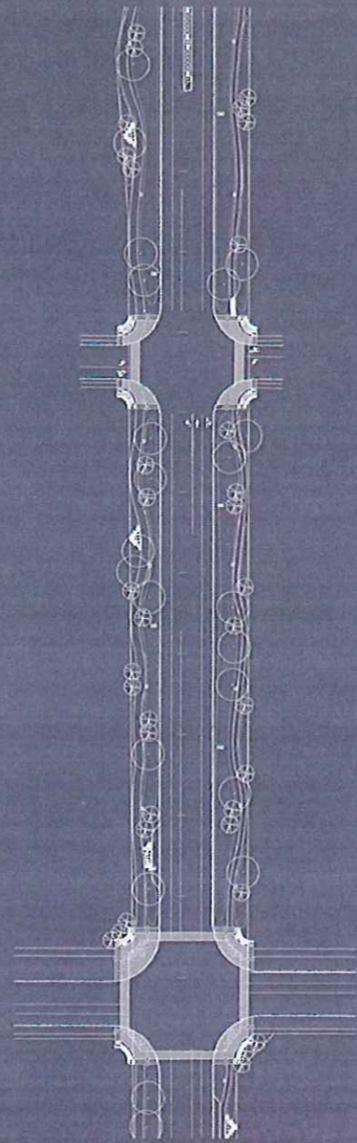
Several other streetscape elements have been selected to represent the individuality of each of the communities. The images that follow demonstrate the streetscape concept for both Coralville and North Liberty.

For Coralville, it is recommended that development of the 965 Corridor follow the recommendations proposed in the City's 2007 Coral Ridge Avenue Heartland Drive Master Plan. It is also recommended that intersection treatments, roadway median, and pedestrian facilities, as proposed in this corridor master plan, be integrated into the previous recommendations. Streetscape components, site furnishings, lighting and other streetscape features, as recommended by the 2007 plan, can be implemented and should dovetail nicely with elements recommended in this corridor plan. It is also recommended that the community consider elements used in the Highway 6 Corridor, such as pedestrian lighting, site furnishings, and stanchion/bollard lighting as appropriate elements for this corridor as well.

For North Liberty, it is recommended, based on public and City Staff comment and feedback, to select site furnishings that are classic in nature so as to support the variety of existing styles and forms used throughout the community and along the corridor, as well as to create a standard and consistent family of site furnishings along the Highway 965 Parkway. A recommended palette of styles for bench seating, trash receptacles, bollards, lighting, transit stops, and other elements are shown in the following images. It is recommended that these site furnishings have a durable, preferably powder-coated finish in black to create a uniform look to the elements of the 965 Parkway while at the same time, supporting the forms and colors of existing streetscape projects that are adjacent to the corridor. At the City's discretion, other color choices may be considered that tie to existing North Liberty logos, icons, or other community branding.

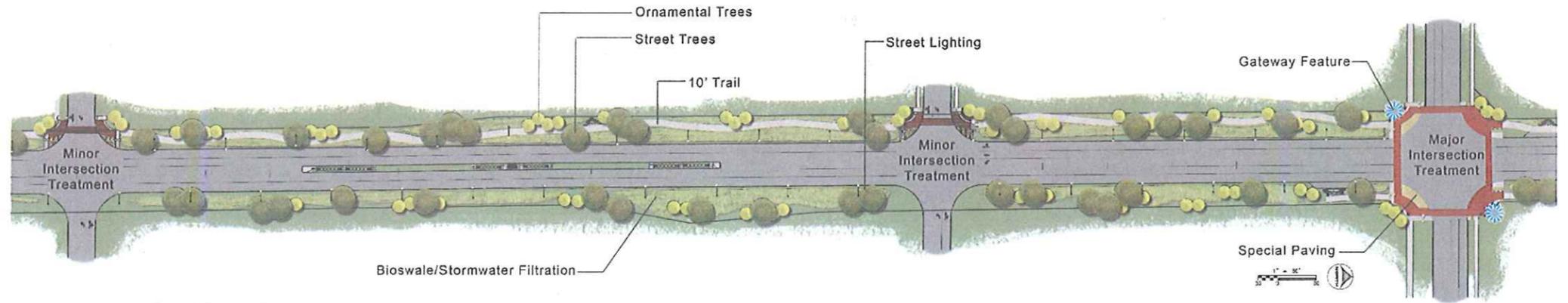
The following drawings show the final streetscape concept.

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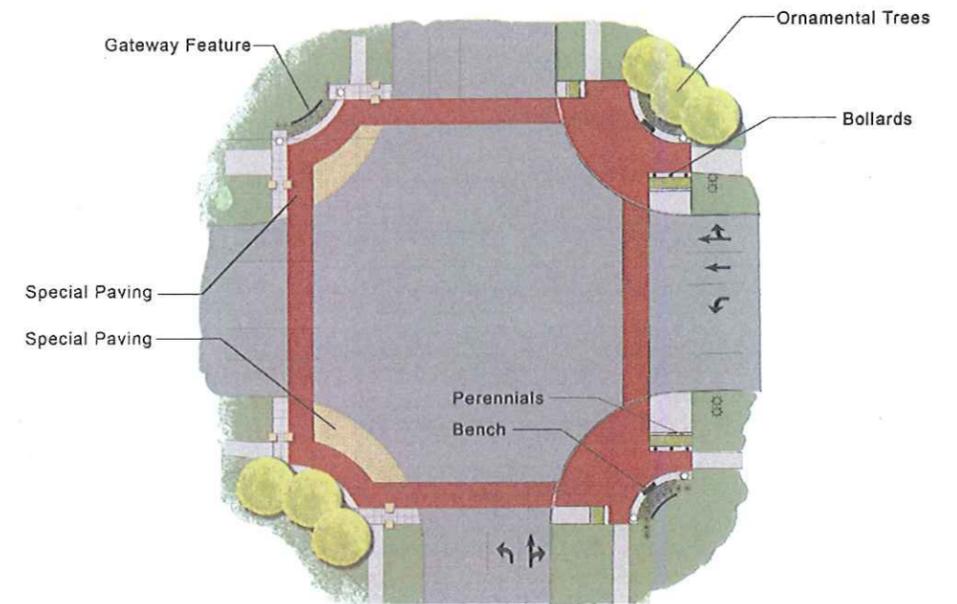


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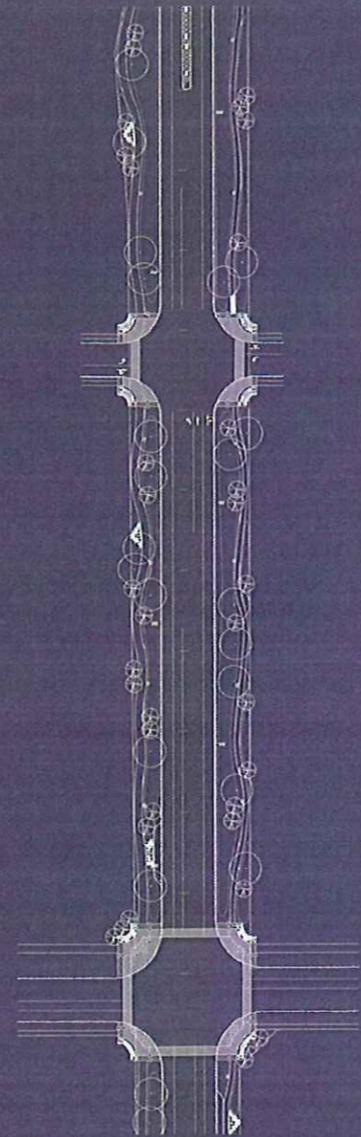


Typical Corridor Treatment



Major Intersection Treatment

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site furnishings

coral ridge ave master plan



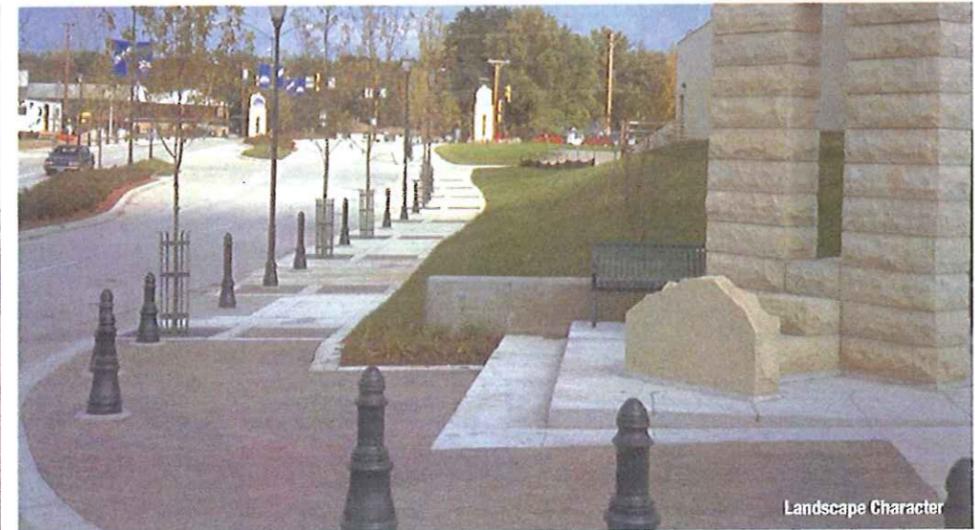
Site Bollards



Trash Receptacles



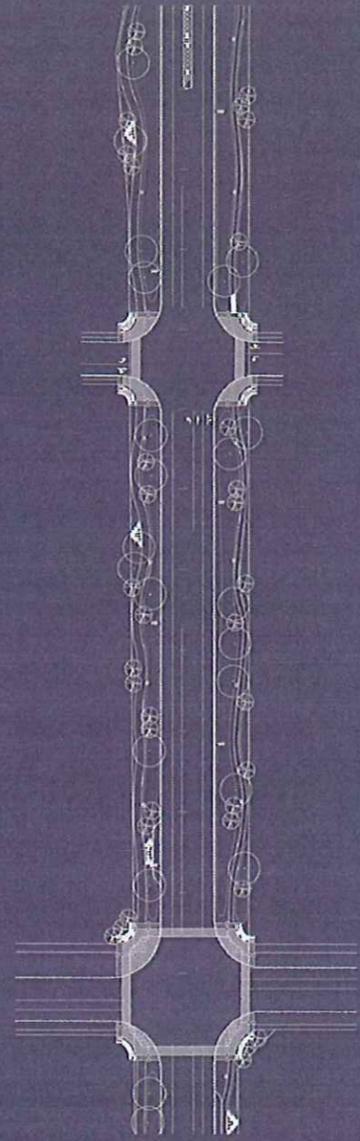
Site Planters



Landscape Character

Note: Images Taken from the Final Draft of the Coral Ridge Avenue Heartland Drive Master Plan
Prepared for the City of Coralville, Iowa
August 5, 2007

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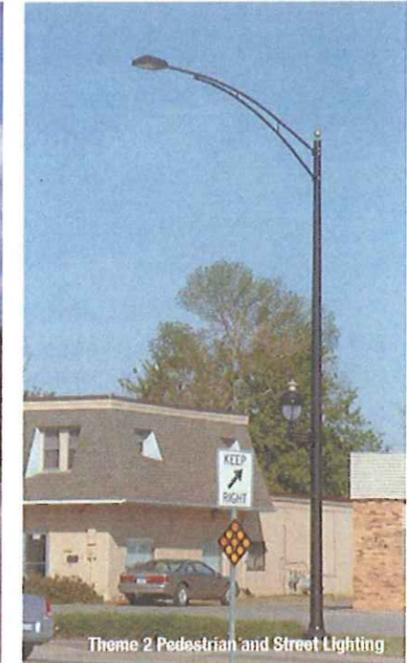


roadway and pedestrian lighting

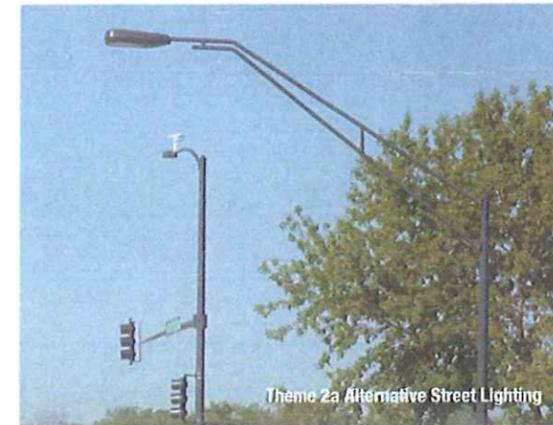
coral ridge ave master plan



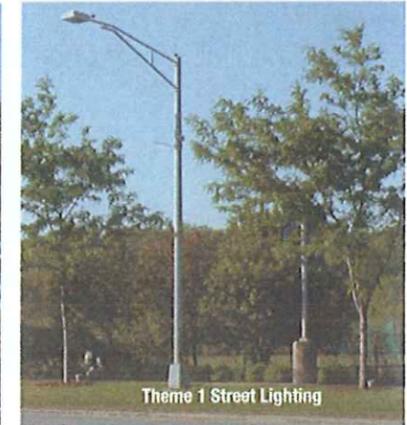
Theme 1a Pedestrian Lighting



Theme 2 Pedestrian and Street Lighting



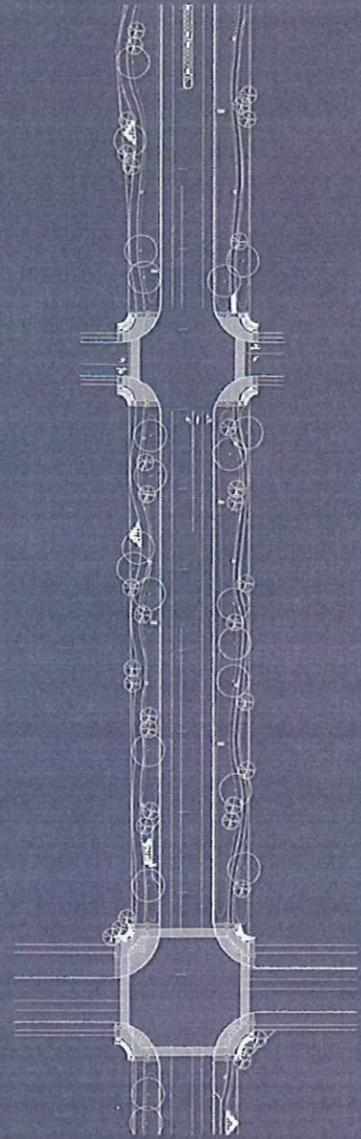
Theme 2a Alternative Street Lighting



Theme 1 Street Lighting

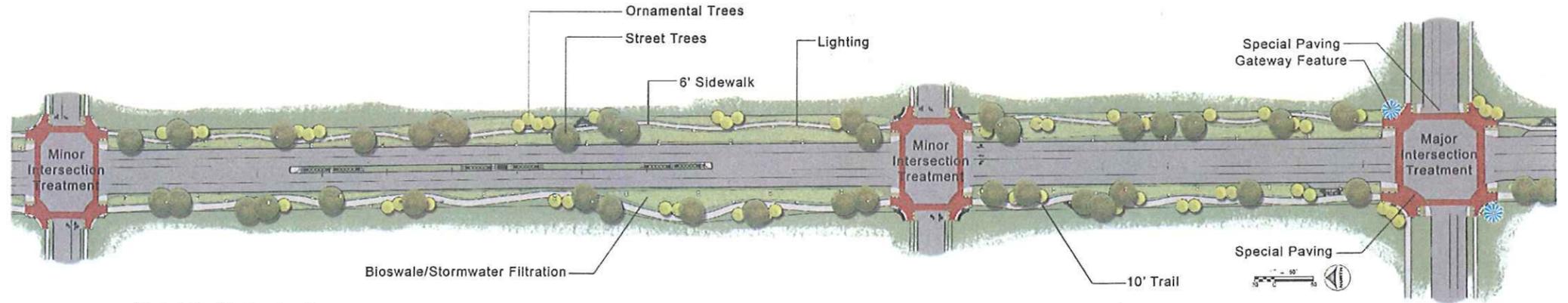
Note: Images Taken from the Final Draft of the Coral Ridge Avenue Heartland Drive Master Plan
Prepared for the City of Coralville, Iowa
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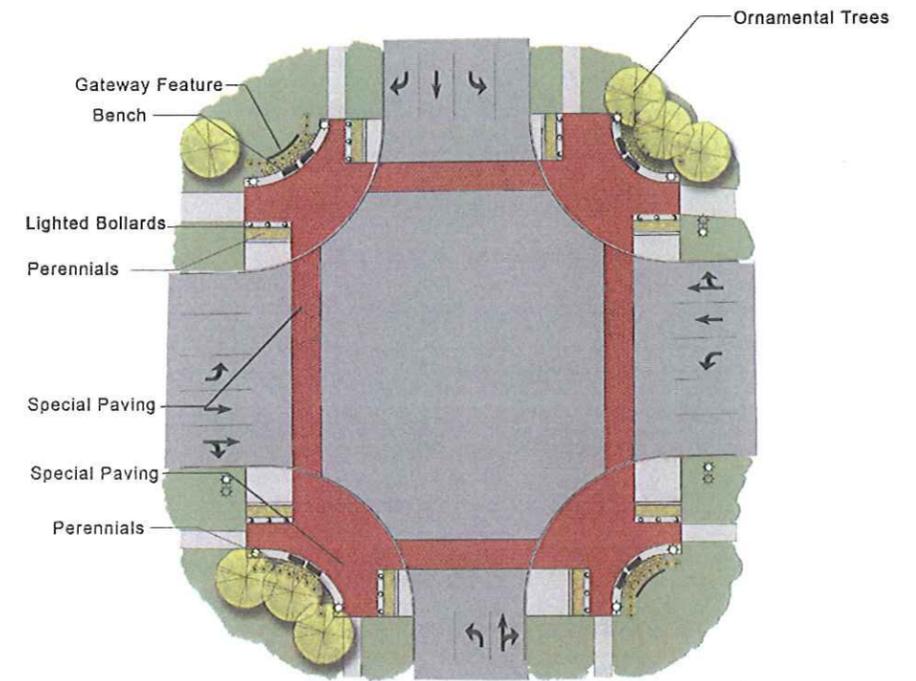


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Typical Corridor Treatment



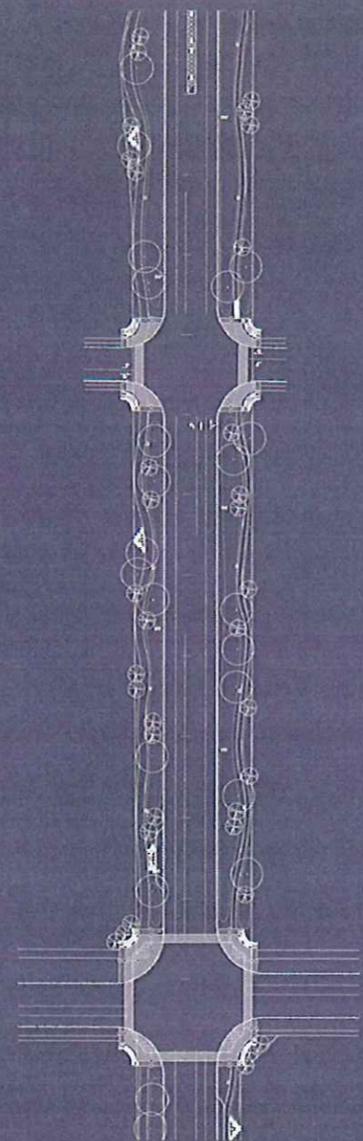
Major Intersection Treatment

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Backless Bench



Bollards



Trash Receptacle



Seating



Bike Rack



Transit Stop



Texture

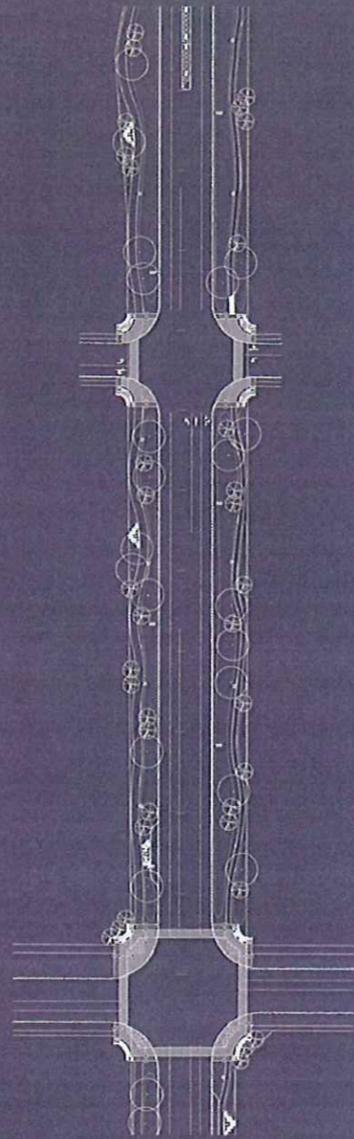


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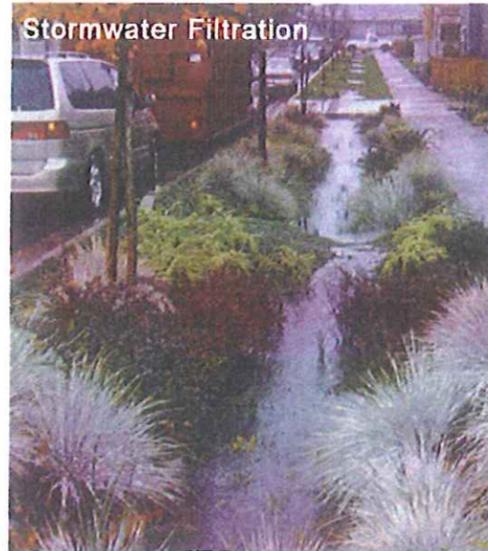
Contrast

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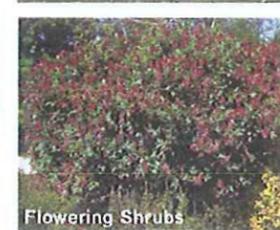
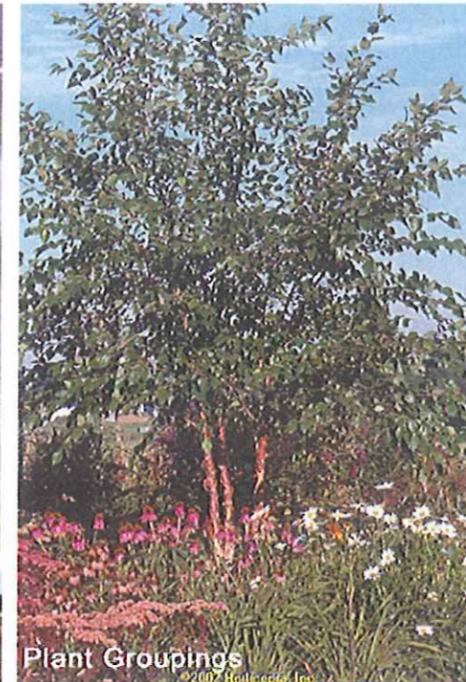
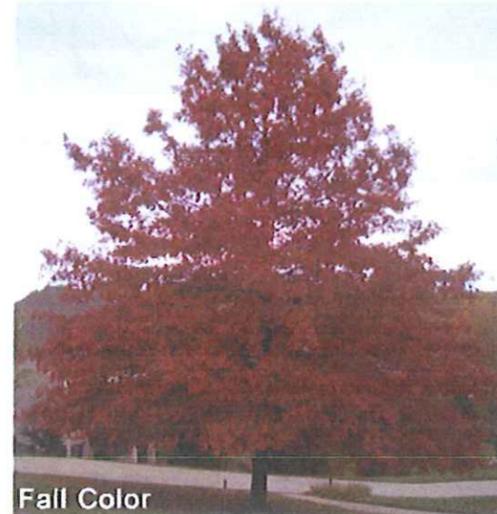


Highway 965 Corridor Master Plan

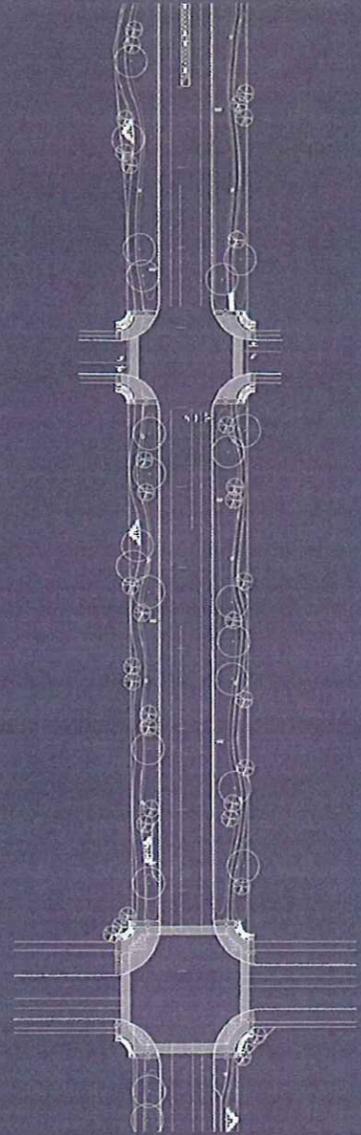
November 2008



Plant Material



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Highway 965 Corridor Master Plan

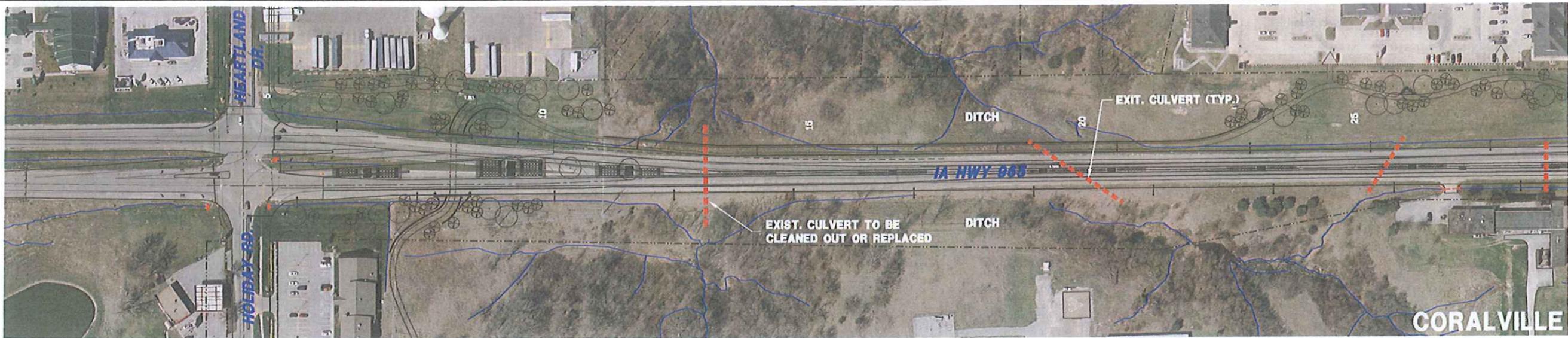
November 2008



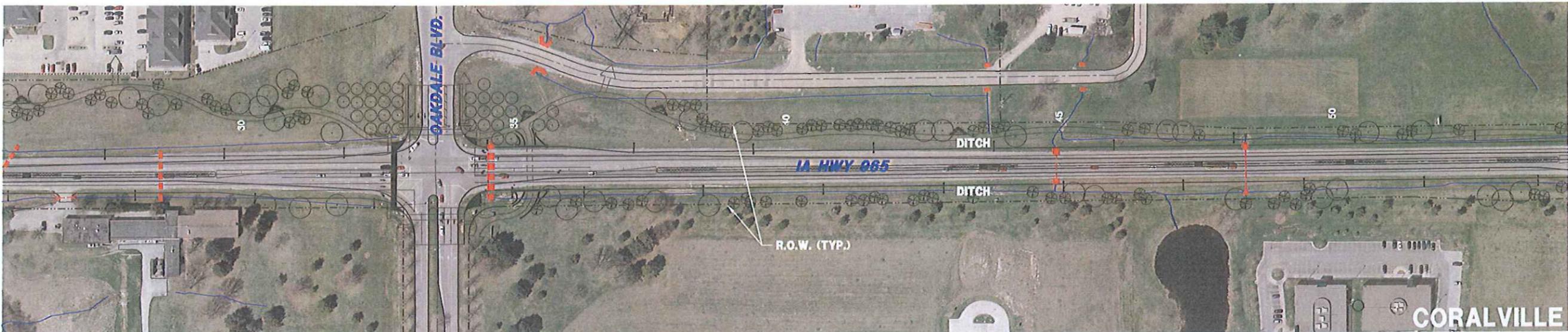
J. STORMWATER MANAGEMENT

A storm water analysis was performed to provide recommendations for addressing the storm water runoff and water quality of the runoff. The analysis concluded the best alternative is to use a combination of storm sewer, open ditches, and small detention areas or bioswales to collect the storm water runoff. The following pages show the conceptual storm water plan.

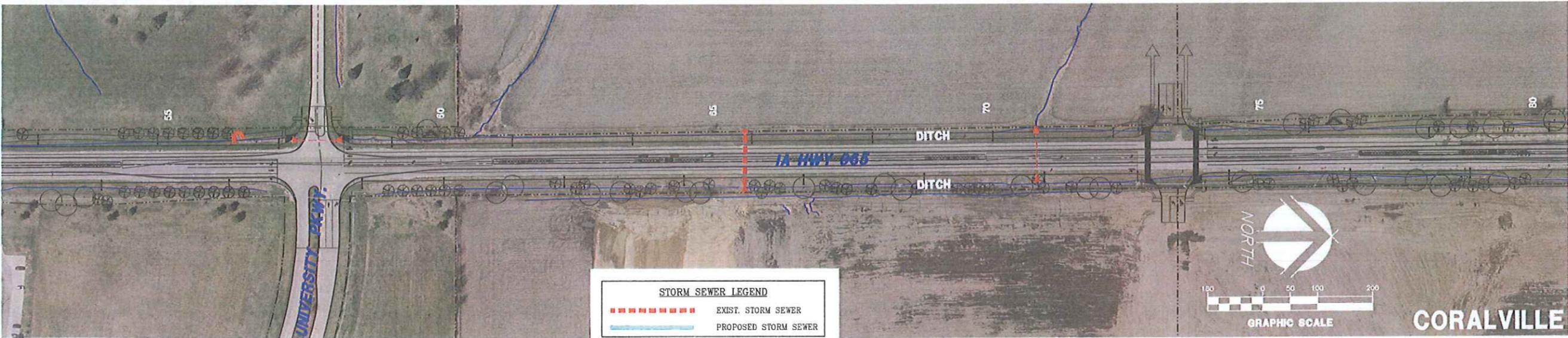
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CORALVILLE



CORALVILLE



CORALVILLE

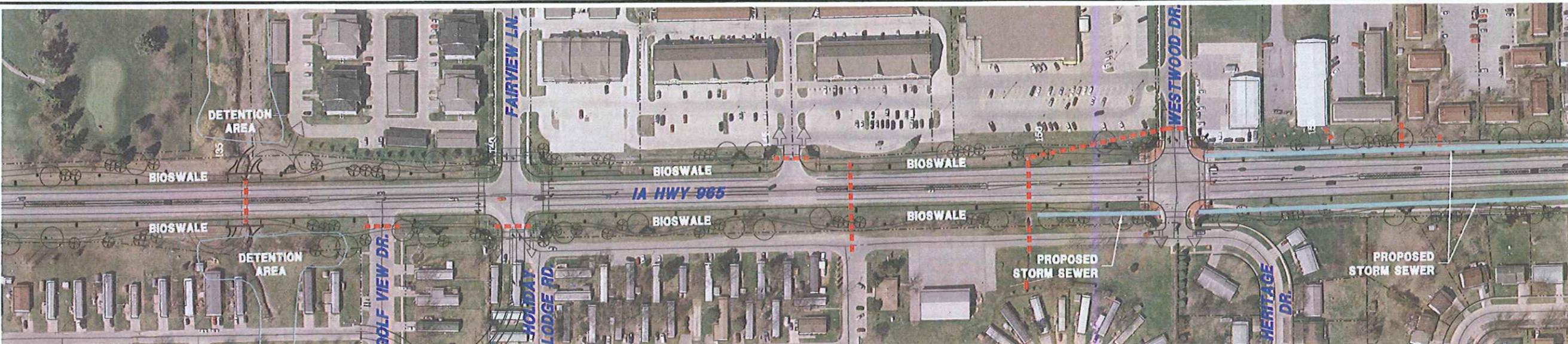
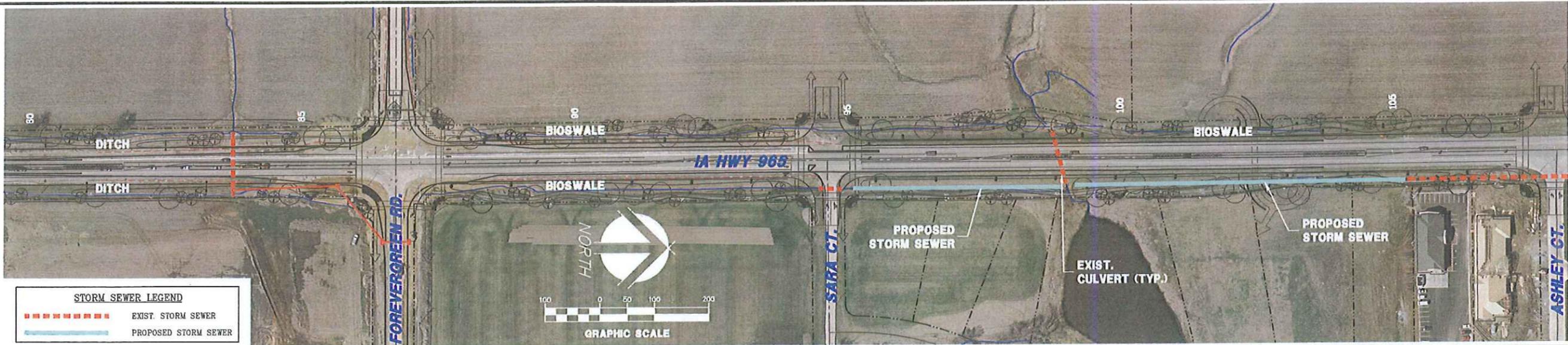
STORM SEWER LEGEND	
	EXIST. STORM SEWER
	PROPOSED STORM SEWER

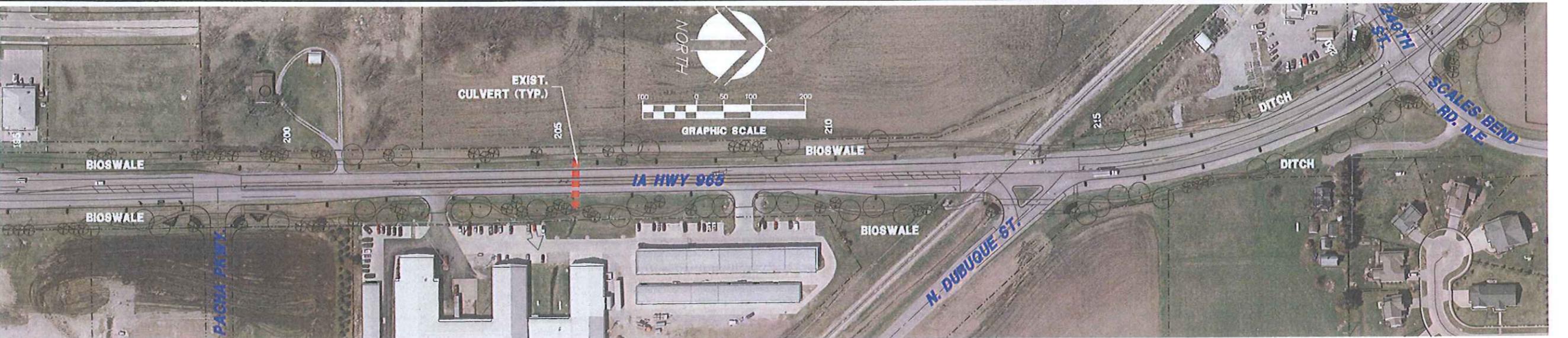
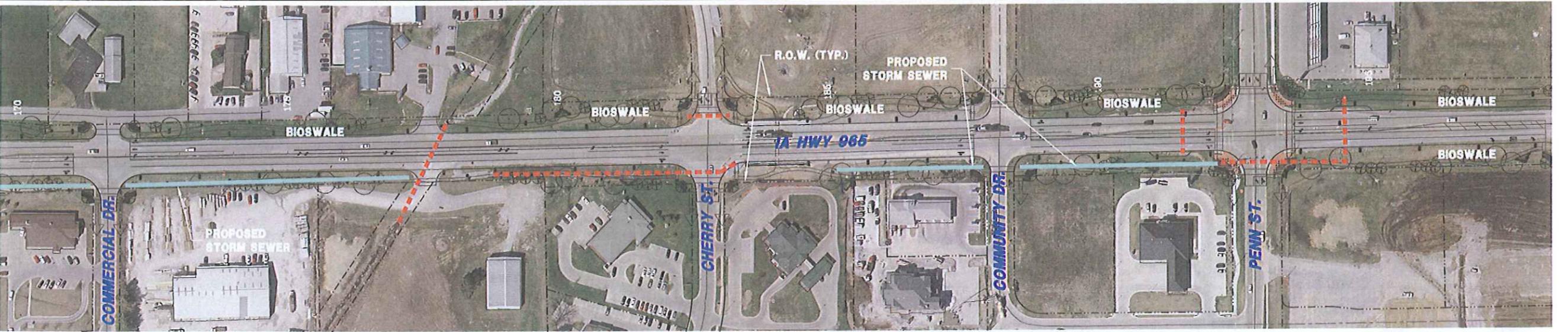
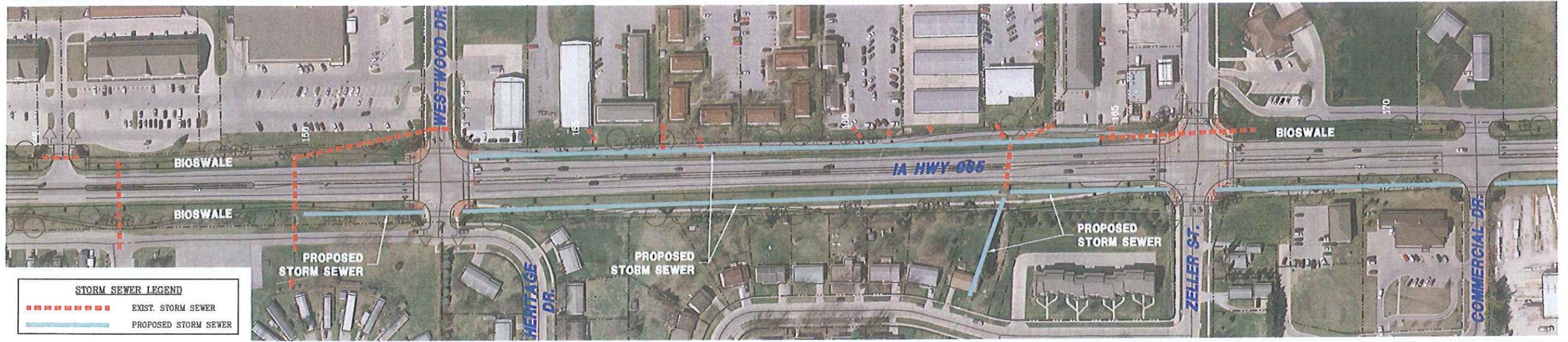


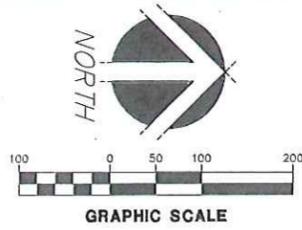
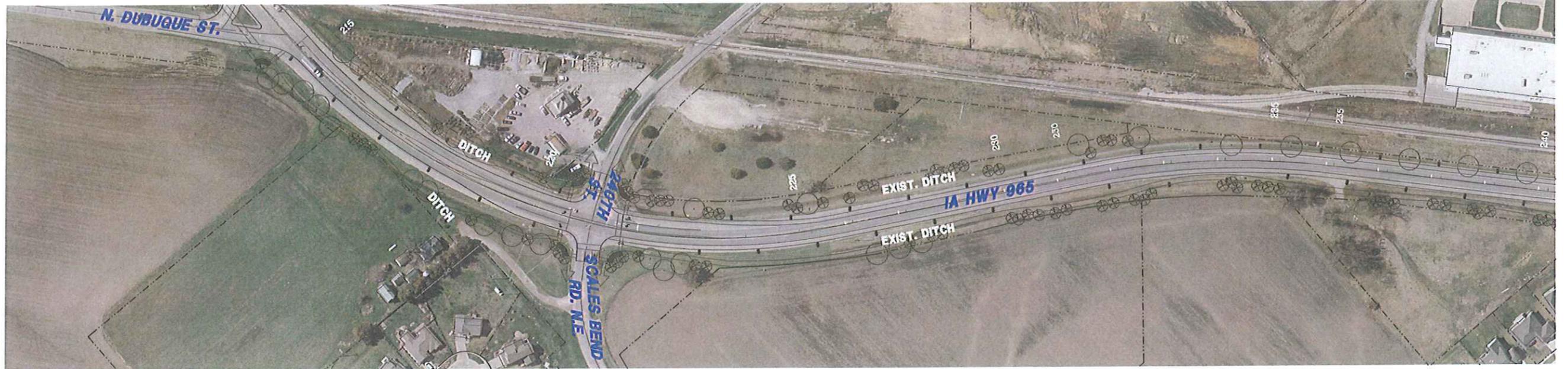
HIGHWAY 965 CORRIDOR STUDY
 NORTH LIBERTY/CORALVILLE
 IOWA 2008

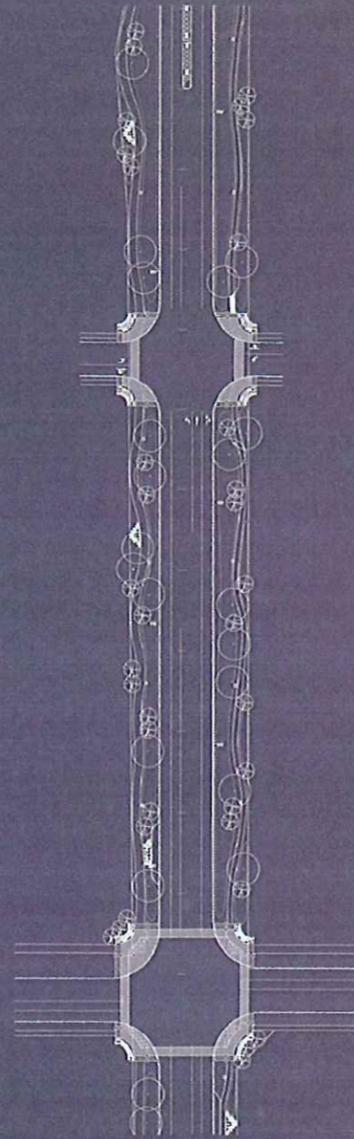
STORM SEWER IMPROVEMENTS

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K. PROJECT PHASING

Project phasing was prepared for both communities. In order to determine the optimal phasing for the project, several criteria were used to evaluate each section including;

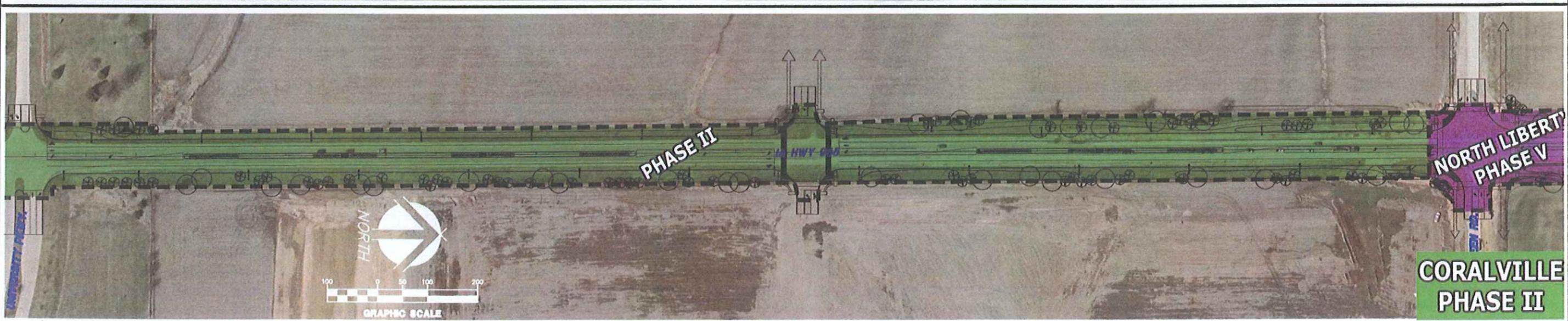
- Visual Character,
- Operational Deficiencies,
- Safety, and
- Community Image

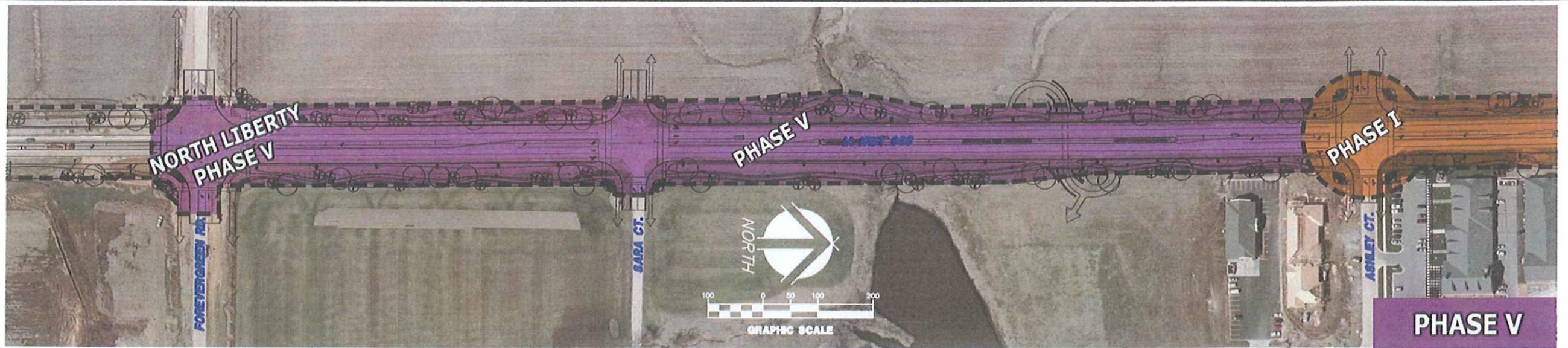
The Coralville project has been divided into two phases. The first phase begins at Holiday Road and continues north through the Oakdale Boulevard intersection. The second phase will begin north of Oakdale Boulevard and continue north to the south side of Forevergreen Road.

The North Liberty project has been divided into seven phases. Since the area from Penn Street to the south has already been improved by the addition of turn lanes and landscape and streetscape treatments, the recommended phasing for the project begins near the south end. The first phase begins at the Ashley Court intersection and continues north through the Lions Drive intersection. This area has been rapidly developing over the last several years and is in need of additional capacity. This area is also where much of the commercial development along Highway 965 begins, and by adding landscape and streetscape amenities these improvements will serve as the gateway to the commercial district in North Liberty. Phase 1 will also include capacity improvements to the Fairview Lane intersection to help alleviate the traffic congestion at this intersection. From here, the recommended phasing continues north to Penn Street for Phase 2, 3, and 4 before returning to the southern end for Phase 5 to complete the improvements along the main commercial section of Highway 965. The final Phases 6 and 7 will complete the improvements from north of the Penn Street intersection north to the City limits.

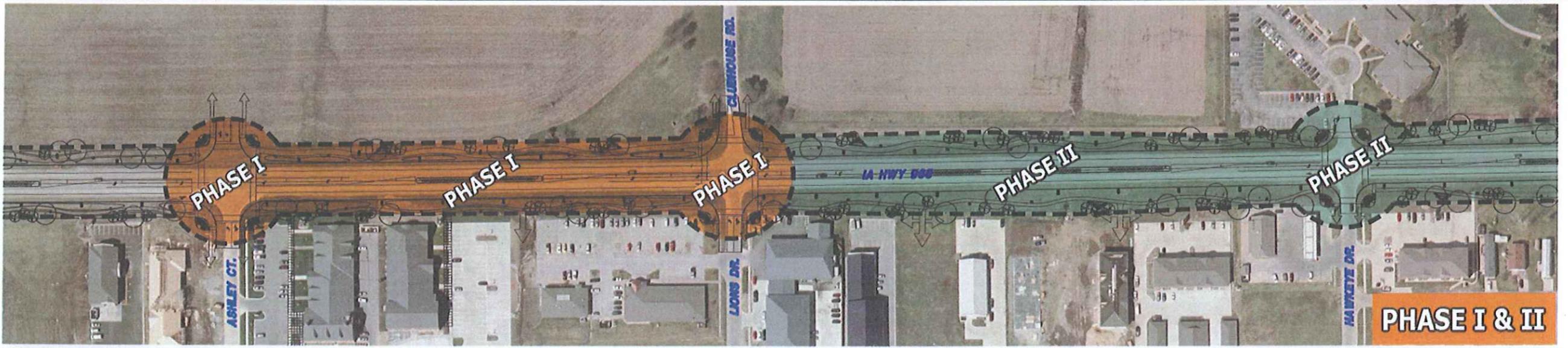
The recommended phasing plan for each community is illustrated on the following pages.

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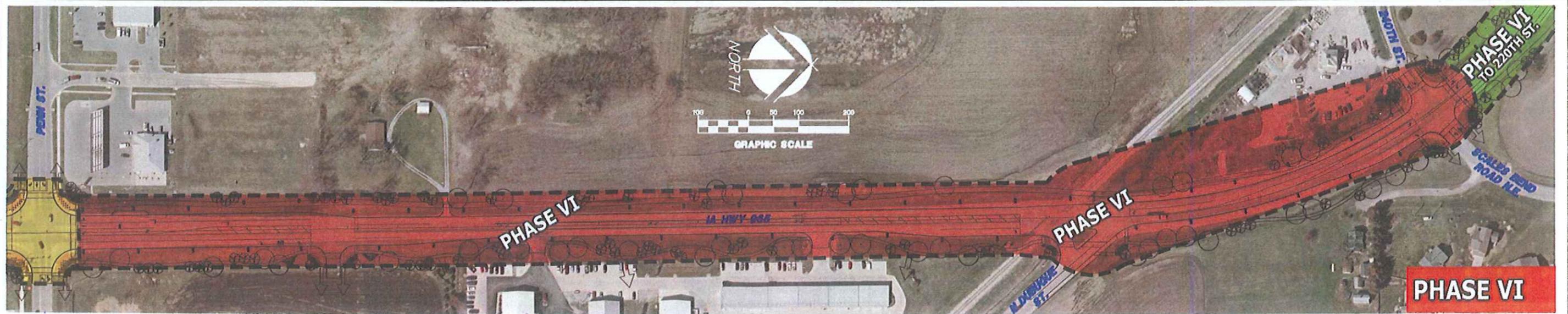
PHASE V

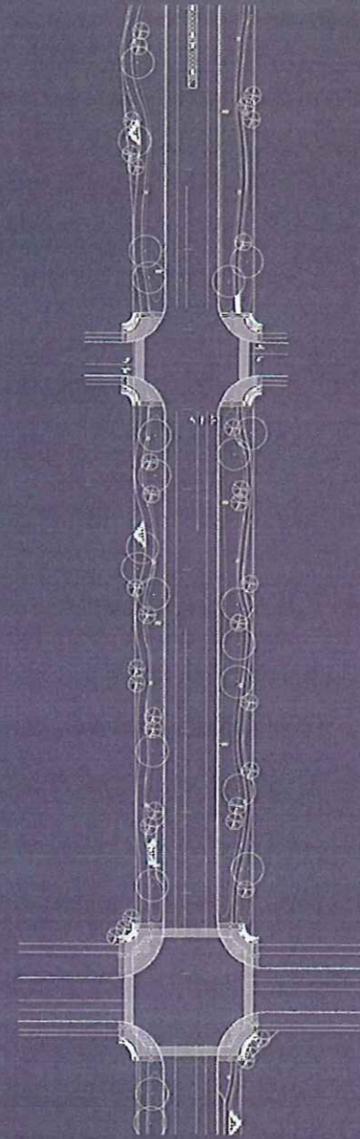


PHASE I & II



PHASE I & II





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L. OPINION OF PROBABLE CONSTRUCTION COST AND FUNDING MATRIX

An Engineer's Opinion of Probable Construction Cost was prepared for both communities. These costs were broken down by phase for each community.

These cost opinions were utilized to create the funding sources and uses matrix that associates targeted funding sources with proposed uses of funds

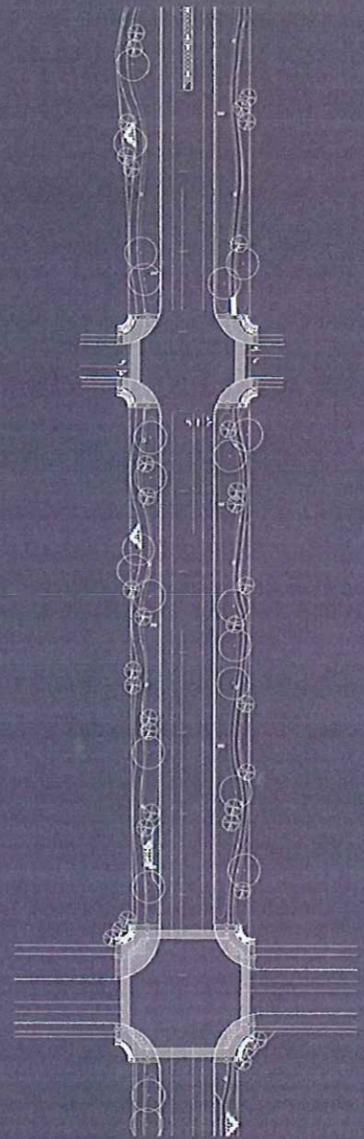
PLANNING LEVEL OPINION OF PROBABLE PROJECT COST HIGHWAY 965 CORRIDOR STUDY October 2008 Prepared by Howard R. Green Company					
ITEM	UNIT	PHASE 1 CORALVILLE		PHASE 2 CORALVILLE	
		N OF HOLIDAY TO N OF OAKDALE QUANTITY	N OF OAKDALE COST	N OF OAKDALE TO S OF FOREVERGREEN QUANTITY	S OF FOREVERGREEN COST
1.1 Demolition			\$229,500.00		\$87,500.00
1.1.1 Pavement Removal	SY	20,150	\$201,500	3100	\$31,000
1.1.2 Clearing and Grubbing	AC	5.8	\$28,000	11.3	\$56,500
1.2 Excavation and Grading			\$513,450.00		\$543,152.50
1.2.1 Excavation and Grading Class 10	CY	35,250	\$352,500	42,810	\$428,100
1.2.2 Excavation and Grading, Unknown	% of 1.1.1 & 1.3.1.2	10%	\$180,950	10%	\$115,053
1.3 Pavement			\$1,737,000.00		\$1,747,775.00
1.3.1 Concrete Pavement	SY	25,600	\$1,408,000	20,355	\$1,119,525
1.3.2 Granular Base	CY	9,400	\$329,000	7,950	\$278,250
1.3.3 HMA Intermediate Course, 1.5"	TONS	0	\$0	3,500	\$175,000
1.3.4 HMA Surface Course, 1.5"	TONS	0	\$0	3,500	\$175,000
1.3.5 Recreation Trail - 10'	SY	0	\$0	0	\$0
1.3.6 Sidewalk - 6'	SY	0	\$0	0	\$0
1.4 Drainage			\$361,950.00		\$237,252.50
1.4.1 Storm Sewer	LF	150	\$9,000	520	\$31,200
1.4.2 Storm Sewer Structures	EA	12	\$42,000	26	\$91,000
1.4.3 Culvert Replacement Sta 13+00	LF	300	\$150,000	0	\$0
1.4.4 Drainage, Unknown	% of 1.1.1 & 1.3.1.2	10%	\$180,950	10%	\$115,053
1.5 Streetscape/Landscape			\$559,885.00		\$596,825.00
1.5.1 Major Intersection	EA	0.0	\$0.00	0.0	\$0.00
Sculpture	LS				
Gateway Signage	LS				
Gateway Lighting	LS				
Decorative Lighting (includes footing)	EA				
Benches	EA				
Trash Receptacles	EA				
Bollards (not lighted)	EA				
Limestone cubes	EA				
Special Pavement (includes subbase)	SY				
Overstory Trees	EA				
Understory Trees	EA				
Shrubs	EA				
Perennials	SF				
Sodding	SQ				
1.5.2 Minor Intersection	EA	1.75	\$308,875	1.0	\$176,500
Decorative Lighting (includes footing)	EA				
Benches	EA				
Trash Receptacles	EA				
Bollards (not lighted)	EA				
Limestone cubes	EA				
Special Pavement (includes subbase)	SY				
Overstory Trees	EA				
Understory Trees	EA				
Shrubs	EA				
Perennials	SF				
Sodding	SQ				
1.5.3 Roadway Section without Median (per station)	STA				
Site Furnishings (seating, trash, signage, stone, bollards, bike rack)	STA	3.0	\$10,500	18.7	\$65,450
Special Pavement (bike nodes)	STA	3.0	\$1,950	18.7	\$12,155
1.5.4 Roadway Section with Median (per station)	STA				
Site Furnishings (seating, trash, signage, stone, bollards, bike rack)	STA	21.3	\$74,550	30.8	\$107,100
Landscaping (irrigated median trees, shrubs, perennials, and seeding)	STA	21.3	\$127,800	30.8	\$183,600
Special Pavement (bike nodes and median paving)	STA	21.3	\$36,210	30.8	\$52,020
1.6 Special Construction			\$2,874,969.00		\$1,078,733.50
1.6.1 Trail Underpass	EA	2	\$1,350,000	0	\$0
1.6.2 Traffic Signals	EA	1	\$175,000	1	\$175,000
1.6.3 Erosion Control	% of 1.1.1 & 1.3.1.2	2%	\$32,190	2%	\$23,011
1.6.4 Retaining Wall (avg. 5' hgt. assumed)	SF	6050	\$211,750		
1.6.5 Intersection Enhancement as Per RDG Master Plan (Ph.1)	LS	1	\$934,951		
1.6.6 Intersection Enhancement as Per RDG Master Plan (Ph.4)	LS			1	\$255,415
1.6.7 Roadway Enhancement as per RDG (Ph. 5)	LS	1	\$271,178		
1.6.8 Roadway Enhancement as per RDG (Ph. 6)	LS			1.0	\$625,308
1.7 Traffic Control			\$98,570.00		\$49,031.50
1.7.1 Traffic Control	% of 1.1.1 & 1.3.1.2	6%	\$98,570	6%	\$49,032
1.8 Miscellaneous			\$1,225,338.71		\$830,954.28
1.8.1 Pavement Marking and Signing	% of 1.1.1 & 1.3.1.2	2%	\$32,190	2%	\$23,011
1.8.2 Incidentals	% of 1.1.1 & 1.3.1.2	10%	\$180,950	10%	\$115,053
1.8.3 Mobilization	% of Above	4%	\$248,933	4%	\$174,411
1.8.4 Contingency (Note: No contingency on RDG items)	% of Above	16%	\$785,265	15%	\$518,480
Subtotal Construction (Current Year)			\$7,398,683		\$5,191,224
Engineering, Legal, Administration	% of Above	20%	\$1,479,733	20%	\$1,038,245
Opinion of Probable Costs			\$8,878,395		\$6,229,469
Permanent Right of Way	AC	0.1	\$1,000	0.0	
Total			\$8,879,395		\$6,229,469

Howard R. Green Company

OPINION OF PROBABLE
CONSTRUCTION COSTS

SHEET NO.

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Highway 965 Corridor Master Plan

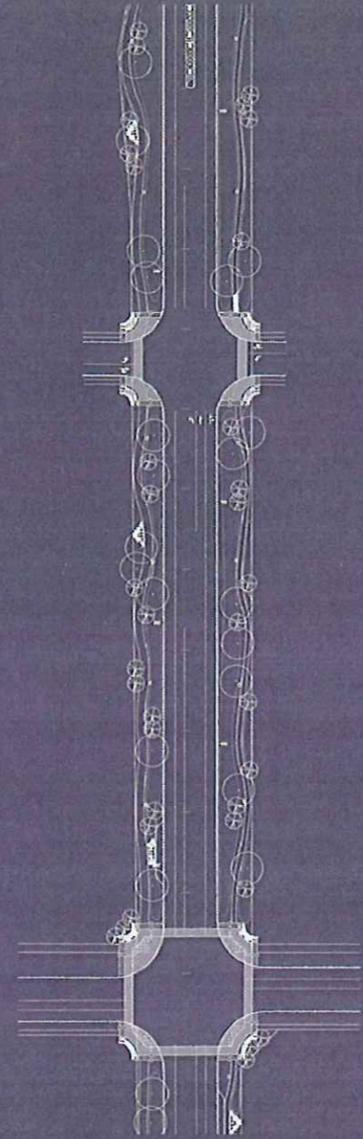
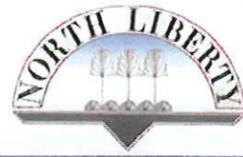
November 2008



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PLANNING LEVEL OPINION OF PROBABLE PROJECT COST HIGHWAY 965 CORRIDOR STUDY August 2008															
Prepared by Howard R. Green Company															
ITEM	UNIT	PHASE 1 NORTH LIBERTY ASHLEY TO LIONS & FAIRVIEW INT		PHASE 2 NORTH LIBERTY LIONS TO FAIRVIEW		PHASE 3 NORTH LIBERTY FAIRVIEW TO ZELLER		PHASE 4 NORTH LIBERTY ZELLER TO PENN		PHASE 5 NORTH LIBERTY FOREVERGREEN TO ASHLEY		PHASE 6 NORTH LIBERTY PENN TO DUBUQUE		PHASE 7 NORTH LIBERTY DUBUQUE TO 230TH	
		QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
1.1 Demolition			\$10,000.00		\$22,500.00		\$36,826.45		\$30,000.00		\$31,500.00		\$29,104.68		\$37,500.00
1.1.1 Pavement Removal	SY	250.0	\$2,500	500	\$5,000	1100	\$11,000	500	\$5,000	900	\$9,000	500	\$5,000	500	\$5,000
1.1.2 Clearing and Grubbing	AC	1.5	\$7,500	3.5	\$17,500	5.2	\$25,828	5.0	\$25,000	4.5	\$22,500	4.8	\$24,105	6.5	\$32,500
1.2 Excavation and Grading			\$152,092.50		\$214,905.00		\$159,405.00		\$183,405.00		\$292,517.50		\$186,077.50		\$270,200.00
1.2.1 Excavation and Grading Class 10	CY	10,600	\$106,000	16,100	\$161,000	10,600	\$106,000	12,950	\$129,500	23,450	\$234,500	15,365	\$153,650	24,990	\$249,900
1.2.2 Excavation and Grading, Unknown	% of 1.1.1 & 1.3.1.2	10%	\$48,093	10%	\$53,905	10%	\$53,405	10%	\$53,905	10%	\$58,018	10%	\$32,428	10%	\$20,300
1.3 Pavement			\$716,975.00		\$951,975.00		\$1,030,800.00		\$847,500.00		\$1,017,775.00		\$651,625.00		\$894,700.00
1.3.1 Concrete Pavement	SY	8,335	\$458,425	9,710	\$534,050	9,510	\$523,050	7,040	\$387,200	10,385	\$571,175	5,805	\$319,275	3,800	\$198,000
1.3.2 Granular Base	CY	2,985	\$104,475	3,675	\$128,825	3,700	\$129,500	2,900	\$101,500	3,900	\$136,500	2,325	\$81,375	5,585	\$195,475
1.3.3 HMA Intermediate Course, 1.5"	TONS	850	\$42,500	1,210	\$60,500	1,840	\$97,000	1,815	\$90,750	1,400	\$70,000	1,000	\$50,000	1,800	\$90,000
1.3.4 HMA Surface Course, 1.5"	TONS	850	\$42,500	1,210	\$60,500	1,840	\$97,000	1,815	\$90,750	1,400	\$70,000	1,000	\$50,000	1,800	\$90,000
1.3.5 Recreation Trail - 10'	SY	895.0	\$40,275	2,330	\$104,850	2,510	\$112,950	2,495	\$112,275	2,070	\$93,150	2,145	\$95,525	4,905	\$220,725
1.3.6 Sidewalk - 6'	SY	640.0	\$28,800	1,410	\$63,450	1,580	\$71,100	1,445	\$66,025	1,710	\$76,950	1,210	\$54,450	2,900	\$130,500
1.4 Drainage			\$133,492.50		\$159,305.00		\$291,605.00		\$218,605.00		\$170,417.50		\$90,227.50		\$46,309.00
1.4.1 Storm Sewer	LF	990	\$59,400	1290	\$77,400	3270	\$196,200	2045	\$122,700	1290	\$77,400	330	\$22,800	200	\$12,000
1.4.2 Storm Sewer Structures	EA	8	\$28,000	8	\$28,000	12	\$42,000	12	\$42,000	10	\$35,000	10	\$35,000	4	\$14,000
1.4.3 Drainage, Unknown	% of 1.1.1 & 1.3.1.2	10%	\$48,093	10%	\$53,905	10%	\$53,405	10%	\$53,905	10%	\$58,018	10%	\$32,428	10%	\$20,300
1.5 Streetscape/Landscape			\$634,085.00		\$1,097,000.00		\$1,464,065.00		\$1,785,250.00		\$1,053,975.00		\$828,600.00		\$1,520,900.00
1.5.1 Major Intersection	EA	0.0	\$0.00	0.0	\$0.00	1.0	\$548,600.00	1.0	\$548,600.00	0.5	\$274,300.00	0.0	\$0.00	0.0	\$0.00
Sculpture	LS														
Gateway Signage	LS														
Gateway Lighting	LS														
Decorative Lighting (includes footing)	EA														
Benches	EA														
Trash Receptacles	EA														
Bollards (not lighted)	EA														
Limestone cubes	EA														
Special Pavement (includes subbase)	SY														
Overstory Trees	EA														
Understory Trees	EA														
Shrubs	EA														
Perennials	SF														
Sodding	SQ														
1.5.2 Minor Intersection	EA	2.0	\$393,000	2.0	\$393,000	1.0	\$196,500	3.0	\$589,500	1.0	\$196,500	1.0	\$196,500	1.0	\$196,500
Decorative Lighting (includes footing)	EA														
Benches	EA														
Trash Receptacles	EA														
Bollards (not lighted)	EA														
Limestone cubes	EA														
Special Pavement (includes subbase)	SY														
Overstory Trees	EA														
Understory Trees	EA														
Shrubs	EA														
Perennials	SF														
Sodding	SQ														
1.5.3 Roadway Section without Median (per station)	STA	5.4	\$162,540	12.3	\$370,230	12.2	\$367,220	21.5	\$847,160	12.0	\$381,200	21.0	\$632,100	44.0	\$1,324,400
Decorative Lighting (includes footing)	EA														
Street Lighting (includes footing)	EA														
Site Furnishings (seating, trash, signage, stone, bollards, bike)	EA														
Landscaping (trees, shrubs, perennials, and seeding)	EA														
Special Pavement (bike nodes)	SY														
1.5.4 Roadway Section with Median (per station)	STA	2.3	\$78,545	9.8	\$334,670	10.3	\$351,745	0.0	\$0	8.5	\$221,975	0.0	\$0	0.0	\$0
Decorative Lighting (includes footing)	EA														
Street Lighting (includes footing)	EA														
Site Furnishings (seating, trash, signage, stone, bollards, bike)	EA														
Landscaping (irrigated median trees, shrubs, perennials, seedli)	EA														
Special Pavement (bike nodes, median paving)	SY														
1.6 Special Construction			\$534,218.50		\$860,781.00		\$185,881.00		\$448,281.00		\$949,103.50		\$93,985.50		\$4,060.00
1.6.1 Trail Underpass	EA	0.0	\$0	1	\$675,000	0	\$0	0	\$0	1.0	\$675,000	0	\$0	0	\$0
1.6.2 Traffic Signals	EA	3	\$526,000	1	\$175,000	1	\$175,000	2.5	\$437,500	1.5	\$262,500	0.5	\$87,500	0	\$0
1.6.3 Erosion Control	% of 1.1.1 & 1.3.1.2	2%	\$9,219	2%	\$10,781	2%	\$10,881	2%	\$11,804	2%	\$11,804	2%	\$8,488	2%	\$4,060
1.7 Traffic Control			\$27,855.50		\$32,343.00		\$32,043.00		\$32,343.00		\$34,810.50		\$19,456.50		\$12,180.00
1.7.1 Traffic Control	% of 1.1.1 & 1.3.1.2	6%	\$27,855	6%	\$32,343	6%	\$32,043	6%	\$32,343	6%	\$34,811	6%	\$19,457	6%	\$12,180
1.8 Miscellaneous			\$474,929.51		\$699,230.71		\$672,128.83		\$738,308.36		\$744,139.91		\$399,737.37		\$553,669.60
1.8.1 Pavement Marking and Signing	% of 1.1.1 & 1.3.1.2	2%	\$9,219	2%	\$10,781	2%	\$10,881	2%	\$11,804	2%	\$11,804	2%	\$8,488	2%	\$4,060
1.8.2 Incidentals	% of 1.1.1 & 1.3.1.2	10%	\$48,093	10%	\$53,905	10%	\$53,405	10%	\$53,905	10%	\$58,018	10%	\$32,428	10%	\$20,300
1.8.3 Mobilization	% of Above	4%	\$89,341	4%	\$133,583	4%	\$123,009	4%	\$141,815	4%	\$142,504	4%	\$75,993	4%	\$111,434
1.8.4 Contingency	% of Above	15%	\$331,278	15%	\$500,958	15%	\$480,354	15%	\$533,303	15%	\$532,515	15%	\$284,862	15%	\$417,379
Subtotal Construction (Current Year)			\$2,683,449		\$4,058,940		\$3,972,354		\$4,283,693		\$4,294,239		\$2,298,314		\$3,339,510
Engineering, Legal, Administration	% of Above	20%	\$536,690	20%	\$807,788	20%	\$774,471	20%	\$856,739	20%	\$858,848	20%	\$459,763	20%	\$667,902
Opinion of Probable Costs			\$3,220,138		\$4,846,728		\$4,646,825		\$5,140,432		\$5,153,087		\$2,758,377		\$4,007,412
Permanent ROW / Easements	AC		\$37,500		\$0		\$14,500		\$89,000		\$3,800		\$0		\$0
Total			\$3,257,638		\$4,846,728		\$4,661,325		\$5,229,432		\$5,156,887		\$2,758,377		\$4,007,412





Highway 965 Corridor Master Plan

November 2008



Federal, State, Regional, Local Source	Source	Administrative Agency/Department	Applications Due	Review Period	Match Requirement	Low Awards	High Awards	Average Awards	Payment Method	Common Project Improvements	Funding Categories
Federal	STAG Grant	U.S. EPA	First Quarter	6+ months	45%	N/A	N/A	N/A	Reimbursement	Water/Wastewater facility improvements	Discretionary - funds often used for land acquisition, conduct facility planning, design and construction
Federal	TCSP	FHWA	First Quarter	6+ months	20%	N/A	N/A	N/A	Reimbursement	Transportation studies, improvements associated that integrate transportation, community and system preservation	Improve transportation efficiency; reduce impacts of transportation on the environment; reduce the need for costly future investments in public infrastructure; provide efficient access to jobs, services, and centers of trade; and examine community development patterns and identify strategies to encourage private sector investment.
Federal	High Priority Projects	FHWA	First Quarter	6+ months	20%	N/A	N/A	N/A	Reimbursement	Roads & bridges	Discretionary
Federal	Transportation Improvements	FHWA	First Quarter	6+ months	20%	N/A	N/A	N/A	Reimbursement	Roads & bridges	Discretionary
Federal	Bus and Bus Facilities	FTA	First Quarter	6+ months	20%	N/A	N/A	N/A	Reimbursement	Purchase buses and/or construct transit related facilities	Discretionary - bus purchase and/or replacement of buses; related transit facilities.
State	Community Attraction & Tourism	Department of Econ. Dev	Quarterly	Approx. 3 months	Varies - 50% max.	\$200,000	\$750,000	N/A	Reimbursement	Streetscape improvements - specifically aesthetic features	Vertical infrastructure associated with community attractions and tourism
State/Regional	Federal Transportation Enhancement	Department of Transportation	October 1; MPO/RPA Schedules may differ	Approx. 4-5 months	70% State Program & 30% Regional Programs	Projected Budget Amount: \$137,357			Reimbursement	Trails, roadside beautification, visitor center.	Numerous - Categories specific to the Ingersoll Project: Landscaping and scenic beautification; facilities for pedestrians and bicycles; preservation of abandoned railway corridors for pedestrian or bicycle trails.
State	Federal Recreational Trails Program	Department of Transportation	October 1	3 - 4 months	20%	\$18,150	\$288,185	\$136,237	Reimbursement	Trail construction, widening and resurfacing, maintenance, etc.	Education, Trail maintenance; retire trails, provide access to those with disabilities, trailside and trailhead facilities; purchase or lease equipment for trail construction, maintenance, acquiring easements, constructing new trails.
State	State Recreational Trails Program	Department of Transportation	January 2 & July 1	3 - 4 months	25%	\$50,000	\$350,000	N/A	Reimbursement	Trail construction	Generally all costs associate with trail design, construction or upgrade.
State	RISE - Local Development Projects	Department of Transportation	February 1 & September 1	3 - 4 months	50%	\$62,500	\$1,258,574	\$306,319	Reimbursement	Design and construction of roads and/or upgrade in roadways serving economic development projects.	Immediate Opportunity (80% IDOT/20% Local Match) and Local Development Projects (50%/50%)
State	ICAAP	Department of Transportation	October 1	3 - 4 months	20%	\$82,000	\$880,000	\$427,273	Reimbursement	Signalization, Grade-separations, bridges, roadway extensions, roadway capacity improvements.	Traffic flow improvements; Shared-ride services; transit improvements; travel demand management strategies; pedestrian and bicycle programs; vehicle inspection and maintenance programs; other (to include promising technologies to reduce emissions, conversion of fleets to alternative fuels, etc.; transportation control measures; transportation activities consistent with the STIP.
State	Iowa Traffic Safety Improvement Program	Department of Transportation	August 15	3 - 4 months	None; however the program has a cap of \$500,000	\$4,000	\$500,000	\$131,236	Reimbursement	Site improvements, studies, traffic control devices.	Site Specific Improvements; Traffic Control Devices; Research
State	SRF	IDNR	Rolling Enrollment	6+ months	Loan Program	\$75,000 (planning & design)	\$6.5 million	N/A	Loan	Financing for planning and design, construction, replacement or rehabilitation of public water and wastewater systems	Planning and Design; Construction
State	Urban-State Traffic Engineering Program	Department of Transportation	Rolling Enrollment	3 months	45%	\$200,000 - spot improvements	\$400,000 - linear improvements	N/A	Reimbursement	Solve traffic operation and safety problems on primary roads	Spot improvements involving a single location; or linear improvements involving two or more intersections.
Regional	Surface Transportation Program	JCCOG	December	Approx. 4-5 months	70% State Program & 30% Regional Programs	Projected Budget Amount: \$1,785,930			Reimbursement	Trails, roadside beautification, visitor center.	Numerous - Categories specific to the Ingersoll Project: Landscaping and scenic beautification; facilities for pedestrians and bicycles; preservation of abandoned railway corridors for pedestrian or bicycle trails.
Local	General Fund	City Council	Budget/Bonding	N/A	Bonding cap imposed by state statute (5% of assessed value)	N/A	N/A	N/A	Bonding	Virtually everything included in this scope of work	Essential and General Corporate purposes
Local	Tax Increment Financing	City Council	Budget/Bonding	N/A	Bonding cap imposed by state statute (5% of assessed value)	N/A	N/A	N/A	Bonding	Virtually everything included in this scope of work	Economic development and blight elimination
Local	Local Option Sales Tax	City Council/Board of Supervisors	Subject to Referendum	Subject to vote and effective date of tax collections	Subject to what the referendum authorizes	N/A	N/A	N/A	Collections	Dependant upon activities authorized in the referendum	Dependant upon what is authorized in the referendum
Local	Special Assessment	City Council	Specific procedures	Effective date when the assessment is authorized	Cannot exceed 25% of assessed value	Assessment cannot exceed 25% of the assessed value of the property			Bonding	Design and construction costs associated with some form of metric that assigns cost with benefit.	Typically linear improvements associated with a street or utility improvement project.
Local	Self Supported Municipal Improvement District (SSMID)	City Council	Specific procedures	Effective date when the assessment is authorized	Levy rate set by the City Council	Levy rate largely based on the consensus of affected tax payers			Bonding	Costs that are authorized by the resolution approved by the City Council	Capital improvements, offsets for the parking utility; promotion and marketing, etc.

SAFTEA-LU Project Number	Demo ID	Projects Listed in Section 134 - "Transportation Improvements"	Amount Authorized (over 5 years)
90	IA 180	Downtown Improvement Project, DeWitt	\$1,700,000
119	IA 189	Phase III - Main Street Project Amana [1]	\$220,000
125	IA 195	Construct Principal River walk, Des Moines [2]	\$1,100,000

[1] This project also received \$300,000 in High Priority Project funding (Section 1702).
 [2] This project also received \$4 million in High Priority Project funding (Section 1702).

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