



Grant Summary

Date: 03/18/2016

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Grant Type: Transportation Alternatives Program

Grant Number: 2016017

Section	Applicant	Description (rpt)	Current Grant Amount	Total Match	Grant Percentage	Status	Grant Year
01	Ottawa County Road Commission	GVMC: 22nd Avenue and Barry Street Pathway, Phase 2	\$210,000.00	\$90,700.00	69.84%	Proposed	2017
Total:			\$210,000.00	\$90,700.00	69.84%		

Section Grant Section Description

01 GRAND VALLEY METRO COUNCIL TAP CONDITIONAL COMMITMENT FOR FISCAL YEAR 2017 (issued 3/18/16):

The Ottawa County Road Commission will construct Phase 2 of the 22nd Avenue and Barry Street Pathway for 0.8 miles in Georgetown Township, Ottawa County. Pathway construction will begin at the intersection of 22nd Avenue and Barry Street and end at existing trail at Van Buren Street. The project is all separated pathway. The previous Phase 1 project will connect the existing pathway systems in Hudsonville and Jamestown Township, and link to paths through the township to the Fred Meijer Kenowa Trail, allowing safe bicycle and pedestrian travel west into Holland and east into Grand Rapids. This current Phase 2 project will complete the connection to an existing trail in Georgetown Township. The project scope includes wayfinding signage and root control measures.

The project is expected to be advance constructed in 2016. The total cost of construction is \$300,700 with \$210,000 in federal funds and local matching funds of \$90,700 from Georgetown Township. ms

Job Phase Summary

Section	Job/Phase	Est Grant Amount	Auth Grant Amount	CTD Grant Amount	Route	Work Description	Location Description	Financial Stage/Status	FinSys
01	130894(A)	\$210,000.00			22nd Ave and Barry St Pathway	Construct 22nd Ave and Barry St Pathway, Phase 2	Barry St to Van Buren St, Georgetown Twp	New / Requesting	TAU
Total:		\$210,000.00							

Nonmotorized Funding Condition

This project must be designed and constructed in accordance with the standards in the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2012 edition. The standards for off-road trails include a minimum 10' width with a minimum of 2' clear zone on each side. The standards for bridges or boardwalks include a minimum 14' width between rub rails. In addition, bridges and boardwalks should meet a minimum H-10 design load rating. For roadways with no curb and gutter, the standards for on-road paved shoulders include a minimum 4' width facility on each side of the road. If parking is permitted, the standards for bike lanes include a minimum width of 5'. The project must also be designed and constructed in accordance with the Michigan Manual on Uniform Traffic Control Devices (MMUTCD).

Funding Condition

Transportation Alternatives Program (TAP) funding is conditional upon the items mentioned in the correspondence from the MDOT Office of Economic Development conveying the conditional commitment, supporting documentation, as well as fund availability. Federal transportation funding could be subject to congressional approval of a rescission, reducing or eliminating the remaining unobligated funds. The amount of TAP funding that Congress has authorized for expenditure is provided on a first come, first served basis to the projects that have completed the steps necessary to request federal fund authorization from the Federal Highway Administration. These steps typically include submitting completed plans, a cost estimate, specifications, and obtaining all necessary permits, clearances, an executed agreement, and matching funds.

Important Note on TAP Funding for Local Agencies

Federal TAP funds shall be applied to the eligible items of the total participating project cost up to the lesser of: (1) the TAP grant amount, or (2) an amount such that 80 - 81.85 percent, the maximum federal participation ratio for such funds, is not exceeded at the time of the award of the construction contract. The balance of the participating project cost, after deduction of TAP Funds, shall be the responsibility of the grant applicant. All of the non-participating cost shall be the responsibility of the grant applicant. In addition to the limits mentioned above, TAP funds are capped at the applicable low bid amount and shall not be applied to any extra construction costs or construction over-runs; these costs shall be the responsibility of the grant applicant.

Implementation Requirement

This project must be let through the Michigan Department of Transportation (MDOT) Letting Process.