

ITEM # 13
DATE: 06-26-18

COUNCIL ACTION FORM

SUBJECT: STATE OF IOWA RECREATION TRAIL GRANT FOR GRAND AVENUE EXTENSION

BACKGROUND:

This application (attached) is for grant funding for trail improvements for the Grand Avenue Extension project. The grant funding requested would cover costs associated with a separate shared use path along S Grand Avenue and S 5th Street plus the portion for the path crossing on a new primary Squaw Creek bridge and the new overflow bridge that will be integral with the S Grand Avenue roadway project. To be competitive, the grant funds would cover approximately 20% of the construction costs (\$368,000) of paving the trail and constructing the bridges. Statewide there is \$1 million being funded for the whole program.

Through coordination with Story County Conservation, the grant application demonstrates regional significance of this trail including connection to the Highway R38 on street bike lanes. There is also regional significance as the Aspen Business Park, ISU Research Park, and over 1160 residential units having connection with the S. Duff Avenue commercial district as well as Main Street Historic Places commercial area.

As part of the grant application, Iowa Department of Transportation officials request a resolution from the authority to be responsible for the maintenance and operation. **The authority must provide written assurance it will adequately maintain the trail for its intended use and maintain the total trail used to justify the project in public use for a minimum of 20 years following project completion.**

The Grand Ave. Extension project continues to be included in the Capital Improvements Plan with funding identified since FY 2013/14 and continuing through FY 2018/19. Funding shown in the CIP for FY 2017/18 and FY 2018/19 includes \$7,700,000 in G.O. Bonds, \$4,300,000 in MPO/STP Funds, and \$3,450,000 in Federal/State Grant Funds. In general, construction is anticipated to commence in FY 2018/19 with hopeful completion in 2020.

ALTERNATIVES:

1. The City Council can pass a resolution that supports the submission of the State of Iowa Recreational Trail grant application in the amount of \$368,000

with assurance that any funded improvements will be adequately maintained for 20 years.

These funds are included in the \$3,450,000 of federal/state funding for the Grand Avenue Extension Project reflected above.

2. The City Council can direct staff to pursue alternative funding sources for this bridge and trail.

MANAGER'S RECOMMENDED ACTION:

Adopting a resolution showing support for the State of Iowa Recreational Trail grant application is one step in the continuing process of accomplishing the Grand Avenue Extension project. The grant assurance is that the trail will be maintained for 20 years, which is far less than the life of this project.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as noted above.



Form 240002 (04-18)

PROJECT APPLICATION IOWA STATE RECREATIONAL TRAILS (SRT) PROGRAM

GENERAL INFORMATION

Applicant Agency: City of Ames, Iowa

Contact Person

(Name and Title): Tracy Warner

Street Address

and/or Box Number: 515 Clark Avenue PO Box 811

City: Ames

State: IA

ZIP Code: 50010

Telephone Number: 515-236-5163

E-mail: twarner@city.ames.ia.us

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: _____

Contact Person

(Name and Title): _____

Street Address

and/or Box Number: _____

City: _____

State: _____

ZIP Code: _____

Telephone Number: _____

E-mail: _____

PROJECT INFORMATION

Project Title Ames South Grand Avenue Roadway Extension and Trail

Project Description (including length):

Project includes construction of approximately 3,300 linear feet of 10-foot-wide concrete sidepath along the west side of South Grand Avenue. This includes a 12-foot-clear sidepath across the proposed South Grand Avenue bridge over Squaw Creek and across the proposed overflow bridge to the south. The proposed bridge lengths are 400 feet and 270 feet, respectively. This trail is an extension of the existing City trail to the north which connects to Downtown Historic Main Street and the South Duff Commercial District. There is existing aggregate trail that runs along abandoned rail corridor for about a mile to the south which this phase connects into. The aggregate trail connects to the ISU Research Park, Aspen Business Park, and over 1160 residential living units and is planned to be paved in 2020-2021. South and west of there is either existing trail or County trail in various stages of development/construction that will connect to County Highway R38, which then connects to the High Trestle Trail and the Heart of Iowa Nature Trail, which is a part of the American Discovery Trail.

ECONOMIC IMPACT INFORMATION

Type of Project:

☐ Acquisition - number of acres _____

☒ Development

☐ Combination - number of acres _____

Exhibit A-1

ECONOMIC IMPACT INFORMATION (continued)

Total Cost: \$2,118,000.00

SRT Fund Request: \$368,000.00

Applicant Match (25 percent minimum): \$1,750,000.00

	Match Source	Amount	Assured or Anticipated (Date Anticipated)
1.	City of Ames - G.O. Bonds	\$1,750,000.00	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:

This trail is a part of a much larger project that has both ICAAP funding and STBG funds through the Ames MPO. However, those federal dollars will be applied to the roadway portion of the project, which extends South Grand Avenue from Squaw Creek Drive to South 16th Street. The costs included in the cost estimate for this application are for the additional funds directly related to the trail portions of the project (i.e. the sidepaths along South Grand Avenue and South 5th Street and the additional width of the bridges for the trail). The match money for the trail portion of the project will come from the City of Ames local funds.

ESTIMATED PROJECT DEVELOPMENT SCHEDULE

Design	Start Date: Jan 10, 2017	Completion Date: August 2018
Land acquisition	Start Date: October 2017	Completion Date: August 2018
Construction	Start Date: January 2019	Completion Date: May 2020

Has any part of this project been started?: ☒ Yes ☐ No

If Yes, please explain:

Preliminary Design of the South Grand Avenue Roadway Extension and Trail project has occurred and determined the needs for the bridge crossing Squaw Creek and the connection from the Vet Med Trail to the Grand Ave Trail.

Do you intend to charge a fee to users?: ☐ Yes ☒ No If Yes, how much?:

What will the fee be used for?:

Exhibit A-2

REQUIRED DOCUMENTATION AND NARRATIVE INFORMATION

The following documents and narratives must be submitted with this application. In the upper right corner of each document or narrative write the corresponding letter shown below.

- ☒ A. A **NARRATIVE** assessing the project selection criteria attached to this application. In addition to addressing the questions attached, the narrative should assess the existing conditions, outline the concept of the proposed project, and provide adequate project justification. The narrative must show that the concept is reasonable from a transportation engineering and/or recreational standpoint and is part of an areawide, local, regional, or statewide plan.
- ☒ B. A **MAP** identifying the location of the project - an optional mapping application tool is available for your use at: www.sysplan.dot.state.ia.us/fedstae_rectrails.htm.
- ☒ C. A **CROSS SECTION** of the proposed trail project (if appropriate).
- ☒ D. A **SKETCH PLAN** of the trail project.
- ☒ E. An **ITEMIZED BREAKDOWN** of the total project costs. This documentation does not need to be a detailed, line-item type estimate. However, it must accomplish two objectives: 1) it must show the method by which the cost estimate was prepared; and 2) 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.
- ☒ F. A **TIME SCHEDULE** for the total project development.
- ☒ G. An **OFFICIAL ENDORSEMENT** of the trail proposal from the authority to be responsible for the maintenance and operation. The authority must provide written assurance it will adequately maintain the trail for its intended use and maintain the total trail used to justify the project in public use for a minimum of 20 years following project completion. For cities, counties, or other political subdivisions, this should be in the form of a fully executed resolution by the elected body or board as applicable.
- ☒ H. A **NARRATIVE** discussing the extent to which adjacent property owners have been informed of the proposed project and an assessment of their acceptance.
- ☒ I. Completed **MINORITY IMPACT STATEMENT** attached to application.

The award of State Recreational Trails funds; any subsequent funding, or letting of contracts for design, construction, reconstruction, improvement, or maintenance; and the furnishing of materials for this project shall not involve direct or indirect interest of any state, county, or city official, elective or appointive. All of the above are prohibited by Iowa Code 314.2, 362.5, or 331.342. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of State Recreational Trails 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 local governments to assume responsibility for adequate maintenance of any new or improved trails.

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 Ames, Iowa

Signature

Date

Tracy L. Warner, Municipal Engineer

Typed Name and Title

Date

PROJECT SELECTION CRITERIA POINT SYSTEM

IOWA STATE RECREATIONAL TRAILS (SRT) PROGRAM

EVALUATION AND APPROVAL

The Iowa Department of Transportation shall evaluate each complete application primarily on the basis of whether the trail justifies the construction and maintenance costs, including, but not limited to, the following criteria.

1. Define need, in terms of the population to be served and existing trails in the area. (25 points)

This project, along with future phases, provides connections between the City of Ames trail network and the Central Iowa Trail Network to the south by way of the Heart of Iowa Nature Trail and the High Trestle Trail. This opens up hundreds of miles of trail to the users. It creates safe paths for alternative modes of transportation for residents and visitors, connecting them to other communities, parks, and trail networks. This trail connects to the heart of Ames, the historic downtown Main Street area, as well as the South Duff Avenue commercial district, and across Squaw Creek to the southern portion of Ames. Attachment A.1 is a map from the Ames Long Range Transportation Plan that identifies environmental justice populations.

Since the City of Ames will maintain this trail year round and it will be above flood elevations, the trail will allow people who choose to live north of Squaw Creek better access to the trails and businesses south of Squaw Creek no matter the time of year. This includes the new and expanding businesses in the Iowa State Research Park, as well as a new Story County Park under planning and construction in the Iowa State Research Park. These areas directly to the north are considered to be low income and/or areas of minority populations.

The trail will allow the the residents in the two mobile home parks and apartment buildings directly to the south along South 16th Street, year round access to the north side of Squaw Creek on a hard surface route. The residents will have much greater access to the new Aldi grocery store on South 5th Street and Fresh Thyme grocery store on Southeast 5th Street. Additionally, residents south of Squaw Creek will have access to the vibrant, historic downtown area and the amenities there in.



2. Describe the compatibility with local, areawide, regional, or statewide plans. (10 points)

As per Section 4.2 of the Iowa in Motion 2045 - Long Range Plan, "the importance of bicycling and walking to Iowa's economy is significant, as both provide many benefits in the areas of health and fitness, tourism, and to the environment." It is also stated within this section that "it is estimated that 4% of Iowans walk or bike to work, trail use is increasing, businesses have identified local trails as an aid in recruitment, demand for urban sidewalks has increased, and rising public attention for healthy lifestyles has caused an increase in bicycling and walking, including children traveling to and from school." When it is fully developed, it will be connected to the County trails, Heart of Iowa Nature Trail (HOINT) and High Trestle Trail (HTT). The trail connection from Ames to the HOINT/HTT is consistent with Statewide Trails Vision map (Figure 4.3).

Goal 1 from Iowa's Recreation Plan 2006 SCORP is to "Meet local recreation needs by providing close to home opportunities." From that came Performance Goal #3 which was to encourage Iowans to improve physical and mental health through outdoor recreation. This project expands the recreational opportunities and provides a route for alternative modes of transportation not only within the City of Ames, but to neighboring communities to the south and to much of Central Iowa. This speaks directly to improving physical and mental health by encouraging people to safely go farther than they've previously been able to go.

This project has been in the planning stages for decades and was included in the City of Ames Long Range Transportation Plan (LRTP) completed in 2015. The adjacent Vet Med Trail is also an important trail to the City, with its connections to the ISU Research Park and the Story County Trail system. After the LRTP was approved, the city added paving the Vet Med Trail to their CIP as the priority had increased with the amount of growth on the south side of Ames, including the ISU Research Park. To be able to keep both important trail systems in place and to serve more Ames residents and regional trail users, it was decided to expand the proposed S. Grand Avenue bridge over Squaw Creek to include trail accommodations, add a sidepath to the elevated roadway section, and then create a connection from that sidepath down to the existing Vet Med Trail that runs south to the ISU Research Park.

3. Describe the benefits of multiple uses and recreational opportunities. (10 points)

This project will encourage active and healthy lifestyles by providing a safe and inviting space for any age group. It creates safe paths for both recreation and alternative modes of transportation for residents and visitors; connecting them to other communities, parks, and trail networks. Locally, it provides a safe route for area residents to walk or bike to multiple grocery stores (Hy-Vee, Fareway, Aldi's, Fresh Thyme, and the Wheatsfield Co-op), the Downtown Farmer's Market, historic downtown Ames, big box stores like Walmart and Target, and numerous restaurants.

The project encourages recreational opportunities by providing connections to Greenbriar City Park, O'Neil Park, Anytime Fitness, the Boys and Girls Club of Ames and the new Tedesco Environmental Learning Corridor within the ISU Research Park, which is a 39 acre park featuring gathering areas, boardwalks through wetlands, and hard and soft surface trails throughout the park. Ames Christian School is also along just west of the route so the trail will provide a safe route to school for area students.

By the end of 2021, whether it be for commuting to work, going shopping, exploring the parks in a neighboring town, or dinner with friends, residents and visitors will have safe alternative routes to access neighboring communities like Slater, Huxley, Madrid, Woodward, Ankeny, and even the Des Moines Metro area and it's many connected communities. Nationally, this project provides a linkage to the American Discovery Trail (via the HOINT), which stretches across more than 6,800 miles and is the only coast-to-coast, non-motorized recreational trail in the nation.

Another important objective of this project overall is to improve the City's flood resiliency by creating a connection between the north and south sides of the community during periods of flooding. This will have the added benefit of residents being able to access food during those times that in past history, they would have been cutoff from until the floodwaters receded.

4. Define the quality of the site. (25 points)

There is an existing aggregate trail that extends from the current end of South Grand Avenue at the north end of this project. That existing aggregate trail connects to a sidepath along South Grand Avenue and South 4th Street. The aggregate trail is mostly 10-foot-wide and runs on an old rail line. There is a pedestrian bridge that crosses Squaw Creek on the existing alignment, but the elevations are below flood level so that in high water times, the trail and bridge are both submerged. The South Grand Avenue Roadway and Trail Extension project is planned to be built high enough (as much as 15 feet as it crosses Squaw Creek) that it will remain above the flood waters so that the city is not divided as it was in 2010. This will require the reconstruction of the existing trail and trail bridge in this area.

The South Grand Ave Extension has been in the planning stages for decades. The adjacent golf course was developed with a corridor for South Grand Avenue reserved. The remainder of the land adjacent to the corridor includes residential neighborhoods, commercial properties, community parks, grocery stores and box stores, and a variety of eating establishments. South and west of this trail segment is either existing trail or County trail in various stages of development/construction that will ultimately connect to County Highway R38, The High Trestle Trail (HTT) and the Heart of Iowa Nature Trail (HOINT).

5. Describe the economic benefits to the local area. (10 points)

Trails are the number one amenity potential homeowners cite when they are looking at moving into a community according to a study by the National Association of Homeowners. This translates to increased property values and enhanced tax revenue for communities.

Trails also encourage businesses/industry to expand and/or locate within a community because the recreational opportunities for potential employees provides for a better living environment. This increases their ability to attract high quality employees.

Trails build local businesses. According to the Rails-to-Trails Conservancy, "Bicycle tourists, a growing, affluent segment of the tourist market, contribute significantly to local businesses that are well-connected to trails."

6. Describe the special facilities for disabled users. (5 points)

This trail will be ADA compliant. That means all roadway crossings and accesses to the trail will be accessible for those with disabilities. The paved surface provides a smooth surface for walking/rolling on. The grades of the trail will be designed to be 5% or flatter, which is traversable by older citizens, those with disabilities, young children that may not be as stable/experienced of riders. The shoulders, slopes and clear zones will be designed to meet current AASHTO standards.

APPLICATION INSTRUCTIONS FOR IOWA STATE RECREATIONAL TRAILS PROGRAM FUNDING

ATTACHMENT A

Itemized breakdown of total project costs guidelines.

Construction costs

These may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost per mile of trail (i.e., \$XXX,XXX per mile for moderate terrain and limited number of structures).
- Typical cost per square foot of bridge deck.
- Typical cost per square foot of new or renovated building space.

Design/Inspection costs

These may be estimated based on Typical percentages of construction costs, such as:

- 8 to 10 percent for preliminary up through final design and letting activities.
- 12 to 15 percent for construction inspection activities.

Right of way acquisition costs

These may be estimated based on:

- Impact and description of impact.
- Typical cost per square foot for permanent right of way.
- Typical cost per square foot for temporary easements.

Utility and railroad costs

These may be estimated based on:

- Impact and description of impact.
- Typical cost per linear foot of relocated or reconstructed facility (track, pipe, electrical lines, etc.).
- Typical cost per installation (railroad switches, utility poles, transformers, control boxes, etc.).

Indirect costs

If indirect costs are involved (e.g., wages):

- Estimated hours.
- Estimated hourly rate, salary.
- Estimated fringe, direct.
- Other direct cost estimate.
- Other indirect cost estimate.

Minority Impact Statement

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

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

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

Describe the positive impact expected from this project.

This project has been an idea for a long time and was included in the City of Ames Long Range Transportation Plan (LRTP) completed in 2015. After the LRTP was approved, the city added the project to their Capital Improvement Plan as the priority had increased with the amount of growth on the south side of Ames, including the ISU Research park. Story County's plans to connect their trails to the regional trails also made this project a higher priority because of closing a vital gap in the system. This project will provide a positive impact on all residents and visitors to Ames by providing a shared use path that incorporates safe, ADA-compliant crossings; makes connections with existing parks, trail systems, retail centers and places of business; and brings pride to the community.

Indicate which groups are impacted:

☒ Women ☒ Persons with a Disability ☒ Blacks ☒ Latinos ☒ Asians

☒ Pacific Islanders ☒ American Indians ☒ Alaskan Native Americans ☒ Other _____

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

Describe the negative impact expected from this project:

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

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

Indicate which groups are impacted:

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

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

Present the rationale for determining no impact:

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

Name: _____

Title: City of Ames Municipal 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.

A. NARRATIVE

Overview

The City of Ames is working to upgrade and expand their trail system as part of an effort to become a more bike and pedestrian friendly community. The South Grand Avenue Roadway and Trail Extension project not only creates a new roadway and trail connection above the historic flood elevations, significance to be explained later, but it creates a connection between the historic downtown Ames and the commercial district along South Duff Avenue with apartments, mobile homes and others along South 16th Street. Beyond South 16th Street, they connect to the ISU Research Park and the rapidly expanding businesses locating there which employ many people who desire to commute by means other than a vehicle.

Existing Conditions

There is an existing aggregate trail (known as the Vet Med Trail) that extends from the current end of Grand Avenue at the north end of this project. That existing aggregate trail connects to a sidepath along Grand Avenue and South 4th Street. The aggregate trail is mostly 10-foot-wide and runs on an old rail line. There is a pedestrian bridge that crosses Squaw Creek on the existing alignment, but the elevations are below the record flood levels such as Ames experienced in 2010 so in high water times, the trail and bridge are both submerged. South and west of this trail segment is either existing trail or County trail in various stages of development/construction and will ultimately connect to County Highway R38. R38 then connects to the High Trestle Trail and the Heart of Iowa Nature Trail, which is a part of the American Discovery Trail. The City plans to pave the aggregate section of this trail in 2020 and 2021, pending funding.

In the 2010 floods, the Ames community was divided by Squaw Creek and South Skunk River, flooding all the major roads, including Lincoln Way, University Boulevard, and South Duff Avenue. The existing trail was no exception. This formed a barrier for emergency personnel responding to the flood, as well as police, fire, and ambulances to get from one side of the creek to the other. The South Grand Avenue Roadway and Trail Extension project is planned to be built high enough that it will remain above the flood waters so that the city is not divided as it was in 2010.

Proposed Concept & Project Justification

South Grand Avenue is proposed to be raised as much as ten feet as it crosses Squaw Creek. This will completely obliterate the existing Vet Med Trail and trail bridge in this location. The South Grand Avenue Extension project has been in the planning stages for decades and was included in the City of Ames Long Range Transportation Plan (LRTP) completed in 2015 (see attachment A.1). The Vet Med Trail is also an important trail to the City, with its connections to the ISU Research Park and the Story County Trail system. After the LRTP was approved, the city added paving the Vet Med Trail project to their Capital Improvement Plan as the priority increased with the amount of growth on the south side of Ames, including in the ISU Research Park. To be able to keep both

important trail systems in place, it was decided to expand the proposed South Grand Avenue bridge over Squaw Creek to include trail accommodations, add a sidepath to the elevated roadway typical section, and then create a connection from that sidepath down to the existing Vet Med Trail that runs south to the ISU Research Park. The existing pedestrian bridge will be relocated to the site of the future Skunk River Trail. The sidepath/trail accommodations create additional costs to the South Grand Avenue project, but maintaining the trail connection over Squaw Creek and having an option for alternate modes of travel during flood times was important to the overall city trail network.

The sidepath portion of the project includes construction of approximately 3,300 linear feet of 10-foot-wide concrete sidepath along the west side of South Grand Avenue. This includes a 12-foot-clear sidepath across the proposed South Grand Avenue bridge over Squaw Creek and across the proposed overflow bridge to the south. The proposed bridge lengths are 400 feet and 270 feet, respectively. There will also be approximately 2,970 linear feet of 10-foot-wide concrete sidepath along 5th Street linking to the sidepath along South Duff Avenue. The grades of the sidepath will be designed to be 5% or flatter, which is traversable by older citizens, those with disabilities, and young children that may not be as stable/experienced of riders. The shoulders, slopes and clear zones will be designed to meet current AASHTO design standards. All connections to the existing roads, sidewalk, and trails will be ADA compliant.

This project creates safe paths for both recreation and alternative modes of transportation for residents and visitors; connecting them to other communities, parks, and trail networks. By the end of 2021, whether it be for commuting to work, going shopping, exploring the parks in a neighboring town, or dinner with friends, residents and visitors will have safe alternative routes to access neighboring communities like Slater, Huxley, Madrid, Woodward, Ankeny, and the Des Moines Metro area and it's many connected communities. Nationally, this project provides a linkage to the American Discovery Trail (via the Heart of Iowa Nature Trail), which stretches across more than 6,800 miles and is the only coast-to-coast, non-motorized recreational trail in the nation.

Consistency with Planning Documents

As per Section 4.2 of the Iowa in Motion 2045 - Long Range Plan, "the importance of bicycling and walking to Iowa's economy is significant, as both provide many benefits in the areas of health and fitness, tourism, and to the environment." It is also stated within this section that "it is estimated that 4% of Iowans walk or bike to work, trail use is increasing, businesses have identified local trails as an aid in recruitment, demand for urban sidewalks has increased, and rising public attention for healthy lifestyles has caused an increase in bicycling and walking, including children traveling to and from school." This project creates a safe route for area children to access the Boys & Girls Club and the Ames Christian School. This trail would be considered a Level 2 trail, which is a trail of regional significance, when it is fully developed because of its

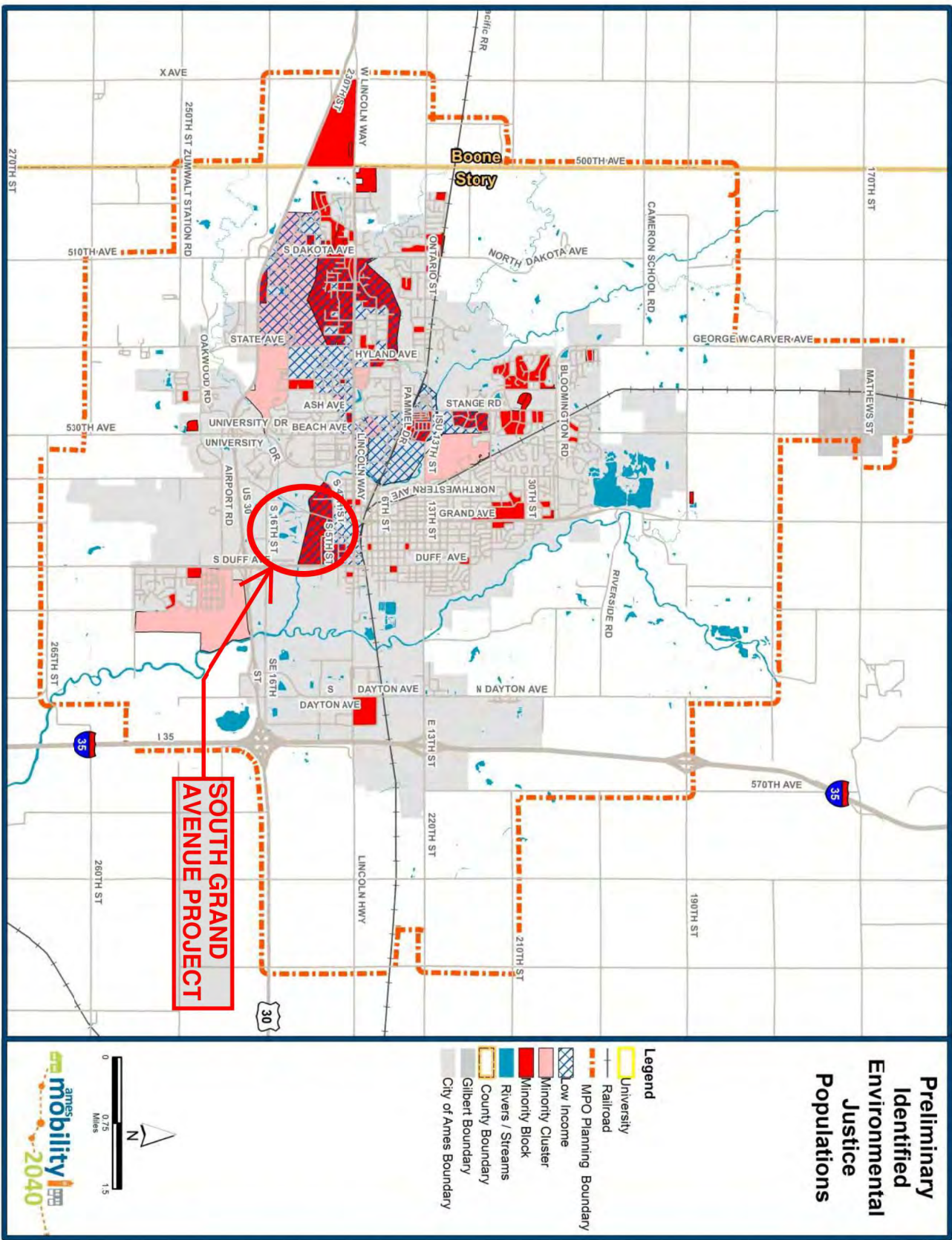
connections to the County trails, Heart of Iowa Nature Trail (HOINT) and High Trestle Trail (HTT). Also, the trail connection from Ames to the HOINT/HTT is consistent with Statewide Trails Vision map (LRP Figure 4.3).

Goal 1 from Iowa's Recreation Plan 2006 SCORP is to "Meet local recreation needs by providing close to home opportunities." From that came Performance Goal #3 which was to encourage Iowans to improve physical and mental health through outdoor recreation. This project expands the recreational opportunities and provides a route for alternative modes of transportation not only within the City of Ames, but to neighboring communities to the south and much of Central Iowa. This speaks directly to improving physical and mental health by encouraging people to safely go farther and see more than they've previously been able to do.

The City of Ames Long Range Transportation Plan discussed previously had many public input opportunities and the planners worked closely with the bicycle community to identify needs and projects throughout the City. This trail was included in that plan and has become a priority for the City as they listen to trail user's needs.

The Iowa State Research Park to the south has seen significant private development investment in recent years. Businesses such as Workiva employ a workforce which demands opportunities for modes of transportation other than vehicles. Many of the Research Park employees commute to work by bicycle, some year around. This trail connection is a vital part of providing the employees of these private companies an all-weather surface upon which to commute. Without investments such as this, these new and expanding businesses may find attracting and retaining employees difficult. This could result in hampering further investment in the area.

Figure 67. Identified Environmental Justice Populations



B. LOCATION MAP

UNIVERSITY BLVD
S RIVERSIDE DR
S 4TH ST
S MAPLE AVE
S 4TH ST
S 5TH ST
S 6TH ST
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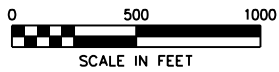
PROJECT LOCATION

EXISTING PAVED TRAIL

PHASE 1 - SOUTH GRAND AVENUE TRAIL

SHIVEHATTERY
ARCHITECTURE+ENGINEERING

CITY OF Ames

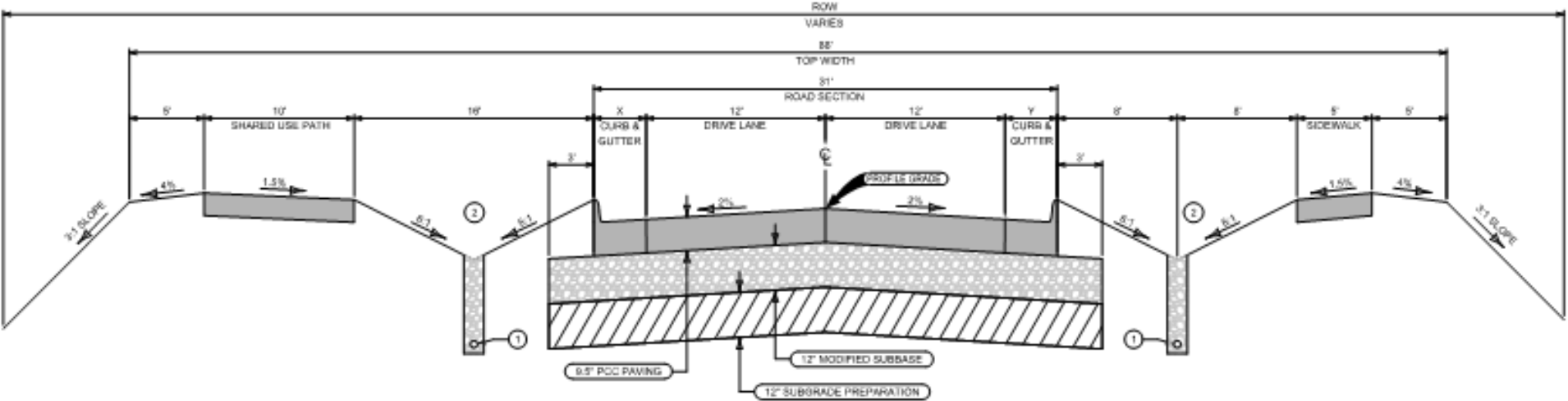


PHASE 1 -
SOUTH GRAND
AVENUE TRAIL

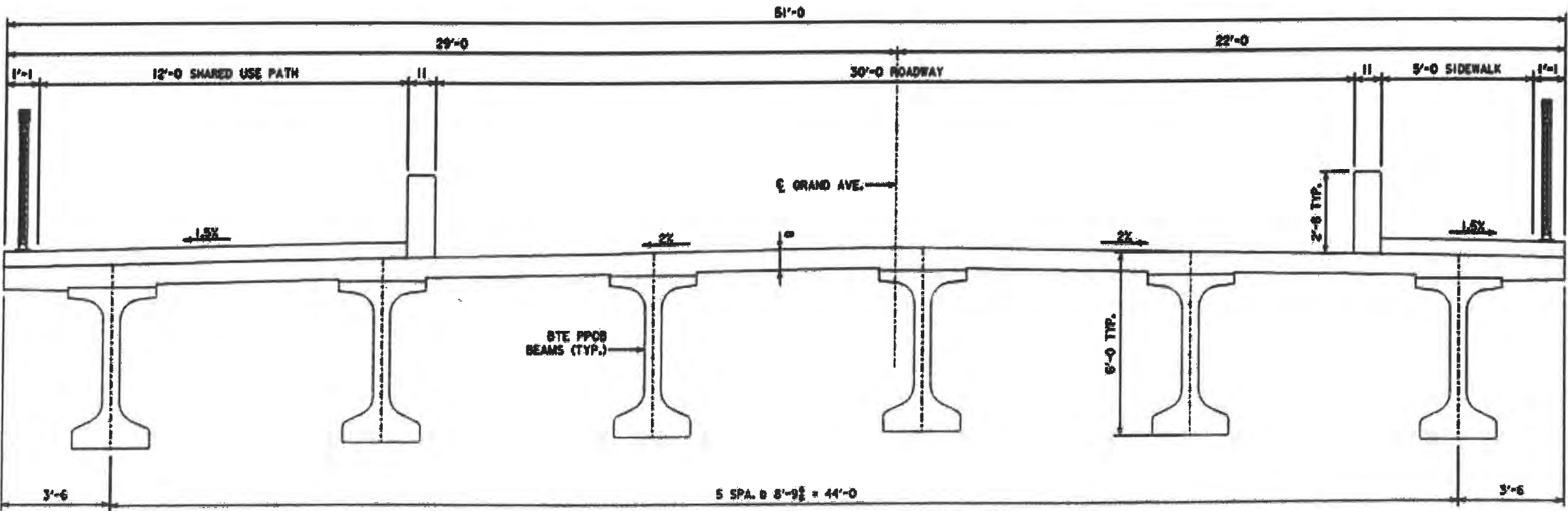
SHIVEHATTERY
ARCHITECTURE+ENGINEERING



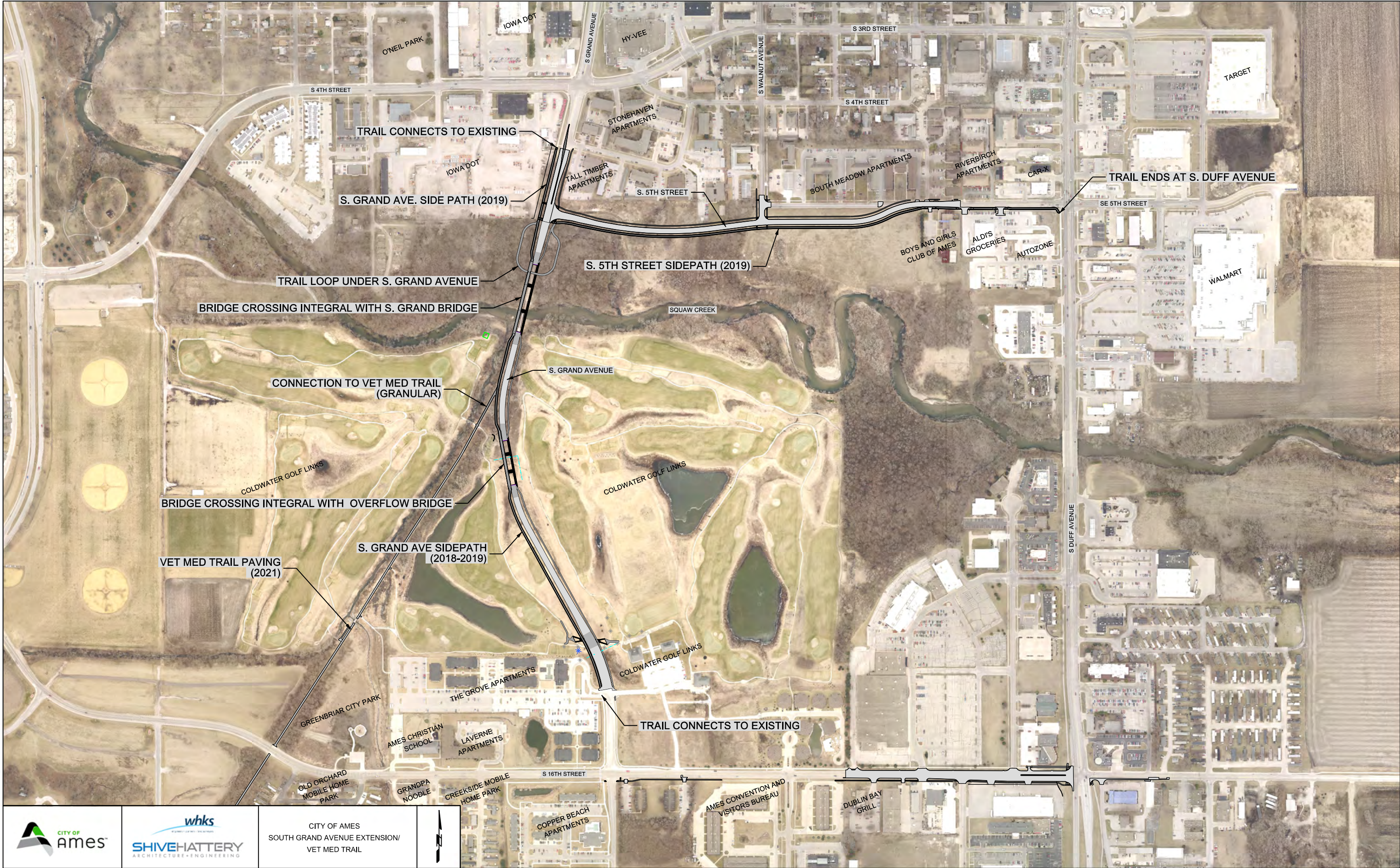
C. CROSS SECTIONS

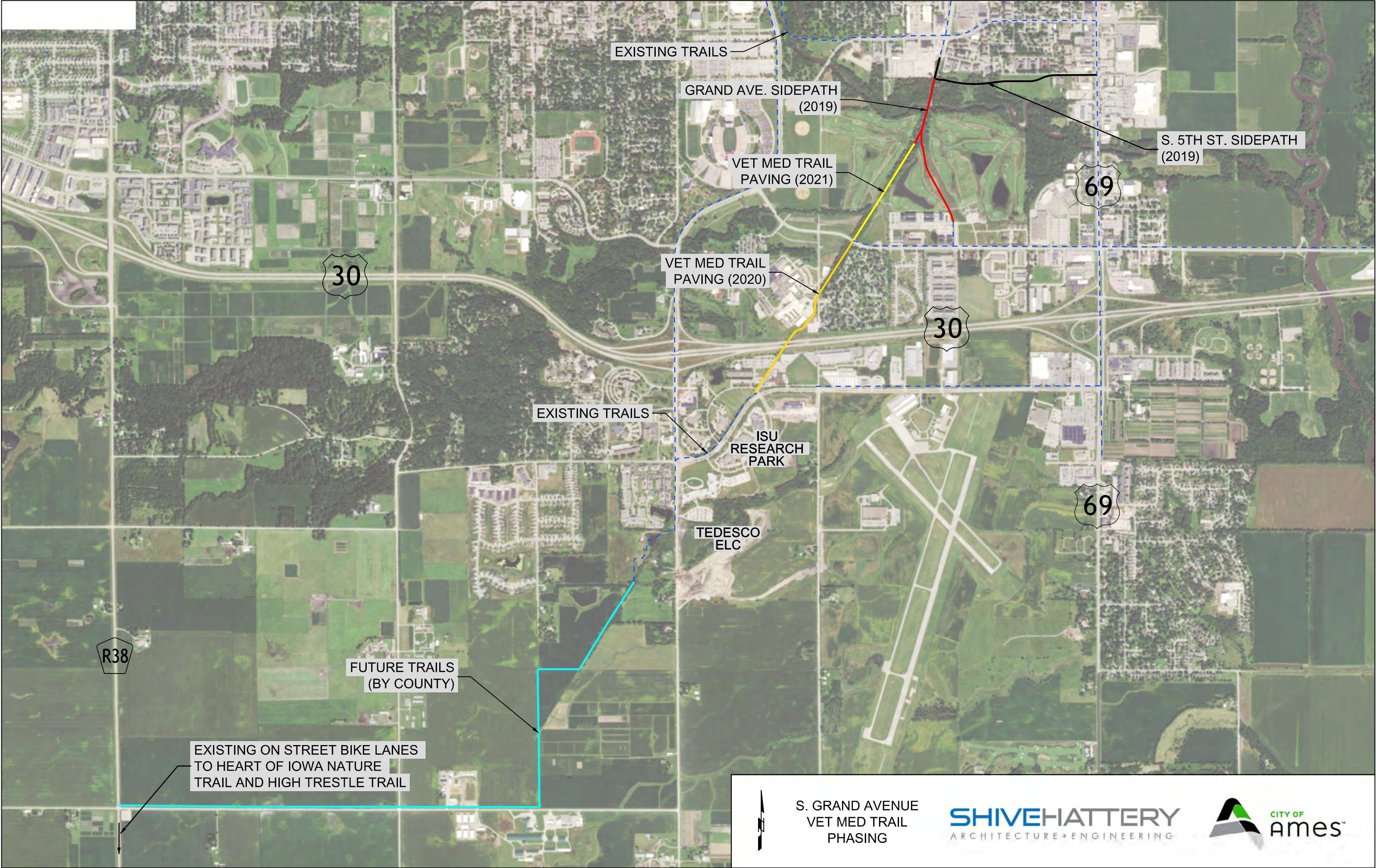


TYPICAL TRAIL SECTION
ADJACENT TO GRAND AVENUE



TYPICAL TRAIL SECTION ON
BRIDGE OVER SQUAW CREEK





E. ITEMIZED BREAKDOWN



PROJECT NAME: 4173810 - Ames - South Grand Avenue Trail Improvements
 Project Location: City of Ames
 Date: June 15, 2018
 Title: 3,300 LF of Sidepath along South Grand Ave, including 670 LF across bridges, and 2,970 LF of Sidepath along South 5th Street

Conceptual Construction Cost				
Task	Units	Quantity	Unit Cost	Total Extended Cost
Earthwork	CY	22000	\$ 15.00	\$ 330,000.00
Subgrade Preparation	STA	51	\$ 300.00	\$ 15,300.00
PCC Sidepath	SY	5700	\$ 40.00	\$ 228,000.00
Pedestrian Accomodation on Bridge	SF	8000	\$ 100.00	\$ 800,000.00
Mobilization	LS	1	\$ 100,000.00	\$ 100,000.00
Subtotal				\$ 1,473,300.00
25% Undeveloped design details				\$ 368,400.00
Total Construction Cost				\$ 1,841,700.00
Construction Engineering (15%)				\$ 276,300.00
Right of Way Acquisition & Easements *				\$ -
TOTAL PROJECT COST				\$ 2,118,000.00

* We are assuming that all right of way will be acquired as part of the roadway project.

SRT Request (20% of Construction Costs)	City Match Amount	Total Project Cost
\$ 368,000.00	\$ 1,750,000.00	\$ 2,118,000.00

F. TIME SCHEDULE

Ames South Grand Avenue and Vet Med Trail Trail Completion Schedule

Phase 1 Design Completion	August 2018
Phase 1 Right of Way Acquisition	October 2017 – August 2018
Phase 1 Construction	January 2019 – May 2020
Phase 2 Design Completion	Fall/winter 2019
Phase 2 Construction	Summer 2020
Phase 3 Design Completion	Fall/Winter 2020
Phase 3 Construction	Summer 2021

Phase 1 Work includes the South Grand Avenue roadway and trail work from the existing end of roadway to just north of South 16th Street. South 5th Street will also be constructed from South Grand Ave to just west of South Duff Avenue. Trail work will extend the existing sidepath to the north along South Grand Avenue to the south, over Squaw Creek, and then connect to the existing sidepath along the north side of South 16th Street. It was also include a connection to the existing granular Vet Med Trail.

Phase 2 Work includes paving of the Vet Med Trail from South 16th Street to the ISU Research Park.

Phase 3 Work includes paving the Vet Med Trail between South 16th Street and the Squaw Creek bridge.

INSERT RESOLUTION HERE

H. NARRATIVE

The Long Range Transportation Plan discussed previously had many public input opportunities and the planners worked closely with the bicycle community to identify needs and projects throughout the City. This trail was included in that plan and has become a priority of the City as they listen to trail user's needs.

The sidepaths are a part of the South Grand Avenue Extension. The South Grand Ave Extension has been in the planning stages for decades. The adjacent golf course was developed with a corridor for South Grand Avenue reserved. Additionally the South Grand Avenue project has recently underwent an extensive environmental assessment that including public outreach and public hearings.

The sidepath portion of the South Grand Avenue project does not directly impact the adjacent golf course as the embankment width for the roadway is the same whether a sidewalk or sidepath is installed on the project.