Application for

City of Piedmont - Sidewalk Improvement Project

Submitted by

City of Piedmont, SD
# Project and Contact Information

<table>
<thead>
<tr>
<th>Project Name:</th>
<th>City of Piedmont - Sidewalk Improvement Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organization / Sponsor Name:</td>
<td>City of Piedmont</td>
</tr>
<tr>
<td>Co-Sponsor Name (If Applicable):</td>
<td></td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Contact Name and Title of Person Responsible for the Application:</th>
<th>Phil Anderson - Mayor</th>
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<tbody>
<tr>
<td>Address:</td>
<td>111 2nd Street</td>
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<tr>
<td>City:</td>
<td>Piedmont</td>
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<tr>
<td>State:</td>
<td>South Dakota</td>
</tr>
<tr>
<td>Zip Code:</td>
<td>57769</td>
</tr>
<tr>
<td>Phone Number:</td>
<td>+1 (605) 716-5495</td>
</tr>
<tr>
<td>Email Address:</td>
<td><a href="mailto:info@piedmontsd.com">info@piedmontsd.com</a></td>
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# Project Type

Select the most applicable activity under which the project is eligible. Check only one project type.

- [ ] Bicycle / Pedestrian / Non-Motorized Facility
- [ ] Safe Routes for Non-Drivers
- [ ] Conversion and Use of Railroad Corridors for Trails
- [ ] Turnouts, Overlooks and Viewing Areas
- [ ] Community Improvement Activities
- [ ] Environmental Mitigation Activity
- [x] Safe Routes to School Program - Infrastructure
- [ ] Safe Routes to School Program - Non-Infrastructure
- [ ] Boulevards and Roadways in former Right-of-Way

# Project Location

<table>
<thead>
<tr>
<th>County:</th>
<th>Meade County</th>
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<tbody>
<tr>
<td>Town/City:</td>
<td>Piedmont</td>
</tr>
<tr>
<td>Specific Location, Street, Road, Facility Name:</td>
<td>2nd Street, 3rd Street, and a Portion of Chestnut St.</td>
</tr>
<tr>
<td>Project Limits (Closest Street, Intersection, etc):</td>
<td>Main Street to Chestnut Street</td>
</tr>
<tr>
<td>If the project is linear in nature, provide the project length in linear feet:</td>
<td>Approx. 1700 ft</td>
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Project Description

In the space below, provide a concise description of your project and how the project will benefit the affected community or area. **Specifically describe the purpose of the project and the need for the project.**

The purpose of this project is to provide the +500 students at Piedmont Valley Elementary a safe access route from the school to the Park and the Public Library. 2nd and 3rd Street currently are the main routes students and their teachers take to access the Park area. This proposed sidewalk project would allow the students and faculty to safely access the Park without having to walk in the street section. Additionally, this proposed sidewalk project would provide continuity with the sidewalk constructed as part of the 2016 Main Street Reconstruction Project, and it would allow for full ADA sidewalk compliance from the school to the Park.

Project Relevancy to TAP Criteria

A. 1. Is the project on or near a Federal, State or County Highway? □ No  ☑ Yes  Which highway?  Interstate 90

A. 2. Is the project near another transportation system (city streets, public transit, existing trails)? □ No  ☑ Yes

If yes, explain:

The project is located along the right-of-way of 2nd and 3rd Street. These two streets are part of the City of Piedmont street system. This project would allow pedestrian traffic to flow outside of the street from the intersection of Chestnut to Main Street.
A. 3. How does the project provide a safe alternative to vehicular travel within your community? What goods and services will now be linked by a safe route for pedestrian, bicycle or mobility challenged travelers? How will this project improve the quality of routes for non-motorized transportation?

The sidewalk routes depicted in the attached project overview map are a major pedestrian route for the elementary students at Piedmont Valley Elementary. Throughout the year many field trips are taken from the school to use the Park and the Public Library. This project would allow for a safe walking area away from street traffic. Additionally, the ADA improvements along the sidewalk would ensure that citizens and children with special needs have a safe dedicated route to access the Park area.

B. 1. Is the project compatible with relevant state, regional and local planning? Is it part of a larger, master plan?

The City of Piedmont has made strides to improve infrastructure within the City. The need for public access has become more apparent within the City of Piedmont as the City and the surrounding areas have begun to grow. As part of need new sidewalk has been installed as part of the 2016 Main Street Reconstruction project. The proposed sidewalk improvement project would utilize the constructed portions of sidewalk and then allow for a continuous sidewalk from the School to the Park.

B. 2. Is this project within one of the state’s metropolitan planning areas? □ Yes □ No □ Not applicable

If yes, has the project been presented to the MPO or is it part of an existing Metropolitan Planning Area/Organization (MPO) Plan? Explain in B. 1. above.

□ Yes □ No

B. 3. Will this project be constructed as part of another project:

A SDDOT Project (for example, a shared use path constructed with a highway widening project) □ Yes □ No

A Local Project (for example, a pathway constructed as part of a bigger park or roadway project) □ Yes □ No

If yes, provide the project description, type of work, estimated dates of the proposed construction, etc.

□ The project described in this application will be done at the same time as the above referenced project.

□ The project described in this application will be done after the above referenced project.
C. 1. How feasible is this project? For example, can it only be built in conjunction with a road project? Does the project hinge on the receipt of additional funding or right-of-way?

The City of Piedmont owns all of the affected right-of-way for the proposed sidewalk improvement project and should not need additional easements from property owners to move forwards with this project. The City of Piedmont does have the necessary funds to begin this project as soon as possible, though depending on full development may need to phase the project into two different construction years.

C. 3. Explain which agency is responsible for the operation and maintenance of the completed project and the source of funds to be used.

The City of Piedmont will be responsible for the operation and maintenance of the completed project sidewalk project and will be kept up as needed.

C. 4. Describe the anticipated maintenance needs by task. Indicate frequency of maintenance and estimated annual cost.

Crack Seal Inspection and Mitigation - Annually
Snow Removal - The City of Piedmont will be responsible snow removal on the portion of sidewalk to be constructed for this proposed project. All remaining sidewalk/future sidewalk will be the responsibility of property owners.

The City of Piedmont anticipates amending their sidewalk ordinances to require snow removal by property owners and to require maintenance to be performed by the property owner.

C. 5. If awarded TAP funding, final plans will need to be submitted to the SDDOT by September 2017. The project will be constructed in Spring/Summer 2018. Would the proposed project be able to meet this time line?  
☑ Yes ☐ No

D. 1. What are the environmental considerations for this project? Check all that apply.

☐ Impacts to wetlands ☒ Impacts to stream crossing
☐ Impacts to floodplain or floodway ☐ Impacts to endangered species
☐ Detention pond needed ☐ Project near contaminated soil site
☒ Tree removal needed ☒ Project near park, recreation area or historic site
☐ Project located on previously undisturbed ground

Impacts should be evaluated by a professional knowledgable in the specified area. Describe impacts below.

The proposed sidewalk improvement project would affect multiple environmental considerations as marked above. Multiple trees would need to be removed from the right-of-way to ensure no obstructions during construction. Additionally, the sidewalk can be partially moved around some trees if deemed permissible by the City of Piedmont. Additionally, a major drainage is located between Chestnut Street and Walnut Street. The drainage has been identified for you in the attached documents. This drainage will need to be addressed due to the high volume of water that possible in the area and has been apparent in recent flooding events. Furthermore, this project will connect the two big public areas of Piedmont. The school utilized the park and public library very often throughout the year and this project would allow a safe designated route for the school to use. Additionally, the public along this corridor will be able to utilize the public sidewalk and stay out of the street section further reducing possible traffic related injuries.
E. 1. How has the community been involved in the planning of this project? How has the community shown support for the project?

The proposed project was identified by a citizen of Piedmont. Council support for the proposed project has been significant but no official public input has been given for this project.

E. 2. Have public meetings been held on this project? □ Yes ☑ No If yes, attach meeting minutes or summary and sign in sheet.

List supporting organizations and individuals. Attach copies of letters of support.

☐ ☐ ☐

E. 3. Is the committed or anticipated local match greater than 18.05%? □ Yes ☑ No If yes, what percentage?

List all sources of matching funds

Source, Type and Estimated Amount: City of Piedmont - 18.05% Match of Total Costs

Source, Type and Estimated Amount:

Source, Type and Estimated Amount:

Has all local match been secured? □ Yes ☐ No If no, explain.

☐ ☐

F. 1. What level of public usage will this project receive? What will be the public and social value? If this is a Safe Routes to School project, how many children are enrolled in the school (K-8) it affects and how many are within a 2 mile radius?

This proposed sidewalk path connects the area elementary school (500+ students) with the public library, City Hall, and the only public Park in the City of Piedmont. High use for the sidewalk corridor is already apparent along the proposed project area. The Elementary school frequently takes field trips to use the park area or to use the public library.

G. 1. Does this project involve more than one governmental entity?

Meade County owns the right-of-way in-front of the school along 2nd Street and may need to be involved
H. 1. Will this project be within a designated disadvantaged area of the state or address a designated disadvantaged or under served population?

☐ Yes  ☐ No  If yes, explain.

I. 1. How will the project improve the economic wellbeing of the community?

This project allows a dedicated path for residents and students. Though the sidewalk paths do not have a significant economic impact on the City it does provide a significant public safety infrastructure. The sidewalk improvements should lower the risk of pedestrian and vehicle injuries.

J. 1. How did safety concerns for pedestrian or bicycle travel inspire this project? How were the safety concerns identified? How will this project resolve the safety concerns for various transportation user groups?

Safety concerns were identified by an on-site visit with the engineer and certain City members. This project allows pedestrians and more importantly young children and the elderly to remain off the street section and reduce the conflicts with vehicle traffic.

J. 2. Explain how the starting and stopping points of your project were determined and why they are logical beginning and ending locations.

Due to the high use of 2nd St. and 3rd St. by elementary school children, public concern has increased for the potential of conflicts with motor vehicles. The sidewalks proposed for this project are the main routes that have been observed by City members for children to travel to and from the school and park area.

J. 3. If you are requesting funding for Safe Routes to School Non-Infrastructure components, explain the non-infrastructure elements of your project below.

No components of the Safe Routes to School Non-Infrastructure criteria are foreseen on this project.
K. 1. Ordinances and Design
Check which of the following statements apply to your city/county/tribe or the area in which the proposed project is located:

☐ We have a snow removal ordinance requiring residents to clear snow from sidewalks within 24 hours of a snow event.
☐ We have a snow removal ordinance requiring residents to clear snow from sidewalks within 48 hours of a snow event.
☐ We do not have a snow removal ordinance.
☐ Our city/county/tribe will be responsible for snow removal if this project is constructed.

Check which of the following statements apply to your city/county/tribe or the area in which the proposed project is located:

☐ We have and enforce an ordinance requiring sidewalks to be constructed as part of all new construction/development, either by the home/business owner, developer or city/tribe.
☐ We have an ordinance requiring sidewalks to be constructed as part of all new construction/development, either by the home/business owner, developer or city/tribe, but allow businesses to delay construction or do not enforce the ordinance at all.
☐ We do not have an ordinance requiring sidewalks to be constructed as part of all new construction/development.

Check which of the following statements apply to your city/county/tribe or the area in which the proposed project is located:

☐ We have and enforce an ordinance requiring sidewalks to be kept in good repair, maintained and/or replaced by the home/business owner, developer or city/tribe.
☐ We have an ordinance requiring sidewalks to be kept in good repair, maintained and replaced, but have not enforced it in the past. If so, please explain below what steps you have taken to enforce this ordinance from this time forward.
☐ We do not have an ordinance requiring sidewalks to be kept in good repair, maintained and replaced by the home/business owner, developer or city/tribe.

Use the area below for any additional information on the above items.

The City of Piedmont will modify the City Ordinances in the near future to require property owners to remove snow within 24 hours of a snow event and will also require property owners to maintain the sidewalk in good working condition. Please note that the City of Piedmont is willing to do the maintenance and snow removal for the portion of sidewalk that is proposed in this application. This allows the sidewalk loop between the school and park area to always be accessible.

K. 2. Explain the items on your project which you believe will need a design exception. These items may include trail areas with width narrower than 10 feet, areas where separation from roadway lanes is limited, or other areas of the proposed project which may not meet the required standards. Attach a graphic showing specific locations with dimensions. Give specifics as to why an exception may be requested. This section should be completed by the engineering/design consultant.

Due to the large ROW width (80') in the City of Piedmont, the 5’ minimum boulevard width should be easily achievable for all future paved street sections. A design exception may be requested to lower the minimum boulevard width at stream crossings due to drainage structure installation. The drainage structures could be retrofitted with railing so that street traffic and pedestrian traffic is still separated by a barrier.
L. Signature

The project sponsor possesses legal authority to nominate the Transportation Alternatives project and to finance, acquire and construct the proposed infrastructure project and/or finance, lead and complete the proposed non-infrastructure project. The project sponsor certifies that it is willing and able to manage, maintain and operate the project. With this signature, the sponsor authorizes the nomination of the Transportation Alternatives project, including all understanding and assurances contained herein, and authorizes the person identified as the official representative of the sponsor to act in connection with the nomination and to provide such additional information as may be required.

I certify the information contained in this Transportation Alternatives application, including attachments, is accurate and that I have read and understand the information and agree to the assurances on this form.

Name: 
Title: 
Typed/Electronic Signature: 
Date: 
Project Sponsor Organization: 
M. Project Costs

Accurate estimates of project costs are critical for both the proposed Transportation Alternatives project and the ability of the Transportation Alternatives Program to program funds. Cost estimates must be prepared by an engineering, landscape architecture or architectural firm selected from the DOT’s approved list. Professionals preparing cost estimates should refer to the South Dakota Construction Cost Index and Average Unit Bid Prices found on the SDDOT website at http://apps.sd.gov/applications/hc65c2c/HC65BidLetting/ebscontractorinfo.aspx. Any work completed prior to Federal authorization will not be eligible for reimbursement.

In addition to the summary table below, a detailed, itemized cost estimate is required to be included with all applications. Standard SDDOT bid items shall be used whenever possible. Refer to the 2015 Standard Specifications for Roads and Bridges Method of Measurement and Basis of Payment sections for guidance.

<table>
<thead>
<tr>
<th>Type of Work</th>
<th>Federal Share</th>
<th>Sponsor Share/Local Match</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design/Engineering</td>
<td></td>
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<tr>
<td>Right-of-Way Acquisition</td>
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<td>Utility Relocations</td>
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<tr>
<td>Environmental Mitigation</td>
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<td>Construction</td>
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<td>Construction Engineering</td>
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<td>Non-Infrastructure</td>
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<td><strong>Total</strong></td>
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</table>

Cost Estimate Prepared By: Kale McNaboe Phone Number: +1 (605) 721-4040

Agency/Firm: Sperlich Consulting, Inc.

Email Address: info@sperlichconsulting.com

Typed/Electronic Signature: Date:
Transportation Alternatives Application Checklist

All the following items must be completed and included in the application document or attached in 8 1/2 x 11 digital format in order for the application to be reviewed. Maps, graphics and other documents submitted in formats larger than 8 1/2 x 11 format will not be accepted and will be removed from the application.

☐ TAP Application and Project Costs Form.

☐ Detailed cost estimate and description of match. To be completed by your selected engineering/design consulting firm and must include detailed bid items. Submit in Excel or similar format.

☐ Detailed Map of the project site, showing location and termini.

☐ Detailed Cross-Section.

☐ Overall Map showing the connectivity of the project to the rest of the community paths, sidewalks and other community amenities. Map should show the proposed project and future phases or master plans.

☐ Applicant's commitment to a minimum 18.05% local match.

☐ Meeting minutes from any public meetings relevant to the project.

☐ Letters of support from local citizens and organizations.

☐ Applicant's or other commitment to maintain the completed project.

☐ Relevant information such as applicable portions of planning studies, master plans, photographs with captions or phasing plans.

☐ Scope of Services prepared by the engineering/design consultant and submitted on the consulting firm letter head.

☐ Scope of Work completed by the engineering/design consultant and submitted as the completed pdf form.

☐ Resolution from the eligible sponsor, including the meeting minutes detailing the action on the resolution.

☐ Letter of Acceptance by the DOT Regional Engineer or County Highway Superintendent, if the project is to be constructed in County or State Highway right-of-way.

☐ Completed application and supporting documents digitally submitted to SDDOT prior to 5 p.m., September 30, 2016.
Instructions for Submitting the Transportation Alternatives Program Application

1. Complete the application electronically in the pdf form format.

2. The form can be saved and re-opened multiple times as the document is completed. It does not need to be filled out all at once. 'Save As' and rename the file prior to the start of completing the application.

3. There are several pull downs, areas that accept only numbers, areas that require recognizable email addresses and other required formats throughout the document. Warning pop-ups will offer suggestions in how to proceed if an answer is inserted in the wrong format.

4. All narrative sections are limited to the original response space viewed in the blank application. Narrative overflowing the designated space will not be visible in printed format and therefore will not be reviewed by the Advisory Committee. Additional pages of narrative will not be accepted and will not be reviewed by the Advisory Committee.

5. Handwritten signatures are not required and shall not be included. The application must be reviewed and approved by the person so assigned in the resolution. Following the sponsor's approval, a digital or typed signature shall be inserted into the application.

6. When the application is complete, it shall be saved as a pdf and named with the name of the sponsor first, for example 'Mitchell TAP Application'. Do not print as a pdf.

7. All attachments, with the exception of the detailed cost estimate, shall be saved as pdfs (in color, if applicable) and digitally submitted. All attachment files should be named in a descriptive format, for example 'Mitchell Letters of Support'. No documents should exceed 8 1/2 x 11 in size. The detailed cost estimate must be submitted in Excel or similar format.

8. The total application, including the title page, application form and attachments shall not exceed 30 pages. Pages exceeding 30 will not be reviewed. This instruction sheet may be deleted from the application form prior to submittal and will not be counted. The resolution and accompanying Council or Commission minutes, Scope of Services and Scope of Work documents will not be counted towards the 30 pages.

9. The application and all attachments shall be submitted by email to TAP Coordinator, Jerry Ortbahn, at Jerry.Ortbahn@state.sd.us.

10. Transmittal email subject lines shall read 'TAP Application' followed by the sponsor's name, for example 'TAP Application Mitchell'. The email shall include a list of all files attached to the email. If more than one email is required due to system size limitations, applicant shall note in the transmittal email how many additional emails are to follow.

11. Mailed or faxed applications will not be accepted. If you encounter difficulties with the pdf form or with attaching the supporting documents to an email, contact Jerry Ortbahn at 605.773.3281 prior to September 28, 2016, for instructions.

12. Applications and supporting documents received after 5 p.m. on September 30th, 2016, will not be accepted.

13. All questions regarding the application, eligibility or other TAP items should be directed to Jerry Ortbahn at 605.773.3281 or emailed to Jerry.Ortbahn@state.sd.us.
TYPICAL STREET SECTION AT DRAINAGE CROSSINGS