



Welcome!

IOWA CITY GATEWAY

Dubuque Street Elevation and
Park Road Bridge Replacement Project

Open House: 4:30 - 7 p.m.

Presentation: 5:30 p.m. with
Question and Answer immediately following





Please Sign In

We will keep you informed about upcoming opportunities for public involvement, including:

- Public meetings
- Online surveys
- Neighborhood meetings, and
- Project progress





Meeting Purpose

We need your input on:

- Alternatives selected for further analysis, and
- Screening criteria.

Project Location

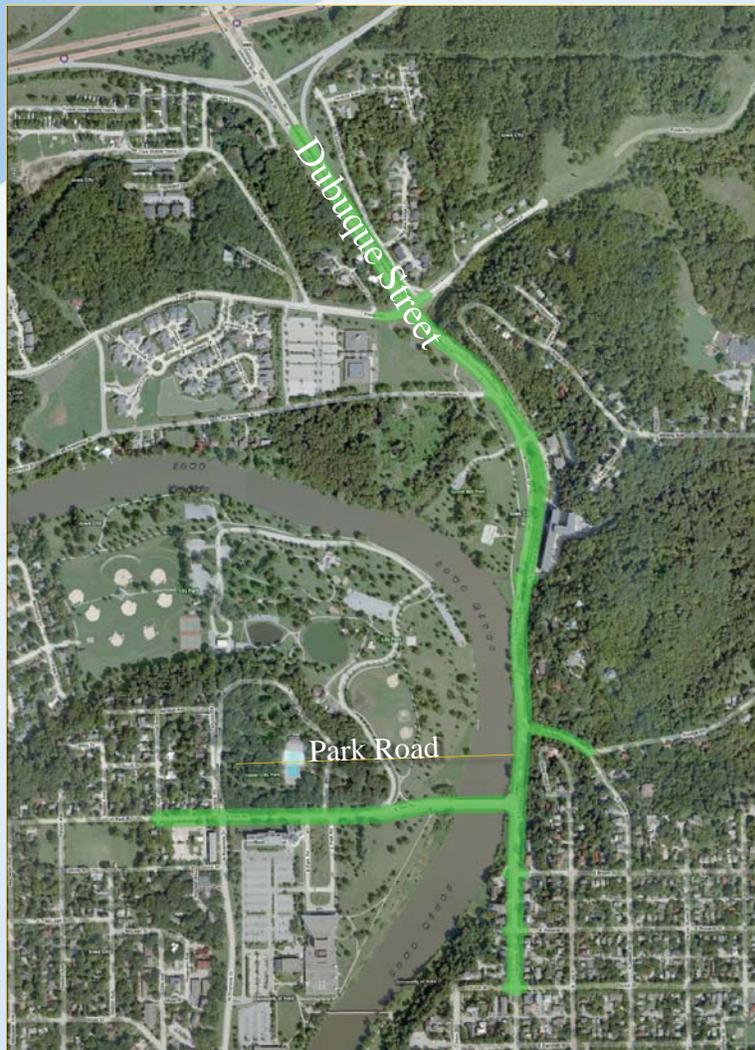
This corridor carries 25,000 vehicles a day to:

- Downtown
- University of Iowa Campus
- Three area hospitals

Project Lead:



In coordination with:





Flooding in the Corridor

Flash Floods

The Iowa City Gateway project is looking at a variety of options to reduce the impacts of flash floods on Dubuque Street. Flash floods cause the majority of the short-term closures of Dubuque Street.

Elevate Dubuque Street

- Dubuque Street may be reconstructed so that it is higher and better protected from future flash floods.

Improve storm sewers

- The current storm sewers are not big enough to handle the storm water that can flow into the area during heavy rains. Improvements could include higher-capacity storm sewers and better drainage away from Dubuque Street.

Increase storage

- The team is looking for opportunities to store local storm water runoff in nearby wetlands and open spaces. During locally heavy rain events, this would give the water a place to drain to and promote infiltration. During historic floods, these areas would be under water, and would not provide storage.



Flash flooding behind Mayflower Residence Hall - June, 2010



Dubuque Street during flash flood - June, 2010





Flooding in the Corridor

Historic Floods

A key project goal is to keep Dubuque Street open to traffic during historic flood events.

New HEC-RAS models

- Calibrated with data from 2008 flood,
- Updated cross sections, and
- Incorporated all proposed and constructed flood mitigation projects.

Key finding:

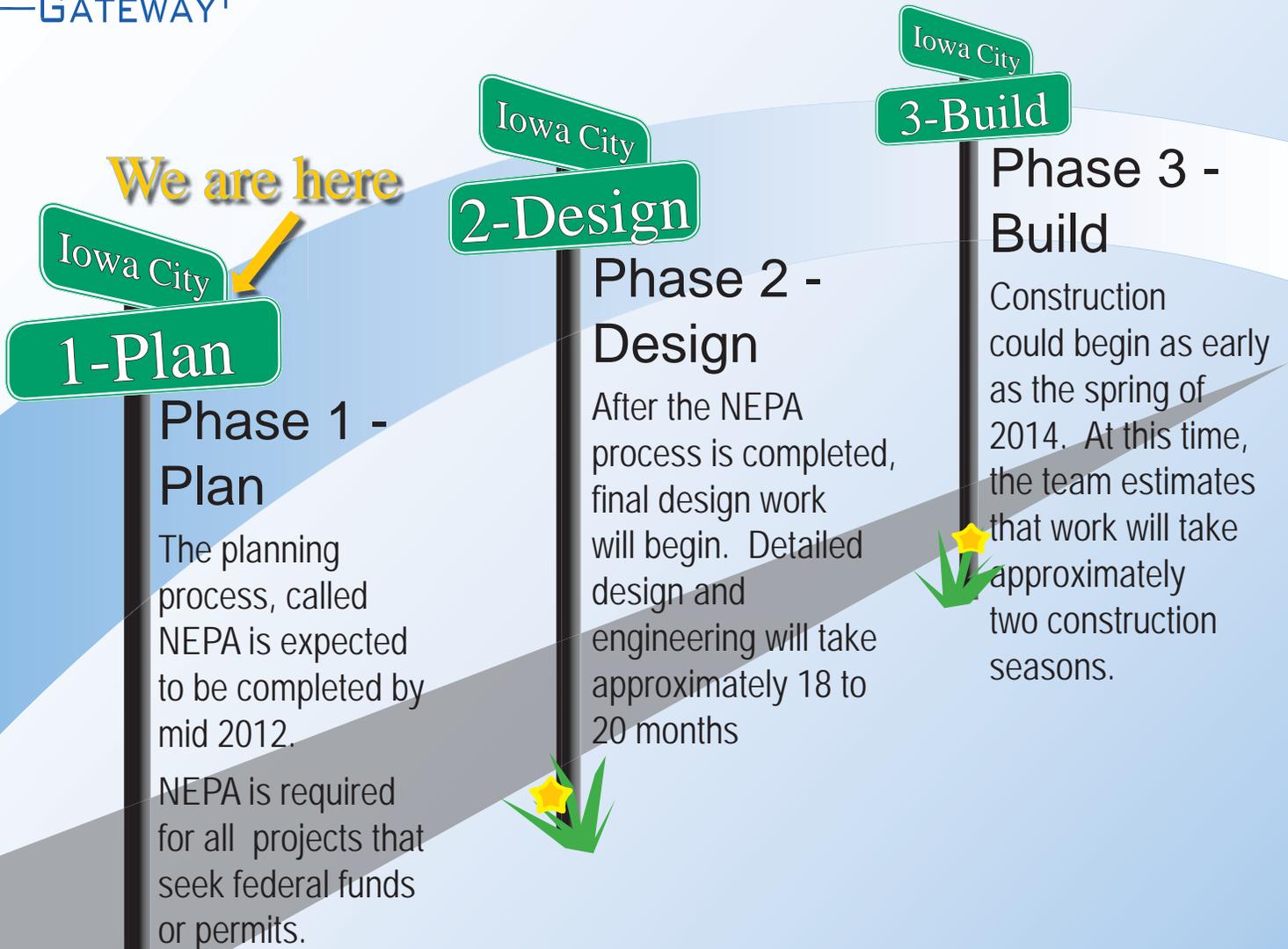
- The most significant finding in the new hydraulic model was that raising **Park Road Bridge will lower the water surface elevation upstream**, even with all of the other flood projects in place. Because Park Road Bridge played a role in the creation of backwater upstream from the bridge in 2008, it will play an important role in reducing backwater during future historic flood events.





Project Overview

This project has three phases, ultimately creating a transportation corridor that will remain open during most flood events.



Overall Project Schedule

	2011	2012	2013	2014	2015
Phase 1 - Plan/NEPA	[Yellow bar]				
Phase 2 - Design		[Yellow bar]			
Phase 3 - Construction				[Orange bar]	

Projected Construction Start





Phase 1 - Plan

Phase 1 of the Iowa City Gateway project will be completion of the National Environmental Policy Act (NEPA) planning process. NEPA is required for projects that will seek federal funds and/or federal permits.

Preliminary Phase 1 Schedule	2011				2012	
	Q1	Q2	Q3	Q4	Q1	Q2
Data Collection	█					
Purpose and Need Development	█					
Potential Alternatives Development	█					
Public Meeting 1	★					
Initial Alternatives Identified	█	█	█			
Initial Alternatives Evaluated	█	█	█			
Public Meeting 2			★			
Recommended Alternative Identified			★			
NEPA Document Prepared			█	█	█	
NEPA Document Review				█	█	
Public Meeting 3/Public Hearing					★	
Comments Addressed					█	
NEPA Document Finalized						█
Anticipated Federal Approval						✓

We are here

The NEPA Planning Process



1. Identify required and potential alternatives.
2. Establish primary screening criteria. In March, we heard your feedback on the primary project goals and criteria, the Purpose and Need. Based on that, some alternatives have been screened out and are no longer being considered.
3. Evaluate initial alternatives. Tonight, we need your input on the alternatives being considered and their screening criteria.
4. Recommend alternative. The recommended alternative will be presented to the public, state and federal agencies for review and approval early next year.





Project Purpose & Need and Primary Selection Criteria

One of NEPA's requirements is to establish a formal project "Purpose and Need." The Purpose and Need serves as the primary criteria for evaluating alternatives.



Following input from the March, 2011 public meeting, the Purpose and Need is:

Purpose of the Proposed Action

The purpose of the proposed action is to provide a reliable multimodal transportation corridor that reduces the impact of flooding on the local transportation system and the Iowa River corridor.

Need for the Proposed Action

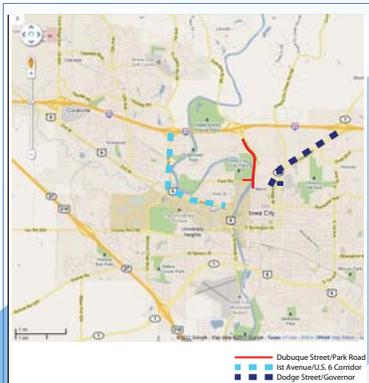
- Maximize the reliability of the Dubuque Street Corridor by reducing the frequency and duration of Dubuque Street closures due to flooding; and
- Maximize the reliability of the Park Road Bridge Corridor by reducing Park Road Bridge closures due to flooding and minimizing flood backwater rise created by flow impedance from the existing Park Road Bridge; and
- Address Roadway deficiencies on Dubuque Street and Park Road. These corridors have existing or potential roadway deficiencies related to the existing pavement and areas where crash rates are higher than the statewide average. These deficiencies should be addressed by the proposed alternative improvements.





Creating A Solution

NEPA also requires that certain strategies be considered. That includes no major improvements (called the No Build), and looking at ways to change when, how and where people travel (shown as TSM/TDM below), as well as looking at other routes or alternatives. These have been included as potential alternatives.

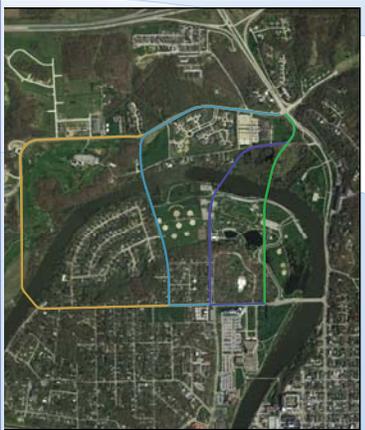


Improve alternate routes (i.e., 1st Avenue in Coralville; Dodge/Governor Streets)

Includes scheduled maintenance and rehab projects

Improve transit, alternative transportation, traveler information and transportation technologies

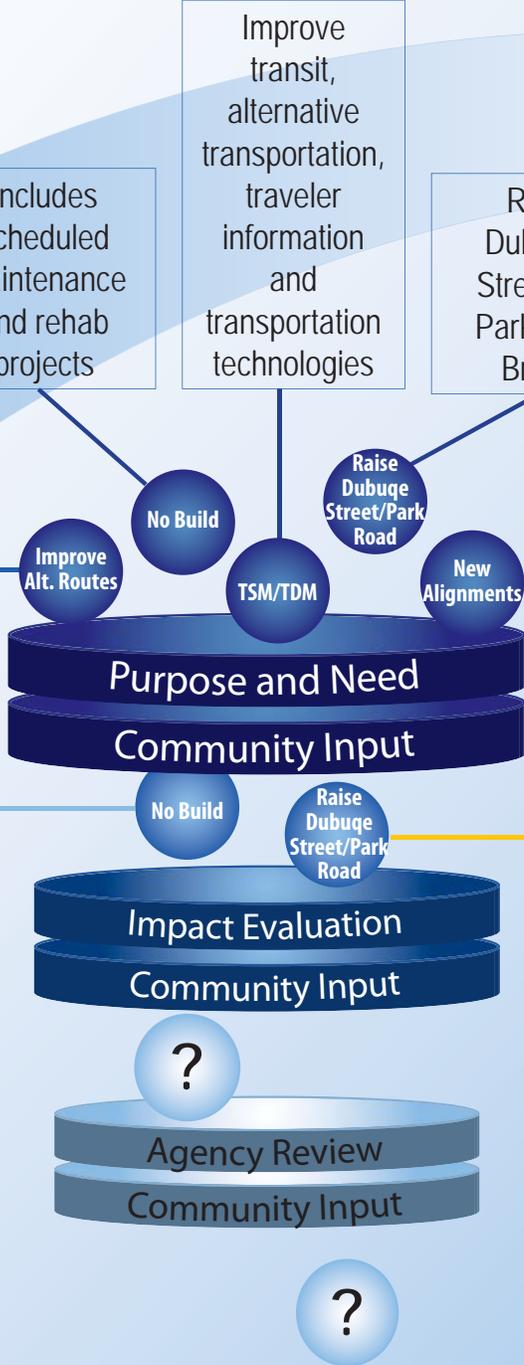
Raise Dubuque Street and Park Road Bridge



Create new alignments (via Foster, Taft Speedway, or through City Park) across the Iowa River, linking to Park Road

"No Build" serves as the base measurement for other alternatives

We need your input:
Is this the best alternative to be further developed?
What screening criteria are most important to you?

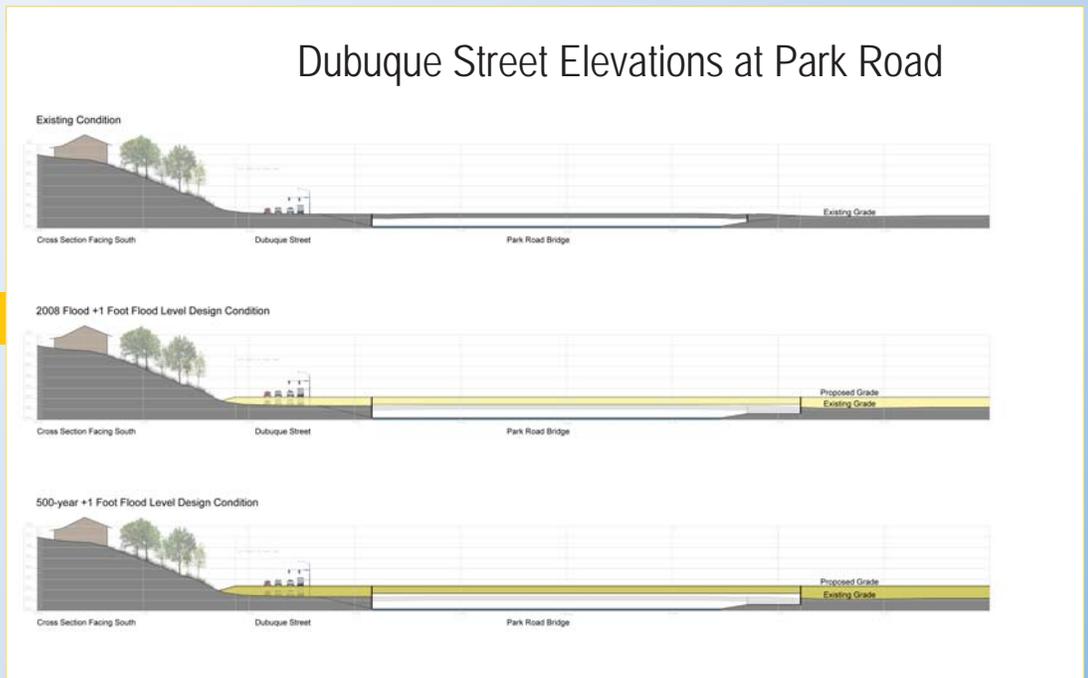
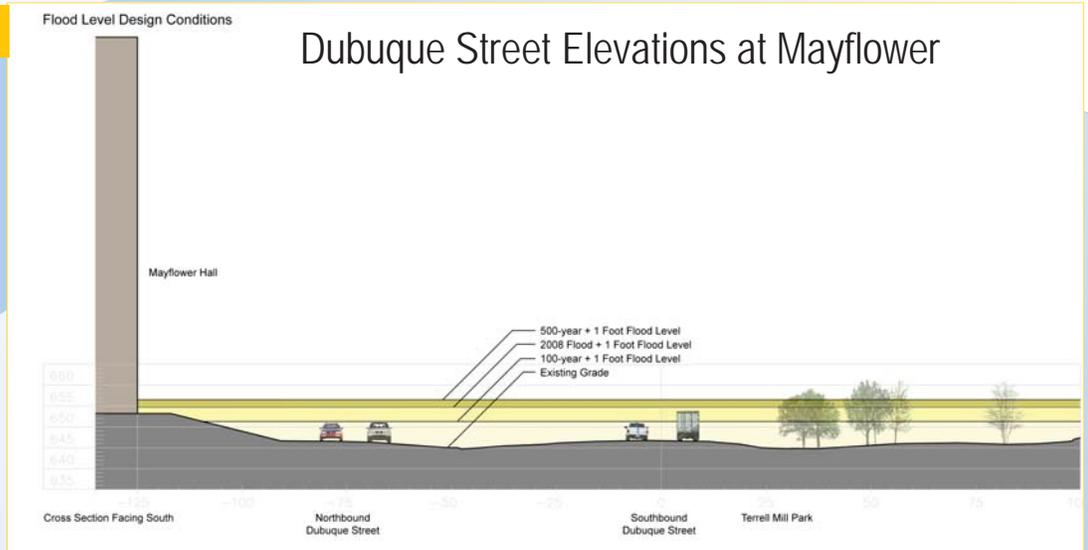
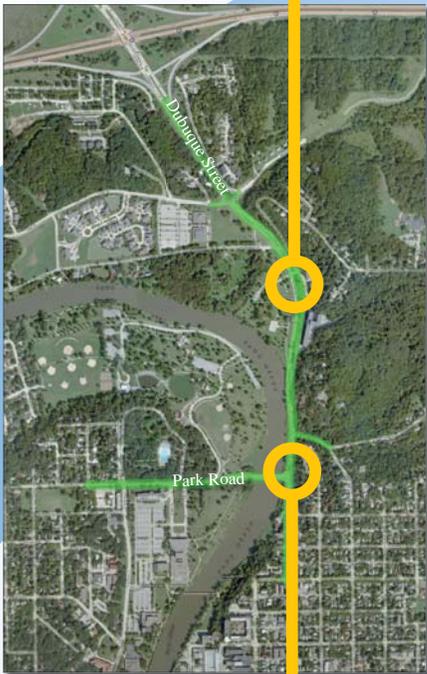




Reasonable Alternatives

Based on the initial screening, the “Raise Dubuque Street and Park Road” alternative had the best outcome. Three options have emerged from that alternative:

- One foot above the 2008 flood level,
- One foot above the 500 year flood level, or
- Combination of one foot above 500 and 100 year flood levels.





Reasonable Alternatives - Screening Criteria

Project goals beyond of the Purpose and Need were also presented in March. Tonight, we need additional input on the goals, (which will serve as project criteria). They are shown in alphabetical order.

You can fill out a comment form, or go to www.iowacitygateway.org by July 30 to give your input on these goals, and more. Your input will help the project team evaluate the alternatives being considered.



Bicycles and Pedestrians	Does it support current and planned bike and pedestrian connections, including the Iowa River Corridor Trail?
Constructability	How will traffic move through the corridor during construction? How hard or easy is it to build?
Cost	How much does it cost?
Emergency Access	Does it maintain acceptable emergency access and response times along the corridor during flood events?
Flood Impacts	Does it avoid or reduce the impacts of flooding to the Iowa City Gateway Corridor and the surrounding area?
Gateway	Does it allow visual and physical improvements that highlight the corridor as the City's gateway?
Green Options	Does it promote the reuse of materials, conserve natural resources or otherwise support sustainability?
Park Road/Dubuque Street Intersection	Does it allow for additional turn lanes as warranted to reduce congestion?
Parks, Historic Structures and Sites	Does it avoid or accommodate those sites as much as possible?
Transit	Does it support current and planned transit systems and stops?





Evaluating Alternatives - Park Road Bridge

A new Park Road Bridge is a major component of the alternatives under consideration. It will:

- Be higher above the river than the existing bridge,
- Require raising the intersection of Park Road and Dubuque Street, and
- Allow traffic to use the existing bridge during construction.

Bridge types under consideration include:

Girder



Open Spandrel Arch



Cable Stay





Evaluating Alternatives - Park Road Bridge

We need your input on these bridge-specific screening criteria, presented in alphabetical order:

Construction Closures	Does it minimize necessary closures of Park Road, Dubuque Street and/or the Dubuque Street?
Construction Location	Can it be assembled off site?
Cost/Complexity	How much does it cost? How complex is it to build?
Dubuque Street Elevation	How much does raising the bridge impact the Park Road/Dubuque Street intersection?
Footprint	Can it fit within the existing site constraints?
Maintenance	How much will the bridge cost to maintain? Can it be easily expanded or rehabilitated?
River Impacts	How will construction impact the river?
Traffic Flow	How well does it allow the existing bridge to stay open during construction?
Speed of Construction	How quickly can it be built?
Vandalism	How well does it minimize opportunities for vandalism to the bridge?
Viewshed	How well does it compliment and enhance the surrounding area?





We Need Your Input

Your input on project criteria will help Iowa City and its partners begin to evaluate the details of the alternatives presented tonight.

You can provide your input by:

- Talking one-on-one with a team member during the open house.
- Asking a question after tonight's presentation.
- Filling out a comment form and leaving it tonight - or mailing it to the address on the form by July 30.
- Filling out the online survey posted at www.iowacitygateway.org by July 30.
- Submitting a question card. The cards include information on when to expect a reply from City staff.

Over the next months, the team will be conducting a detailed evaluation of the alternatives. The team will also be documenting that analysis for review and approval.

We will host a public hearing - tentatively scheduled for spring of 2012 - to share that analysis and hear your input on the alternative recommended for construction.

Thank you for your time and interest.

