

# Iowa Transportation Alternatives Set-Aside Program Application

Please review the program guidance before completing this application.

[https://iowadot.gov/systems\\_planning/Grant-Programs/Transportation-Alternatives](https://iowadot.gov/systems_planning/Grant-Programs/Transportation-Alternatives)

PART A – PROJECT SPONSOR INFORMATION					
<b>Project Sponsor:</b>	City of Independence, Iowa				
<b>Contact Name:</b>	Matthew R. Schmitz	<b>Contact Title:</b>	City Manager		
<b>Email Address:</b>	<a href="mailto:mschmitz@independenceia.org">mschmitz@independenceia.org</a>				
<b>Street Address:</b>	331 First Street East				
<b>City:</b>	Independence	<b>Zip Code:</b>	50644	<b>Phone Number:</b>	319-334-2780
<b>Unique Entity Identifier (UEI):</b>	K9WLK5V2S6M1				
<i>(To verify existing UEI or to register, go to System for Award Management at <a href="https://SAM.gov">https://SAM.gov</a>. The entity name associated with the UEI must match the entity listed on this application as the project sponsor.)</i>					
<b>Metropolitan Planning Organization (MPO) or Regional Planning Affiliation (RPA):</b>	Iowa Northland Regional Transportation Authority				
<i>(To identify your local MPO or RPA, go to <a href="https://iowadot.gov/systems_planning/Grant-Programs/Transportation-Alternatives">https://iowadot.gov/systems_planning/Grant-Programs/Transportation-Alternatives</a> )</i>					

PART B – PROJECT INFORMATION	
<b>Project Title.</b>	6 <sup>th</sup> Avenue SW Trail Extension– Phase 2
<p><b>Project Description.</b> The project description entered in the space below should include summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a larger project. For a construction project, the description should include the facility name, brief description of the work to be completed, length of the project to be completed, the project end points or termini, and any existing connecting trails or facilities.</p> <p>Approximately 0.4 miles of 8-foot wide bicycle trail connecting to the existing 6<sup>th</sup> Avenue SW trail. Beginning at the intersection of Enterprise Drive and Pines Drive and extending north along 6<sup>th</sup> Avenue SW to the intersection of 6<sup>th</sup> Avenue SW and Lovers Lane. This trail will make a connection to The Pines 1<sup>st</sup>, 2<sup>nd</sup>, &amp; 3<sup>rd</sup> Additions, Jackson Green 1<sup>st</sup> Addition developments, and the City's existing trail network, as well as provide a connection to the city's Triangle Park.</p>	
<b>Is this application intended to be considered for funding as a Safe Routes to School (SRTS) project?</b> If yes, Part E of this application form must be completed. If a SRTS construction project, the project must be located within 2 miles of a school serving students K-12.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Is this application located immediately adjacent to a state-designated Iowa Byway?</b> If yes, the project should be identified in the byway's adopted Corridor Management Plan and the application shall include an endorsement of the project by the local byway organization.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Upon completion, will the project be open to the public?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Do you intend to charge a fee to users? If yes, how much will the fee be and how will the revenue be used?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**PART C – PROJECT COSTS, FUNDING GAP, AND MATCHING FUNDS**

**Project Costs:** Complete the table below by identifying the estimated project costs. Costs should reflect estimated costs in the execution year when funds are programmed and the project is ready to proceed. COLUMN 1 is the total project cost to the project sponsor and will include all costs whether TA Set-Aside reimbursement is intended or the costs will be paid entirely with local or other funds. Most project sponsors do not intend to request reimbursement toward all project costs. The amount listed in COLUMN 1 for each type of cost should also be placed in either COLUMN 2 or COLUMN 3. The costs listed in COLUMN 2 are those that are not intended to be claimed for TA Set-Aside reimbursement. Costs listed in COLUMN 3 are costs the project sponsor does intend to claim for reimbursement. No row should have costs in all three columns and the total of COLUMN 2 plus the total of COLUMN 3 should equal the total of COLUMN 1.

	<b>COLUMN 1</b> Total Estimated Project Cost to Project Sponsor	<b>COLUMN 2</b> No TA Set-Aside Reimbursement Planned	<b>COLUMN 3</b> Intend to Claim TA Set-Aside Reimbursement
Right-of-way Acquisition:	\$	\$	\$
Preliminary Design/Engineering:	\$ 48,920	\$ 48,920	\$
Construction:	\$ 543,558	\$ 43,485	\$ 500,073
Construction Engineering:	\$ 32,613	\$ 32,613	\$
Other (please identify) :	\$	\$	\$
Other (please identify) :	\$	\$	\$
Total:	\$ 625,091	\$ 125,018	\$ 500,073

**LINE A:** Total to be Claimed for Reimbursement (*Total COLUMN 3*) \$ 500,073

**LINE B:** Transportation Alternatives Set-Aside Funding Request (*Maximum 80% of Total COLUMN 3*) \$ 400,058

**LINE C:** Required Local Match (*Difference LINE A – LINE B; Minimum 20% of Total COLUMN 3*) \$ 100,015

**LINE D:** Total Cost to Project Sponsor\* (*LINE C + Total COLUMN 2*) \$ 225,033

*\* Project Sponsor is also responsible for all cost overruns*

**Funding Gap:** After completing the **Matching Funds** section below, return to this section to show your calculation of the existing funding gap that exists on your project. This calculation will be verified and then used to score your project on how well it has leveraged other funding sources and its readiness for development.

**LINE E:** Total **SECURED** matching funds (*Sum of all match sources listed as secured below*) \$ 0

**LINE F:** Existing funding gap (*Difference LINE D – LINE E*) \$ 225,033

**Matching Funds:** Please list each funding source separately (including your own local funds secured for the project) and provide all of the following information:

- **Amount:** List the funding amount secured or anticipated from each funding source.
- **Source:** Identify the funding source.
- **Funds are secured or anticipated:** A grant amount that has been confirmed by a funder in writing is a *secured* funding source. In identifying the applicant's own contribution, the amount must be identified as a line item in an internal budget document or some other documentation must be able to be provided for the funding to be considered *secured* versus *anticipated*. Identifying funds under the presumption that a board or council will commit a certain amount through a future action would be considered an *anticipated* funding source. If you intend to apply for or have not yet received written confirmation of an award, these are considered *anticipated*. **Only funding sources marked as secured should be included when calculating the total matching funds identified in LINE E above.** All funding sources listed as *secured* will be required to provide

proof that the award has been made or funds have otherwise been secured for your project. If you check *secured* and do not provide documentation, adjustments will be made to accurately reflect only *secured* and documented funding sources in scoring your application.

- **Funding type:** Identify if funds are from a federal, state, local, or private source.
- **Intended use of these funds:** In many cases, the intended use will be the same as this application; however, if the funds are for a particular item (e.g. benches, trailhead only, etc.) then indicate the funder's intent.
- **Conditions on the use of funds:** If the funder has any conditions on the funding, please list these. A common condition may be a date funds need to be spent by or a date the project must be completed by.

<b>Amount:</b>	125,018	<b>Source:</b>	City Funds
Funds are: Secured <input type="checkbox"/> Anticipated: <input checked="" type="checkbox"/>		Funds are: Federal: <input type="checkbox"/> State: <input type="checkbox"/> Local: <input checked="" type="checkbox"/> Private: <input type="checkbox"/>	
Intended use of these funds:		Design and Construction of the 6 <sup>th</sup> Avenue Trail Extension – Phase 2	
Conditions on the use of funds:		Local funds to be programmed following notification of TA-SA award.	

<b>Amount:</b>		<b>Source:</b>	
Funds are: Secured <input type="checkbox"/> Anticipated: <input type="checkbox"/>		Funds are: Federal: <input type="checkbox"/> State: <input type="checkbox"/> Local: <input type="checkbox"/> Private: <input type="checkbox"/>	
Intended use of these funds:			
Conditions on the use of funds:			

<b>Amount:</b>		<b>Source:</b>	
Funds are: Secured <input type="checkbox"/> Anticipated: <input type="checkbox"/>		Funds are: Federal: <input type="checkbox"/> State: <input type="checkbox"/> Local: <input type="checkbox"/> Private: <input type="checkbox"/>	
Intended use of these funds:			
Conditions on the use of funds:			

<b>Amount:</b>		<b>Source:</b>	
Funds are: Secured <input type="checkbox"/> Anticipated: <input type="checkbox"/>		Funds are: Federal: <input type="checkbox"/> State: <input type="checkbox"/> Local: <input type="checkbox"/> Private: <input type="checkbox"/>	
Intended use of these funds:			
Conditions on the use of funds:			

<b>Amount:</b>		<b>Source:</b>	
Funds are: Secured <input type="checkbox"/> Anticipated: <input type="checkbox"/>		Funds are: Federal: <input type="checkbox"/> State: <input type="checkbox"/> Local: <input type="checkbox"/> Private: <input type="checkbox"/>	
Intended use of these funds:			
Conditions on the use of funds:			

<b>Amount:</b>		<b>Source:</b>	
Funds are: Secured <input type="checkbox"/> Anticipated: <input type="checkbox"/>		Funds are: Federal: <input type="checkbox"/> State: <input type="checkbox"/> Local: <input type="checkbox"/> Private: <input type="checkbox"/>	
Intended use of these funds:			
Conditions on the use of funds:			

<b>Amount:</b>		<b>Source:</b>	
Funds are: Secured <input type="checkbox"/> Anticipated: <input type="checkbox"/>		Funds are: Federal: <input type="checkbox"/> State: <input type="checkbox"/> Local: <input type="checkbox"/> Private: <input type="checkbox"/>	
Intended use of these funds:			
Conditions on the use of funds:			

<b>Amount:</b>		<b>Source:</b>	
Funds are: Secured <input type="checkbox"/> Anticipated: <input type="checkbox"/>		Funds are: Federal: <input type="checkbox"/> State: <input type="checkbox"/> Local: <input type="checkbox"/> Private: <input type="checkbox"/>	
Intended use of these funds:			
Conditions on the use of funds:			

<b>Amount:</b>		<b>Source:</b>	
Funds are: Secured <input type="checkbox"/> Anticipated: <input type="checkbox"/>		Funds are: Federal: <input type="checkbox"/> State: <input type="checkbox"/> Local: <input type="checkbox"/> Private: <input type="checkbox"/>	
Intended use of these funds:			
Conditions on the use of funds:			

<b>Amount:</b>		<b>Source:</b>	
Funds are: Secured <input type="checkbox"/> Anticipated: <input type="checkbox"/>		Funds are: Federal: <input type="checkbox"/> State: <input type="checkbox"/> Local: <input type="checkbox"/> Private: <input type="checkbox"/>	
Intended use of these funds:			
Conditions on the use of funds:			

### PART D – PROJECT DEVELOPMENT MILESTONES

**Please provide a timeline of your project milestones below.** For a construction project (or as applicable), estimated dates should be identified for major milestones such as: submittal of a concept statement, anticipated NEPA clearance, initiation of preliminary design, acquisition of right-of-way, completion of final design, planned project letting date, start of construction, estimated construction completion date, completion of a final construction audit, and when final closure of the project is expected. Add any additional milestones as appropriate for your project. Projects will be required to be let within two years of funds being available (programmed in the TIP/STIP) to the project. Upon award and execution of a project funding agreement, projects that fail to make satisfactory progress may be terminated by Iowa DOT.

DATE	PROJECT MILESTONE
January, 2028	Initiation of Preliminary Design
January, 2028	Concept Statement Submittal
April, 2028	Preliminary Plans Submittal
June, 2028	Check Plans Submittal
July, 2028	Final Plans Submittal
July, 2028	Completion of Final Design
August, 2028	Contracts
October, 2028	Letting Date
April, 2029	Estimated Start of Construction
July, 2029	Estimated End of Construction
September, 2029	Estimated Final Construction Audit and Project Close Out

### PART E – SAFE ROUTES TO SCHOOL PROJECT INFORMATION (ONLY IF APPLICABLE)

This section is only required to be completed if requesting funding for a Safe Routes to School project.

**Survey data collected.** A Safe Routes to School project is required to have completed the necessary planning and preparation activities including collecting data about the school(s) and student population. Please see <http://saferoutesdata.org> for forms, tips, and instructions. Please **DO NOT** provide your survey forms with this application.

School Name(s):  
 Grades of students at school(s):  
 Number of students at school(s):  
 Number of K-12 students at school(s):  
 Distance eligibility for riding a bus (radius) in miles:  
 Number of K-12 students who currently walk to school:  
 Number of K-12 students who currently bicycle to school:  
 Number of K-12 students currently driven to school:  
 Number of K-12 students currently bused to school:  
 Number of K-12 students eligible for busing:  
 Number of K-12 students who attend this school and live within 2 miles:

**Evaluating the Success of the Project.** Please discuss your plans for evaluating the success of the project. The SRTS program goal is to enable and encourage more students to walk and bicycle to school. How will you measure your success? What method will you use to determine whether more students are walking or bicycling to school? What are your specific user goals for this project? Your plans for measurement should minimally include using the student survey forms provided at <http://saferoutesdata.org> to gather before and after figures for the number of K-12 students who are: walking to school, bicycle to school, driven to school, and bused to school. Please provide a narrative response in the space provided below. **BE AS CONCISE AS POSSIBLE.**

#### PART F – NARRATIVE QUESTIONS

Please provide a narrative response to each question in the space provided for each question below.

**BE AS CONCISE AS POSSIBLE**

**1. Detailed Description of the Project.** Please provide a clear description of the concept of the proposed project, including such information as existing site conditions, trail length, number/acreage of parcels to be acquired, general construction activities planned, etc. For a non-construction project, provide a summary of the planned activities to be part of the project with a description of each. Remember to provide summary details of only the project scope that is the subject of the funding request. Do not provide details of completed or future phases of a project.

The City of Independence is requesting partial funding from the Iowa Department of Transportation's Transportation Alternatives Set Aside (TASA) funding program for an upcoming bicycle trail facility. The proposed 2,000 lineal foot (0.4 mi.) trail will complete a critical portion of the community's master plan for the community wide trails system. This project will begin at the intersection of Pine Drive and 6<sup>th</sup> Avenue SW, and extend North along the west side of 6<sup>th</sup> Avenue SW to a connection of the previously constructed 6<sup>th</sup> Avenue SW trail, at Lovers Lane. The corridor for this trail extension is relatively flat and the project will easily meet the ADA requirements for pedestrian facilities. Intersection crossings are 'Stop' controlled allowing for the safe movement of the trail users. 6<sup>th</sup> Avenue SW has a 66-foot right-of-way, and can adequately accommodate the proposed trail while maintaining the appropriate separation from the traveling public.

Phase II of the 6<sup>th</sup> Avenue SW trail will enhance recreation, connect three (3) new developments to the trail system, and provide our residents with the opportunity to use alternative transportation methods to obtain goods and services in the community.

- 2. Impact of the Project.** If this is an application to a regional program, what is the project's value to the region and how will it be a functional addition to the transportation system and region as a whole if no additional development funds are received? If this is a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective. How does the proposed project meet the intent of the program? Upon completion, will the proposed project contribute to the quality of life, utility of the transportation system, or tourism appeal? What degree of planning has been implemented to complete the project?

This trail extension project meets the intent of the Transportation Alternatives Set Aside program in the following ways:

- **Stand Alone Project:** The 6<sup>th</sup> Avenue SW – Phase 2 is its own, independent project critical to the connectivity of previous trail infrastructure investments and a key component of the Independence Trails Master Plan.
- **Connectivity:** Expanding trails enhances connections between areas within communities, especially for cyclists, pedestrians, and non-motorized travelers. The extended trail will fill gaps in the existing network, linking new residential developments, commercial, and recreational areas, facilitating easier and safer commuting for local residents, visitors, and workers.

This extension will add functional value to the existing transportation system by focusing on the following:

- **Alternative Transportation Mode:** This trail will serve as a low-cost alternative mode of transport for commuters and travelers. By extending the trail, people can switch from cars to walking, cycling, or other non-motorized modes, thereby reducing road congestion and supporting sustainability.
- **Health and Wellbeing:** This trail encourages healthier lifestyles by offering local residents' access to outdoor activities. It could potentially reduce the strain on healthcare systems by providing opportunities for physical exercise, mental health benefits, and a more active population.

The trail extension project will significantly improve the quality of life for individuals in the region through:

- **Access to Nature and Recreation:** Trails offer outdoor recreational opportunities, contributing to the mental and physical health of residents. The extension will improve access to parks, riversides, campgrounds, and other natural areas.
- **Cultural and Community Connectivity:** Trails also promote local culture and history, especially if the trail passes through or near historic sites or cultural landmarks. Community events, festivals, and educational programs can be organized along the trail, helping to foster a sense of community.
- **Social Interaction and Mobility:** By providing safe, convenient spaces for walking, biking, and other forms of transport, the trail increases social interactions and mobility. Residents, tourists, and visitors will be able to explore local attractions, areas of commerce, or schools more easily.

- 3. Alignment with Local, Regional, or Statewide Planning Documents.** What is the relationship of the proposed project to a local, regional, or statewide plan? For example, how does the proposed project align with the Iowa Bicycle and Pedestrian Long-Range Plan and any applicable adopted regional, county, or municipal trail plan? It is preferred that links to documents publicly available online and specific page references be provided.

This trail extension is part of the City's pedestrian and trails master plan, and on the Iowa Northland Regional Council of Governments (INRCOG) long range transportation plan. [INRCOG Bike Plan](#) (p. 115)

Over the past 7 years, the City has placed a high priority on pedestrian accessibility and connectivity. The City has invested \$1.2M in extending trails and pedestrian routes, and in-filling gaps in the system in an effort to complete their master plan.

- 4. Federal-aid Highway Project Development Process, Understanding and Capacity.** What previous experience does existing project sponsor staff have with the federal-aid highway project development process? Has past performance resulted in successful projects that delivered the projects in a timely and compliant manner? Does existing staff have the capacity to administer the proposed project? Has the project sponsor demonstrated an understanding of the program rules? What strategies will be implemented to deliver the proposed project successfully?

The City of Independence has successfully completed many trail and roadway projects, using state and federal funds, within the timelines required as part of the funding agreements. The most recently completed projects using state or federal trail funding were Enterprise Drive Trail Phase 1 and the 1<sup>st</sup> Street West Trail Extension.

Additionally, the City recently completed the largest transportation project in the City's history with the reconstruction of Highway 150 utilizing Iowa DOT funding. City staff and the local consulting engineer successfully navigated these projects through the development process, construction, and project audit.

The anticipated trail project schedule shown in this application allows the City to bid the project during the historically most competitive bid period of the year. The project components allow this project to be completed prior to the end of that construction season.

**5. Contribution Toward Safety for All Transportation Modes.** How would the proposed project address the safety of all users such as those who walk, bike, drive, ride transit, or travel by other modes? To what degree will the proposed project address any existing safety needs or concerns?

This segment of 6<sup>th</sup> Avenue SW currently has no accommodations for pedestrians, other than using the roadway or gravel shoulder. Three (3) Residential developments and one (1) additional in the planning stages make up the majority of the area immediately adjacent to the proposed trail. It is very common to see residents pushing strollers, shopping carts, walking, or biking inside the traveled portion of the roadway. Providing these users with a separated, hard surfaced trail will create a safer environment for them.

**6. Enhancement of Statewide Tourism Benefits.** How will the proposed project enhance tourism in Iowa by attracting visitors from out-of-state? What are the economic benefits of the proposed project to the state?

It's no secret that development of pedestrian routes can have a significant positive impact on the economic conditions of a community through variety of measurable metrics:

- **Increasing Quality of Life:**

Trails contribute to a higher quality of life by providing safe, accessible spaces for recreation and alternate forms of transportation. They offer opportunities for social connection and physical activity, which can lead to healthier communities. The presence of trails has been associated with higher property values, especially when they provide neighborhood access while maintaining privacy.

- **Retaining Businesses and Residents:**

A well-designed bicycle trail network adds to the attractiveness of an area as a place to live and work. Residents are more likely to stay in a community that offers recreational amenities and a high quality of life. Similarly, businesses may find it easier to attract and retain employees when the surrounding area provides opportunities for outdoor activities. This retention of residents and businesses helps to maintain a stable economic base and tax revenue for the local government.

- **Attracting Businesses and Residents:**

Pedestrian-friendly communities often appeal to entrepreneurs and businesses seeking locations with a high quality of life. The presence of bike trails and pedestrian facilities signals a commitment to sustainability, which can attract environmentally conscious businesses and individuals. Additionally, vibrant biking communities tend to foster a culture of innovation and creativity, making the area more appealing to startups and tech companies. As a result, this bicycle trail project can contribute to the diversification and growth of the local economy.

- **Attracting Tourists and Overnight Guests:**

Bicycle trails are major draws for tourists seeking outdoor recreation opportunities. Cyclists often travel to explore new trails and destinations, injecting money into the local economy through spending on accommodation, dining, and retail. The presence of well-maintained trails can also attract organized cycling events and competitions, further boosting tourism revenue. Additionally, the availability of bicycle-friendly lodging options and amenities encourages cyclists to stay overnight, extending their length of stay and increasing spending in the area.

**7. Need for the Proposed Project.** Why is the project needed in the area and what population will it serve? How will the proposed project satisfy that need? Provide adequate project justification based on existing or estimated future use of the facility. In addition to general need, please focus on how the project impacts high need areas such as low-income, transit-dependent, rural, or other areas? How will the proposed project improve the overall mobility of these areas and how has this population been engaged in the planning for the proposed project?

The Independence community of over 6,000 people have benefited from the recent investment in expanding the area's pedestrian and bicycle accommodations. This specific connection of Phase 2 of the 6<sup>th</sup> Avenue SW Trail will serve a mix of multi-family and single-family residential areas, and provide a safe, accessible route for those families to commercial and retail areas along Enterprise Drive, and provide a much needed link to the entire trail system. This segment of trail will fill a gap between the existing 'The Pines' development and Highway 150 pedestrian routes.

**8. Improve Accessibility.** What efforts have been made to go beyond compliance with the Americans with Disabilities Act (ADA) of 1990 to ensure the proposed project will be accessible and usable by individuals with disabilities?

During the development of the The Pines 1<sup>st</sup>, 2<sup>nd</sup>, & 3<sup>rd</sup> Addition, pedestrian facilities were installed in order to accommodate this future trail. Design and construction methods created accommodating grades along the corridor and drainage structures were extended. Street lighting has also been established along the 6<sup>th</sup> Avenue SW corridor and will provide a safety component to the users of the proposed facility.

**9. Long-Term Maintenance Plan.** What arrangements have been made to continue operation and maintenance of the proposed project after the project is complete? For example, has a maintenance fund or an endowment been established?

Long-term maintenance of the proposed trail segment will be performed by City Staff. The City's Parks & Recreation staff maintain operation and condition of the city's trail network, and provide citizens year-round access to the facility.

**10. Project Readiness.** Is the project ready for development? Please describe efforts taken to prepare for developing the project. How has the project sponsor prepared for the proposed project by resolving any potential obstacles? Will the project proceed without delay upon award of funding?

The City of Independence is fully prepared to undertake this key connective component to their trail system. The project will proceed upon the notification of TASA funding.

**11. Public Input Process.** Please discuss 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. Also include discussion of any partnerships among local organizations and stakeholders that this project may help to facilitate or how these entities or individuals have contributed to the development of the project concept or have committed financial or other support to the project.

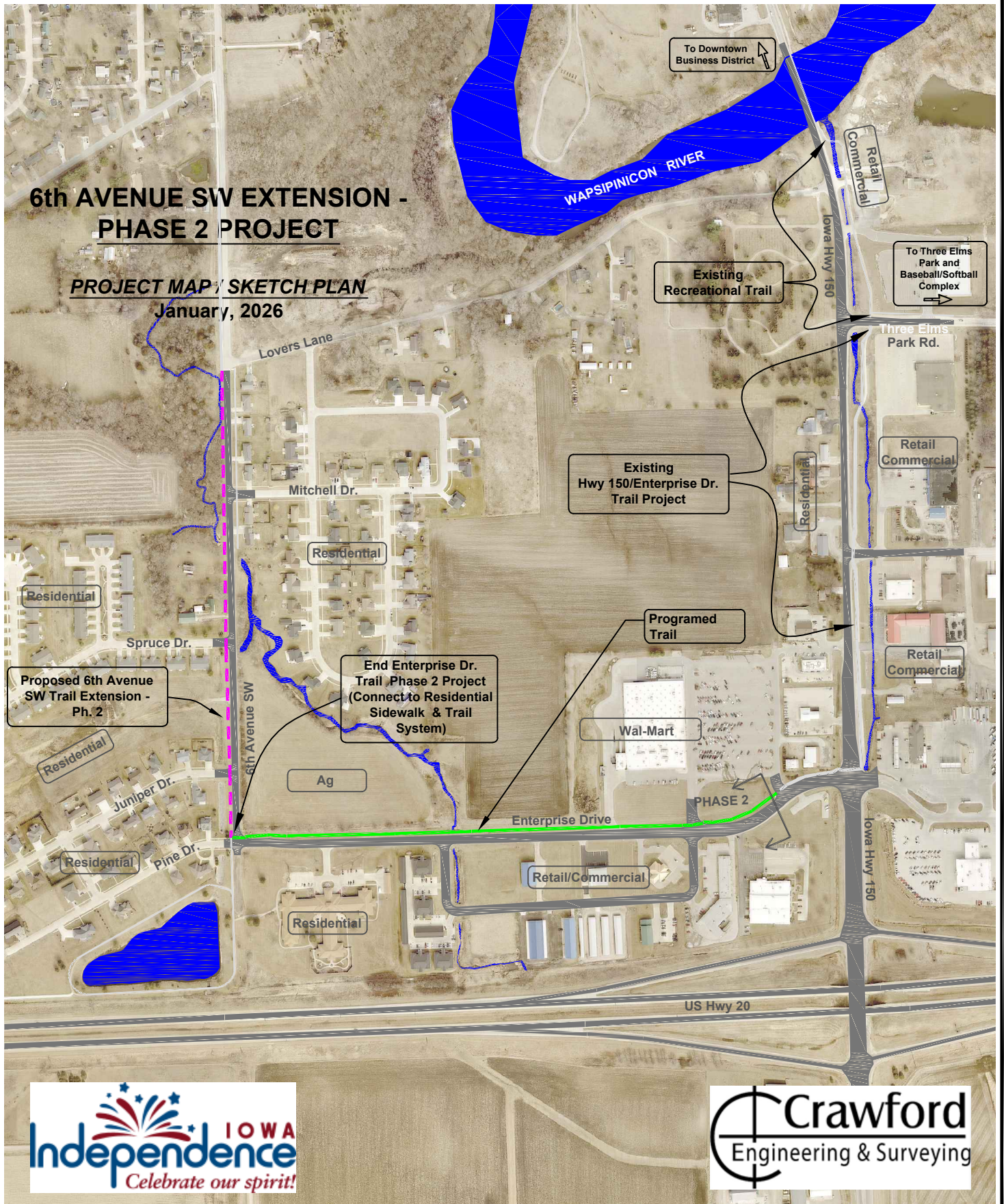
In addition to being part of the City and INRCOG's Trails Master Plans, the development of this trail segment has been asked for by the community at recent public input meetings. The City recently completed a Community Visioning Plan where different segments of the community were asked for input during SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis sessions. Trail connections was the number 2 overall item identified for community goals. The members of the public stated that recent development of trail segments was a **strength** of the community, and that making connections between those segments was an **opportunity** to enhance the community and provide for its members.



# 6th AVENUE SW EXTENSION - PHASE 2 PROJECT

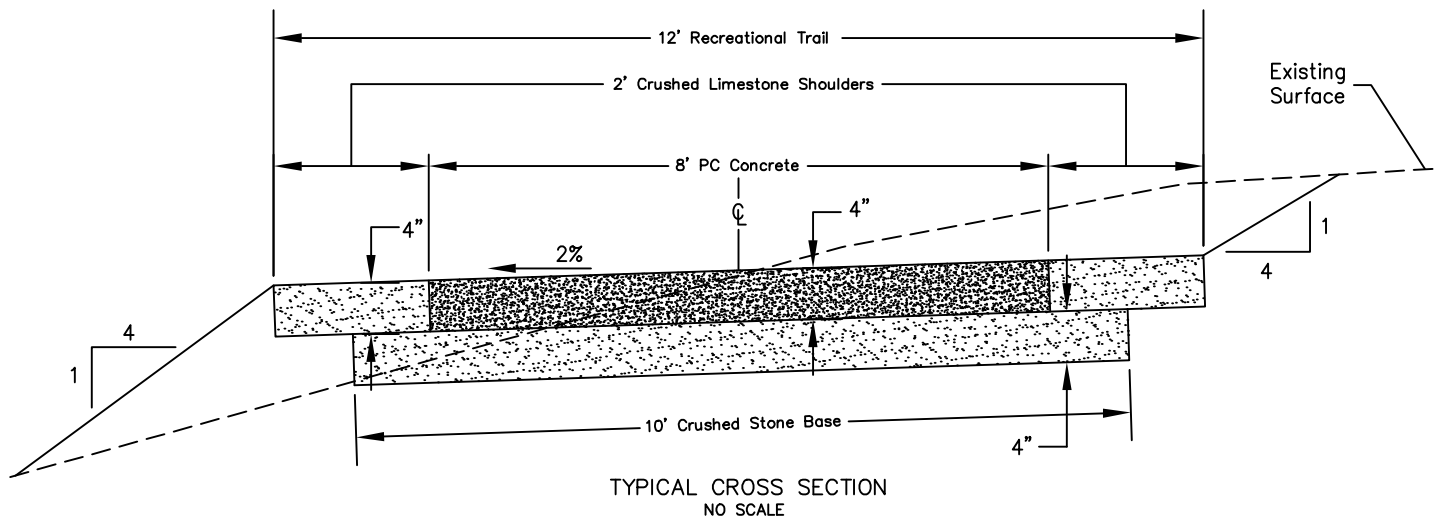
## PROJECT MAP / SKETCH PLAN

January, 2026



## 6TH AVENUE SW TRAIL EXTENSION PHASE 2

### TYPICAL CROSS SECTION





Attachment E

Looking south from Juniper Drive & 6th Ave. SW intersection  
Phase 2 Trail Corridor with existing trail system connection in  
background





Attachment E  
Looking North along 6th Ave. SW from Juniper  
Drive.  
Phase 2 Trail Corridor



**Opinion of Probable Cost  
6th Avenue SW Trail Extension  
Pines Drive to Lovers Lane  
Independence, Iowa  
January, 2026**

Item No.	Item	Unit	Quantity	Unit Price	Total
1	Mobilization	Lump Sum	1	\$ 5,000.00	\$ 5,000.00
2	Clearing and Grubbing	Lump Sum	1	\$ 15,000.00	\$ 15,000.00
3	Class 10 Excavation	Cu. Yd.	4950	\$ 25.00	\$ 123,750.00
4	Topsoil, Furnish and Spread	Tons	300	\$ 35.00	\$ 10,500.00
5	Modified Subbase	Sq. Yd.	2700	\$ 12.00	\$ 32,400.00
6	Granular Shoulders	Tons	240	\$ 38.25	\$ 9,178.89
7	Shoulder Finishing, Earth	Stations	40	\$ 270.00	\$ 10,800.00
8	Curb and Gutter Removal	Lin. Ft.	40	\$ 30.00	\$ 1,200.00
9	Removal of Existing Structure	Lump Sum	1	\$ 8,000.00	\$ 8,000.00
10	6" PCC Sidewalk	Sq. Yd.	160	\$ 130.00	\$ 20,800.00
11	8' PCC Trail	Sq. Yd.	1950	\$ 60.00	\$ 117,000.00
12	Truncated Domes	Sq. Ft.	112	\$ 50.00	\$ 5,600.00
13	PCC Curb and Gutter	Lin. Ft.	40	\$ 50.00	\$ 2,000.00
14	60" RCP Culvert Extension	Lin. Ft.	60	\$ 500.00	\$ 30,000.00
15	Remove and Replace Ex. Aprons	Each	3	\$ 5,000.00	\$ 15,000.00
16	Fixture Adjustment	Each	3	\$ 675.00	\$ 2,025.00
17	Modification of Existing Intake (top only)	Each	1	\$ 2,000.00	\$ 2,000.00
18	Relocate Existing Light Poles	Each	6	\$ 5,000.00	\$ 30,000.00
19	Traffic Control	Lump Sum	1	\$ 4,000.00	\$ 4,000.00
20	Seeding, Fertilizing, & Mulch	Acre	2	\$ 2,500.00	\$ 5,000.00
21	Stream Channel Excavation / Re-routing	Cu. Yd.	600	\$ 35.00	\$ 21,000.00
22	Signing	Lump Sum	1	\$ 4,000.00	\$ 4,000.00
23	Pavement Markings	Lump Sum	1	\$ 4,000.00	\$ 4,000.00
24	Erosion Control	Lin. Ft.	1400	\$ 10.00	\$ 14,000.00
25	Removal of Erosion Control	Lin. Ft.	1400	\$ 0.67	\$ 944.89
26	Maintenance of Erosion Control	Lin. Ft.	1400	\$ 0.67	\$ 944.89
	Subtotal				\$ 494,143.66
	Contingency - 10%				\$ 49,414.37
	Estimated Construction Total				\$ 543,558.03
	Professional Services - Design				\$ 48,920.22
	Construction				\$ 32,613.48
	Total Estimated Project Cost				\$ 625,091.73

**PART G – CHECKLIST AND CERTIFICATION**

Before certifying the accuracy of this application, please review Section 5 of the program guidance to verify you have complied with all requirements for your application to be considered complete. The below is a list of minimum requirements to be submitted as part of a complete application for all TA Set-Aside programs; however, **applicants applying to a Regional TA Set-Aside program are encouraged to contact their local MPO or RPA for any additional requirements.**

- ☒ A. An **APPLICATION FORM** (in Word format) with all parts completed:
- ☒ B. A **DETAILED MAP** identifying the location of the project
- ☒ C. A **SKETCH PLAN** of the project, including cross section (construction projects only)
- ☒ D. **DIGITAL PHOTOGRAPHS** (limit to five)
- ☒ E. An **ITEMIZED BREAKDOWN** of the total project costs
- ☒ F. An **OFFICIAL ENDORSEMENT** of the project from the project sponsor
- ☐ G. A **LETTER OF SUPPORT** from the local byway organization board (if applicable)
- ☐ H. A **LETTER OF CONSENT TO SUBMIT** the application from the Iowa DOT District Engineer (if applicable)
- ☐ J. **FUNDING SOURCE DOCUMENTATION** for each funding source identified as secured by the applicant
- ☒ K. This **CERTIFICATION** (in PDF format) signed by an official authorized by the project sponsor
- ☒ L. A completed **MINORITY IMPACT STATEMENT** (in PDF format) as required by Iowa Code section 8.11

The undersigned is an official authorized to represent the applying organization. The person signing this document must have the authority to contractually bind the organization.

**Certification**

I certify that all proposed activities will be carried out; that all grant money received will be utilized solely for the purposes for which it is intended; that records documenting the planning process and implementation will be maintained and submitted when requested, and the Iowa DOT is hereby granted access to inspect project sites and/or records.

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 applying organization. I understand that the attached official endorsement(s) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

The award of Transportation Alternatives Set-Aside program funds; 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 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.

If funding assistance is approved for the project described in this application, I understand that an executed agreement between the applicant and the Iowa DOT is required before the project can be started, costs incurred, or such funding assistance authorized for use in implementing the project.

**Printed Name** Matthew R. Schmitz **Title** City Manager

**Signature** \_\_\_\_\_ **Date** \_\_\_\_\_



## Minority Impact Statement

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

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

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

Describe the positive impact expected from this project:

This trail may allow persons who are unable to obtain a motor vehicle license the use of the trail system for access to goods and services within the area, and provide safe accommodations for the handicapped of our 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: Matthew R. Schmitz

Title: City Manager

#### 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 12, 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.