Iowa City Gateway Project

2018 Municipal Streets Seminar
November 14, 2018
Project Area
Dubuque Street carries 25,500 vpd between I-80 and:

- Downtown Business District
- University of Iowa Campus
- Three hospitals
Project Need – Flood 2008
Iowa River - Dubuque St. Impacts Since 1990

Dubuque St. Low Point: 20.58 ft. (Before Project)
Project Need – Other Flooding
Goals

- Improve the reliability of Dubuque Street and Park Road Bridge
- Reduce the backwater created by Park Road Bridge in 2008
- Provide needed infrastructure improvements throughout the corridor
- Better serve bicyclists and pedestrians
- Preserve and enhance the natural entry into Iowa City
New HEC-RAS model

- Calibrated with field data from 2008 flood
- Updated cross sections – LIDAR survey
- Incorporated all proposed and constructed flood mitigation projects

Key finding: Raising Park Road Bridge will lower the water surface elevation upstream.
Project Goals - Flash Floods

• Elevate Dubuque Street
• Improve storm sewer system and culvert capacity
• Increase storage for rainfall events in nearby wetlands and open spaces
Project Goals
Project Partners

In coordination with:

Additional Technical Advisory Committee Members:
Steps to Completion

Phase 1: Federal Approval (NEPA)

Phase 2: Design
   12-18 months

Phase 3: Construction
   +/- 2 Years
Developed a federally-approved alternative for final design and construction of improvements via National Environmental Policy Act (NEPA) study.

The NEPA process:

- Identified a recommended alternative
- Provided opportunities for public input into the final concept
- Documented community impacts, commitments, etc.
Elevate roadway 1 foot above 100 year floodplain within the existing corridor

Improve bike/ped/trail connections

Maintain parkway feel

New bridge
- Low point to pass 200 year flood
- 5 lanes of travel
- Longer span
- Located south of existing Park Road Bridge
- Through Arch Concrete Bridge
Do Nothing Option

The following work would still need to occur:

- Reconstruct North Corridor Trunk Sewer
- Replace Dubuque Street pavement
- Replacement / Major Repair of Park Road Bridge
- Widen Park Road to three lanes to Riverside Drive
- Right turn lane at SB Dubuque Street to WB Park Road
- Upgrade aging water, storm sewer, lighting, overhead utilities
### Initial Project Schedule

#### Overall Project Schedule

<table>
<thead>
<tr>
<th>Phase</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
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<tr>
<td>Phase 1 - Environmental Assessment</td>
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<td>Phase 2 - Design</td>
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<td>Phase 3 - Construction</td>
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**Projected Construction Start**

**Phase I:** 12-18 months, Federal approval mid-2012

**Phase 2:** 18-20 months, Bid early 2014

**Phase 3:** 2 construction seasons for completion at the end of 2015
• Received Finding of Conditional No Effect, after Iowa City Historic Preservation Commission meeting *(late summer 2012)*
• Public Hearing *(spring 2013)*
• Finding of Conditional No Effect affirmed by independent evaluation *(summer 2013)*
• Iowa City Historic Preservation Commission revisited the project and confirmed support *(fall 2013)*
• Received FHWA Finding of No Significant Impact *(December 2013)*
• City Council review / approvals *(November 2014)*
• Final Design wrapped up in December 2015 for Iowa DOT letting in April, 2016
Public Involvement

- Began in April 2010
- Two public meetings: 250+ attendees
- Drop-in center + online public meetings
- Public hearing/drop-in center
- Multiple paid ads
- Local media press releases
- Multiple media stories
- Web site*
- Mailing list of nearly 2,000*
- Neighborhood and civic group meetings*
- Multiple one-on-one meetings and calls*
- Additional public meetings*

*Continued through the design process
City Council Involvement

- September 17, 2013 – Work Session #1
- October 1, 2013 – Work Session #2 and Formal Meeting
- January 21, 2014 – Work Session #3 and Formal Meeting

Design Parameters were set:
- Level of protection for Dubuque Street – 100’+1’
- Backwater reduction goal (Elevation of Park Road Bridge) - Low Steel at 200 year event +1’
- Bridge Type - Through Arch Bridge
March 25, 2014 – Work Session #4

April 1, 2014 – Work Session #5 and Formal Meeting
  • Design Elements were set

July 15, 2014 – Work Session #6
  • Corridor Aesthetic Discussion

November 4, 2014 – Work Session #7

March 23, 2015 – Work Session #8
  • Aesthetics Discussion
Traffic Operations
Roadway Alignment and Medians
Roadway Design Speed
Vehicular Travel Lane Width
Sidewalk / Trail Locations and Width
Turning Lanes on Dubuque Street, Park Road and Park Road Bridge
Pedestrian Activated Cross-Walk Signal at Mayflower
Landscaping / Aesthetics
Special Needs or Concerns during Construction
Phase 3: Construction

- Project bids were accepted by the Iowa Department of Transportation on April 19, 2016.

- Construction began on May 31, 2016.

- Contractor anticipated it would take 2-1/2 construction seasons to complete work.
Phase 3: Construction

Park Road
- 80 calendar days to complete 3rd lane addition west of the bridge prior to September 8, 2016

Dubuque Street
- Utility Relocations – 48” trunk sanitary sewer, 16” water main, storm sewer and private utilities
- Southbound Lanes – MSE wall construction and elevation, Taft Speedway, trunk sanitary sewer
- Northbound Lanes – Roadway elevation, Kimball Road, Ridge Road and water main completion
- Maintain traffic, 1 lane in each direction as much as possible
- Staged critical closures for water main and sanitary crossings, drainage culverts
Phase 3: Construction

Park Road Bridge

- Existing bridge remained in service until the new bridge was complete and accepting traffic.
- New bridge is located south of the existing bridge, construction of the bridge occurred while roadway and utility work was being done.
- Park Road closure occurred to complete the approach pavement and tie into new bridge in the Fall of 2018

Complete project during the Fall of 2018
Park Road Construction
Park Road Construction
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Park Road Construction
Park Road at Upper City Park
Dubuque Street Construction
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Dubuque Street Construction
Dubuque Street Construction
Dubuque Street Construction
Dubuque Street Construction
Dubuque Street Construction
Park Road Bridge Construction
Park Road Bridge Construction
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Park Road Bridge Construction
Park Road Bridge Construction - RAGBRAI
Park Road Bridge Construction
Park Road Bridge Construction
Dubuque Street at Foster Road
Dubuque Street from Boathouse
Dubuque Street from City Park
Funding Sources

Gateway Project - $40,553,000 Million

- U.S. Department of Commerce, Economic Development Administration – $3 Million
- Transportation, Housing & Urban Development – $1.5 Million
- SAFETEA-LU Surface Transportation Program – $6 Million
- Local Option Sales Tax – $25.8 Million
- G.O. Bonds – $18.7 Million
Flood Recovery 2008 - 2018

- Remove
- Protect
- Prevent
- Partnership
Flood Recovery 2008 - 2018

**Remove - $82M**
- Buy Out Program - $24M
- Relocation of North Wastewater Plant - $55M
- Animal Shelter - $3M

**Protect - $54.4M**
- West Side Levee - $4.7M
- Gateway Project - $40M
- Water and Sewer River Crossings - $1.6M
- Flood Protection for Well Houses - $1.5M
- Rocky Shore Drive Lift Station and Flood Gate - $6.6M

**Prevent - $2M**
- Revision of Floodplain Management Ordinance
- Purchase of Open Space
  - Peninsula Park (’93) - $630k
  - Showers Addition (’08) - $692k
  - Taft Speedway Open Space (’08) - $649k
Flood Recovery 2008 - 2018

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Flood Recovery 2008 - 2018

Partnerships

- Emergency Management
- Coralville
- University of Iowa
- Iowa Flood Center
- US Army Corps of Engineers
- National Weather Service
- USGS
- Department of the Interior
- FEMA
- Department of Commerce
Questions?

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