

MEMORANDUM

To: Board of Regents
From: Board Office
Subject: Five-Year Institutional Roads Program
Date: July 21, 2004

Recommended Action:

Approve the recommended Five-Year Institutional Roads Program with capital projects totaling \$7,419,000 for calendar years 2005 through 2009, including projects totaling \$1,483,800 for 2005.

Executive Summary:

Background

Funds for improvements and maintenance of the roads and streets at the Regent institutions and other State agencies are provided by the State Parks and Institutional Roads Program.

- The Program, which is administered by the Transportation Commission of the Iowa Department of Transportation in accordance with Iowa Code §307A.2.11, provides funding for the construction, reconstruction, improvement and maintenance of roads and streets located on state land where institutions or other state governmental agencies are located.

By statute, 65/100 of one percent of the Road Use Tax Fund is allocated to the Program. Beginning in calendar year 2005, the Regent institutions will receive 30.2 percent of the Program funding; the specific dollar amount is adjusted annually based on actual road use tax receipts.

Each year, the Board is asked to approve the Five-Year Institutional Roads Program, which provides a distribution of the Regent funding allocation among the five institutions, with proposed projects, for the five-year period beginning January 1 of the next calendar year.

The Five-Year Program is submitted to the Department of Transportation following Board approval.

The individual projects within the Program are also subject to the Board's capital project approval process in accordance with the Board's Policy Manual.

Funding Components

Total Regent funding is allocated between two components: 1) general and routine maintenance and repairs (minor street patching and snow plowing), and 2) capital improvement and reconstruction projects.

- The estimated funds needed for maintenance and repairs are set aside before funds are programmed for capital improvement and reconstruction projects.

Calendar Year 2005

Since the funding amount for the Institutional Roads Program is updated annually, the Program focuses on the first year of the five-year period; the total estimated program funding available to the Regent institutions for calendar year 2005 is \$2,083,800.

After an allocation of \$600,000 for maintenance and repairs, the balance of \$1,483,800 can be programmed for capital improvement and reconstruction projects.

Total Calendar Year 2005 Regent Funding	\$ 2,083,800
Less Maintenance/Repair Estimate	<u>- 600,000</u>
Balance for Capital Improvements/Reconstruction	\$ 1,483,800

Five-Year Program 2005 – 2009

The Five-Year Program (2005 – 2009) includes capital improvement/reconstruction projects totaling \$7,419,000. (See Attachment A.)

Background:

Institutional Roads Program Funding Allocation

Currently, the Iowa Code requires the allocation of funds to the State agencies within the Institutional Roads Program based on the Quadrennial Needs Study conducted by the Department of Transportation.

The Quadrennial Needs Study, which is updated every four years, is a review of the total roadway miles and usage for each agency to determine the allocation percentages for the Program funds.

The Regent institutions will receive 30.2 percent of the Program funding beginning in calendar year 2005, based on the Department of Transportation's 2004 update of the Quadrennial Needs Study.

- This percentage is a slight decrease from the previous allocation of 31.5 percent for the Regent institutions.

Historical Allocations

A five year summary of the Institutional Roads funding approved by the Board is included as Attachment B.

Institutions'
Five-Year Plans

The Institutional Roads Program provides an overall plan for use of the Institutional Roads funds over the five-year period based on the Regent institutions' prioritization of their roadway needs.

The projects included in the Five-Year Program represent the most urgent road resurfacing, reconstruction and improvement needs of the institutions; many of the projects have been identified for several years and are needed to preserve and improve the street systems at the institutions.

The majority of the capital improvement/reconstruction funds are programmed for specific capital projects; however, the institutions may also program funds for a special maintenance category to respond to more extensive repair needs that do not fall within the routine maintenance/repair category.

The estimated maintenance/repair funds, which are based on actual costs incurred in previous years, are not allocated among the institutions but are paid as work is completed.

Five-Year
Program vs.
Construction
Schedules

The calendar years within the Five-Year Program do not necessarily correlate with the construction schedules for the projects.

- A project may be programmed for funding over the five-year period, but planning and/or construction may take place anytime within this timeframe.
 - A completed project may remain in the program over several years as funds are allocated to meet its costs.
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Analysis:

Calendar Years
2004/2005
Comparisons

The calendar year 2005 initial program funding of \$2,083,800 (to be allocated for both capital improvement/reconstruction projects and maintenance/repair projects), is a decrease of \$89,200 (4 percent) from the calendar year 2004 funding of \$2,173,000.

- This decrease results from the reduction in the Regent institutions' share of total Program funding (from 31.5 percent to 30.2 percent) based on the 2004 update of the Quadrennial Needs Study.

The following table compares the proposed calendar year 2005 allocation with the approved calendar year 2004 allocation.

	<u>2004</u>	<u>2005</u>	<u>Change</u>
Total Funding for Calendar Year	\$ 2,173,000	\$ 2,083,800	\$ - 89,200
Less Maintenance/Repairs Estimate	<u>- 600,000</u>	<u>- 600,000</u>	<u>0</u>
Balance for Capital Projects	\$ 1,573,000	\$ 1,483,800	\$ - 89,200

Distribution of
Capital Funds

Historically, the distribution of the capital funds in each year of the Five-Year Program has been: 40 percent each to the University of Iowa and Iowa State University, and 20 percent to the University of Northern Iowa.

- This distribution is undertaken after funds have been designated for specific projects at the special schools and Lakeside Laboratory.

2005 Capital
Funding
Distribution

The proposed distribution of the \$1,483,800 allocation for capital projects in calendar year 2005 is as follows:

University of Iowa	\$ 593,500
Iowa State University	593,500
University of Northern Iowa	<u>296,800</u>
Total	\$ 1,483,800

The special schools and Lakeside Laboratory have requested no Institutional Roads funding for calendar year 2005.

2005 Projects The titles of the capital improvement and reconstruction projects currently underway or proposed for construction in 2005 are indicated in bold on Attachment A.

Summaries of the projects listed in the 2005 program can be found on Attachment C.

2005 – 2009 Funding Distribution The Five-Year Program amount of \$7,419,000 is calculated by applying the 2005 amount for capital projects (\$1,483,800) to each of the five years of the program.

The proposed distribution of funds for the capital projects in the 2005 – 2009 program is as follows:

University of Iowa	\$ 2,949,500
Iowa State University	2,949,500
University of Northern Iowa	1,475,000
Iowa School for the Deaf	<u>45,000</u>
Total	\$ 7,419,000

Unmet Needs The institutions have identified unmet funding needs totaling \$33,765,126.

- This amount represents the unmet funding needed for the institutions' capital improvement and reconstruction projects beyond the funding available in the current Five-Year Program.
- This includes funding needs for some projects in the current Five-Year Program (totaling \$1,393,542 as indicated on Attachment A), as well as new projects which are likely to be included in the Five-Year Program in future years.


Sheila Doyle

Approved: 
Gregory S. Nichols

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Board of Regents, State of Iowa
Five-Year Institutional Roads Program
Calendar Years 2005 - 2009

		2005	2006	2007	2008	2009	Total	Unmet Needs*
SUI	Improvement	\$ 170,900	\$ 120,414	\$ 54,642	\$ -	\$ -	\$ 345,956	
	Improvement Total	\$ 170,900	\$ 120,414	\$ 54,642	\$ -	\$ -	\$ 345,956	
	Reconstruction	\$ 70,149	\$ 96,937	\$ -	\$ 189,700	\$ -	\$ 167,086	
	Hawkeye Athletic/Rec Facilities Complex Road (completed)	\$ 302,451	\$ 297,149	\$ 447,700	\$ 112,442	\$ 117,558	\$ 1,237,000	
	Mormon Trek Roadway Improvements (completed)	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ 250,000	
	Iowa Memorial Union South Entrance Drive	\$ -	\$ 10,000	\$ 22,158	\$ 241,358	\$ 425,942	\$ 699,458	
	Hawkins Drive Reconstruction	\$ 372,600	\$ 414,086	\$ 479,858	\$ 543,500	\$ 543,500	\$ 2,353,544	\$ 200,542
	Reconstruction Total	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 200,000	
	Special Maintenance	\$ 40,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 50,000	
	Pavement Management	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 200,000	
	Repair Total	\$ 593,500	\$ 584,500	\$ 584,500	\$ 593,500	\$ 593,500	\$ 2,949,500	
SUI Total		\$ 453,000	\$ 423,000	\$ 401,000	\$ -	\$ -	\$ 1,277,000	
ISU	Improvement	\$ 55,000	\$ -	\$ -	\$ -	\$ -	\$ 55,000	
	Union Drive/Knoll Road Reconstruction	\$ 8,500	\$ 9,500	\$ -	\$ 383,500	\$ 116,500	\$ 500,000	
	Stange Road--Install Storm Sewer	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,000	
	Horticulture Farm Road--Pave Gravel Entrance Drive	\$ -	\$ -	\$ 24,000	\$ -	\$ -	\$ 20,000	\$ 670,000
	Knoll Road Service Court	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	
	Christensen Drive (Vet Med)--Add Street Lighting	\$ 516,500	\$ 432,500	\$ 425,000	\$ 383,500	\$ 136,500	\$ 1,894,000	
	Bissell Road/Koosier Drive Extension/Realignment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 247,000	\$ 523,000
	Improvement Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 247,000	
	Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Morrill Road Reconstruction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	Reconstruction Total	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 50,000	
	Pavement Management	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000	
	Annual Special Maintenance	\$ 17,000	\$ 92,000	\$ 99,500	\$ 150,000	\$ 150,000	\$ 508,500	
	Preventative Maintenance, Various Locations	\$ 77,000	\$ 152,000	\$ 159,500	\$ 210,000	\$ 210,000	\$ 808,500	
	Repair Total	\$ 593,500	\$ 584,500	\$ 584,500	\$ 593,500	\$ 593,500	\$ 2,949,500	
ISU Total		\$ 60,000	\$ 17,800	\$ -	\$ -	\$ -	\$ 60,000	
UNI	Reconstruction	\$ 236,800	\$ 30,000	\$ -	\$ -	\$ -	\$ 254,600	
	UNI-Dome Drive North	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	
	Nebraska Street Relocation	\$ -	\$ 109,600	\$ -	\$ -	\$ -	\$ 109,600	
	Indiana Street (South of 23rd Street)	\$ -	\$ 85,000	\$ -	\$ -	\$ -	\$ 85,000	
	McLeod Center Drive (tentative name)	\$ -	\$ 49,900	\$ 130,100	\$ -	\$ -	\$ 180,000	
	Campus Street (South of University Avenue)	\$ -	\$ -	\$ 162,200	\$ 97,800	\$ -	\$ 260,000	
	Industrial Technology Center Drive	\$ -	\$ -	\$ -	\$ 28,000	\$ -	\$ 28,000	
	31st Street Paving (West of Kansas Street)	\$ -	\$ -	\$ -	\$ 115,000	\$ -	\$ 115,000	
	Science Drive	\$ -	\$ -	\$ -	\$ 56,000	\$ -	\$ 56,000	
	Price Laboratory Drive	\$ -	\$ -	\$ -	\$ 296,800	\$ 296,800	\$ 352,800	
	Colorado Street (22nd to 27th Streets)	\$ 296,800	\$ 292,300	\$ 292,300	\$ 296,800	\$ 296,800	\$ 1,475,000	
	Reconstruction Total	\$ 296,800	\$ 292,300	\$ 292,300	\$ 296,800	\$ 296,800	\$ 1,475,000	
UNI Total		\$ -	\$ 22,500	\$ 22,500	\$ -	\$ -	\$ 45,000	
ISD	Reconstruction	\$ -	\$ 22,500	\$ 22,500	\$ -	\$ -	\$ 45,000	
	Completion of Dobson Circle	\$ -	\$ 22,500	\$ 22,500	\$ -	\$ -	\$ 45,000	
	Reconstruction Total	\$ -	\$ 22,500	\$ 22,500	\$ -	\$ -	\$ 45,000	
ISD Total		\$ -	\$ 22,500	\$ 22,500	\$ -	\$ -	\$ 45,000	
Grand Total		\$ 1,483,800	\$ 1,483,800	\$ 1,483,800	\$ 1,483,800	\$ 1,483,800	\$ 7,419,000	\$ 1,393,542

* Costs of identified projects which cannot be accomplished within the Five-Year Program
Note: The project names in bold are those currently underway or proposed for construction in 2005.

Five-Year Summary
Board-Approved Institutional Roads Funding

	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
<u>University of Iowa</u>					
Newton Road Relocation	334,400	328,177	443,423	150,000	- 100,000 *
Highway 6 Overpass, Westlawn to Int'l Center	154,200	157,823	71,577	321,000	110,149
Cross Park—Phase 1	75,000	29,000			
Mormon Trek Roadway Improvements		50,000	50,000	68,000	100,000
Hawkeye Athletic/Rec Facilities Complex Rd		25,000	25,000	25,000	303,851
Iowa Avenue Pedestrian Bridge Repairs					70,000
Iowa Memorial Union/South Entrance Drive					64,000
Hawkins Drive Reconstruction					10,000
Special Maintenance	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>
University of Iowa Total	\$ 613,600	\$ 640,000	\$ 640,000	\$ 614,000	\$ 608,000
 <u>Iowa State University</u>					
Iowa State Center Drives Repairs	230,000	363,200			
Stange Rd Reconstruct at Railroad Bridge	169,423	80,000	174,000		
Stange Rd/Pammel Dr Signal Improvement	160,000				
Various Intersection Signal Upgrades	19,177				
Stange Road/13 th Street Intersection		161,800			
Unspecified Street Repairs	25,000	25,000			
Miscellaneous Preventive Maintenance			269,000		
Mortenson Road Patching			100,000		
Schilliter Village Intake Repair			45,000		
Union Drive/Knoll Road Reconstruction				254,000	360,000
Stange Road—Install Storm Sewer				100,000	35,000
Winlock Road Relocation				100,000	
13 th Street Overlay				50,000	112,000
Wallace Road Narrowing				40,000	
Marston Court Curb Replacement				20,000	
Pammel Drive Street Lighting Improvement					47,000
Annual Special Maintenance			42,000	40,000	44,000
Pavement Management	<u>10,000</u>	<u>10,000</u>	<u>10,000</u>	<u>10,000</u>	<u>10,000</u>
Iowa State University Total	\$ 613,600	\$ 640,000	\$ 640,000	\$ 614,000	\$ 608,000
 <u>University of Northern Iowa</u>					
30 th /Ohio Streets Reconstruction	163,000		163,000		
31 st Street Reconstruction	93,800	310,000			
Indiana Street Reconstruction	<u>50,000</u>		50,000		
Hudson Road Overpass Painting		<u>10,000</u>			
31 st /Ohio Streets Reconstruction			97,000		
Missouri Street Reconstruction			<u>10,000</u>	85,000	
31 st Street Paving				192,000	
Gilchrist Drive Reconstruction				<u>30,000</u>	
27 th Street Reconstruction					209,000
Campus Street Reconstruction					70,000
Hudson Road Pedestrian Bridge					<u>25,000</u>
University of Northern Iowa Total	\$ 306,800	\$ 320,000	\$ 320,000	\$ 307,000	\$ 304,000
 <u>Lakeside Laboratory</u>					
New Lab Drive and Surface	<u>70,000</u>				
Entrance Drive Resurfacing		<u>30,000</u>	<u>40,000</u>		
Lakeside Laboratory Total	\$ 70,000	\$ 30,000	\$ 40,000	\$ 0	\$ 0
 <u>Iowa School for the Deaf</u>					
Special Maintenance	<u>30,000</u>			<u>65,000</u>	<u>53,000</u>
Iowa School for the Deaf Total	\$ 30,000	\$ 0	\$ 0	\$ 65,000	\$ 53,000
 <u>Iowa Braille & Sight Saving School</u>					
Reconstruct from Svc Bldg to Rec Complex		<u>70,000</u>			
Reconstruct from Rec Complex to Rice Hall			<u>60,000</u>		
Iowa Braille & Sight Saving School Total	\$ 0	\$ 70,000	\$ 60,000	\$ 0	\$ 0
GRAND TOTAL	<u>\$ 1,634,000</u>	<u>\$ 1,700,000</u>	<u>\$ 1,700,000</u>	<u>\$ 1,600,000</u>	<u>\$ 1,573,000</u>

* Credit for completed project

2005 Project Summaries

University of Iowa Continuation of funding for the following completed projects:

- Highway 6 Pedestrian Overpass.
- Roadway to serve the Hawkeye Athletic/Recreation Facilities Complex on the far west campus.
- Reconstruction and expansion of Mormon Trek Boulevard near the site of the Hawkeye Athletic/Recreation Facilities Complex.

Iowa State University

Proposed projects for 2005 construction

- Paving of the gravel entrance drive at the Horticulture Farm, located north of Ames, to accommodate existing traffic volumes.

Projects currently underway:

- Reconstruction and realignment of the intersection of Union Drive and Knoll Road, located near the site of the Gerdin Business Building to correct deteriorating roadway conditions and to improve circulation.

Continuation of funding for the following completed projects:

- Installation of a storm sewer for a portion of Stange Road.

University of Northern Iowa

Proposed projects for 2005 construction:

- Reconstruction of the deteriorated UNI-Dome Drive (directly north of the UNI-Dome) to improve access to the facility.
- Relocation of a portion of Nebraska Street, northwest of the UNI-Dome and south of 22nd Street, to better accommodate west campus traffic.