



IOWA CITY GATEWAY

DUBUQUE STREET ELEVATION AND PARK ROAD BRIDGE REPLACEMENT PROJECT

April 2013

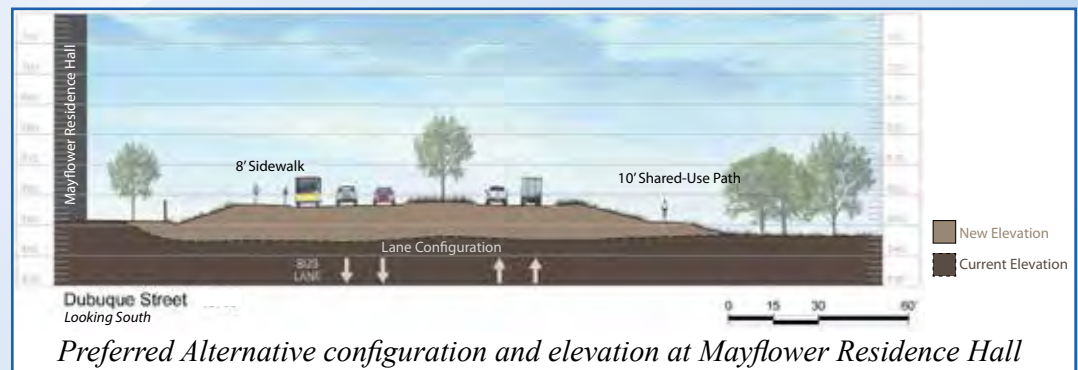
IOWA CITY GATEWAY

Dubuque Street serves as Iowa City's main entrance and key gateway into the community for residents and visitors. It parallels the Iowa River and carries more than 25,500 vehicles a day between Interstate 80, the downtown business district and the University of Iowa campus. Park Road Bridge also serves as a critical transportation link for Iowa City. Together, these corridors provide vital connections for the community's safety, commerce, neighborhoods and recreation.

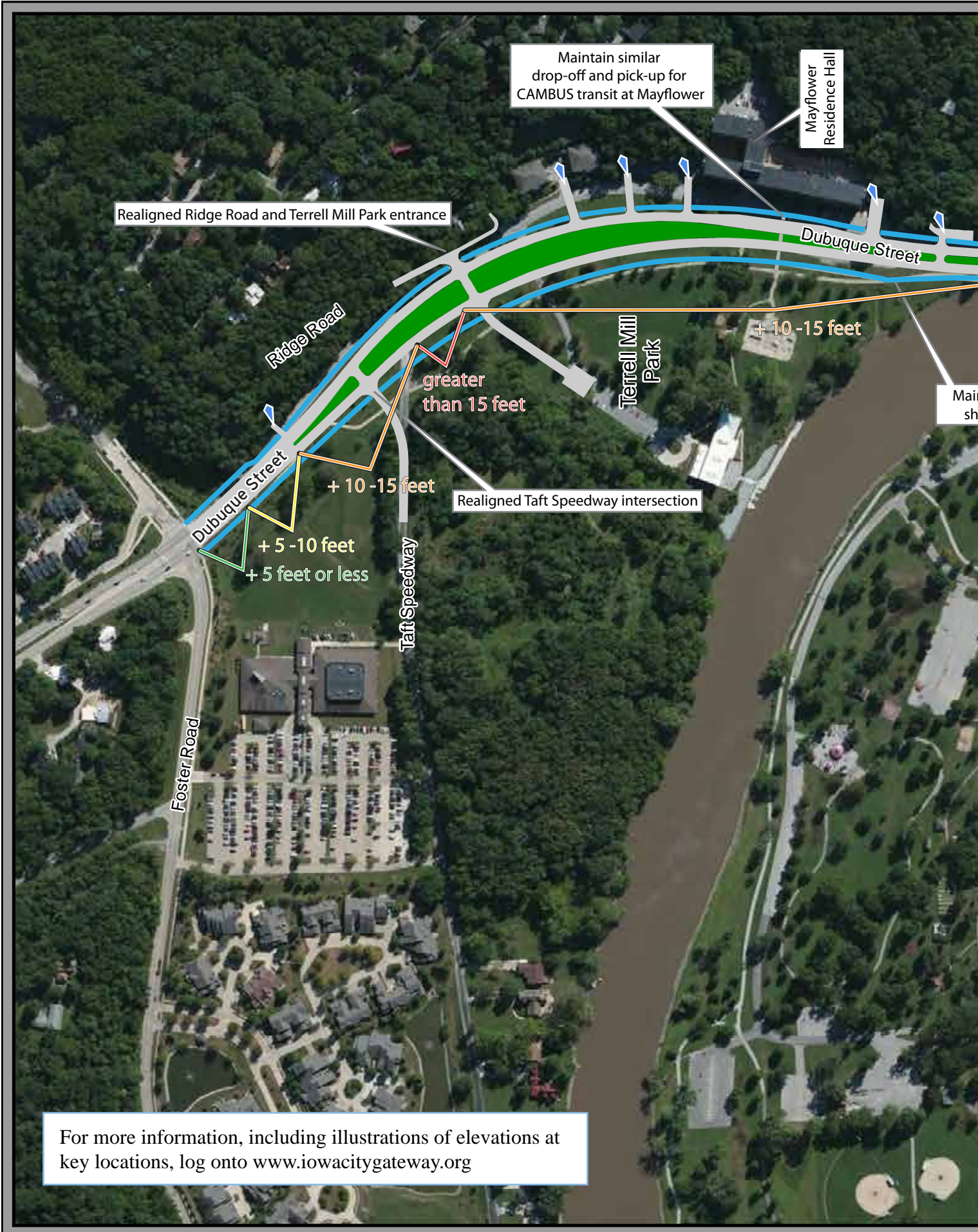
The City of Iowa City has been studying potential solutions to minimize flood impacts on Dubuque Street, reduce backwater created by Park Road Bridge and make needed infrastructure improvements to the corridor.

The Preferred Alternative includes the design elements derived from Alternative Alignments B and C, which were presented to the public during previous public meetings. The Preferred Alternative, shown inside this handout, includes:

- Elevating Dubuque Street to the 500-year flood elevation plus 1 foot;
- Using a modified S-curve between Foster Road and Mayflower Residence Hall that reduces property impacts along Dubuque Street;
- Maintaining direct driveway access to Dubuque Street for private drives, parking lots and apartment buildings in the corridor;
- Relocating, improving and elevating the Ridge Road intersection with Dubuque Street north of its existing location to line up with the relocated Terrell Mill Park entrance;
- Removing and replacing the existing Park Road Bridge and skewing the new Park Road Bridge approximately two degrees southward from the existing bridge; and
- Relocating the Dubuque Street and Park Road intersection approximately 60 feet south of the existing intersection to accommodate the new bridge.



The new Park Road Bridge is anticipated to be approximately 450-foot long by approximately 85-foot wide, three-pier steel box girder bridge. The bridge will be constructed so that the lowest point of the bridge substructure will provide one-foot of clearance for a 500-year flood to pass under. Once the new bridge is constructed and open to traffic, the existing Park Road Bridge will be removed in its entirety.



Maintain similar drop-off and pick-up for CAMBUS transit at Mayflower

Mayflower Residence Hall

Realigned Ridge Road and Terrell Mill Park entrance

Dubuque Street

Ridge Road

Terrell Mill Park

+ 10 -15 feet

greater than 15 feet

Main sh

Realigned Taft Speedway intersection

+ 10 -15 feet

Dubuque Street

+ 5 -10 feet

+ 5 feet or less

Taft Speedway

Foster Road

For more information, including illustrations of elevations at key locations, log onto www.iowacitygateway.org



Iowa City Gateway Environmental Assessment

Preferred Alternative



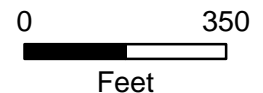
Legend

- Medians
- Roads
- Sidewalks
- Maintained direct access

New Roadway Elevations

- + 5 feet or less
- + 5-10 feet
- + 10-15 feet
- + 15 feet

Note: New roadway elevations are shown relative to current roadway location



ADDITIONALLY, THE PREFERRED ALTERNATIVE INCLUDES:

- Constructing Park Road Bridge with five 12-foot lanes to accommodate dual left-turn lanes for eastbound Park Road to northbound Dubuque Street vehicular movements;
- Expanding Park Road west of the Lower City Park entrance from two travel lanes to two 12-foot travel lanes and one 12-foot center turn lane;
- Maintaining the Iowa River Trail as a 10-foot shared use path west of Dubuque Street and constructing an 8-foot sidewalk on the east side of Dubuque Street from Foster Road to Brown Street;
- Maintaining similar drop-off and pick-up access for CAMBUS patrons at Mayflower Residence Hall;
- Improving shared use path safety and connectivity on the west side of Park Road Bridge to Lower City Park with a grade-separated crossing;
- Improving and consolidating the Park Road, Riverside Drive and Upper City Park/Templin Road intersection;
- Realigning (and elevating as necessary) the access drive to Lower City Park with the future Hancher Auditorium perimeter drive location; and
- Improving Iowa City Transit stops to meet ADA guidelines and provide hard surface connectivity to walks and paths.



Bicyclists and pedestrians will still have a shared use path west of Dubuque Street, as well as a new sidewalk on the east side.

TO SEE THE DOCUMENT GO TO:

(1) www.iowacitygateway.org; or (2) City of Iowa City Hall, Engineering Division, 3rd Floor, 410 E. Washington Street; or (3) the Iowa City Library, 123 South Linn Street.

TO ASK QUESTIONS:

(1) Join us at our drop in center, being hosted from 4 to 6 p.m. on Thursday, April 4 at Parkview Church, 15 Foster Road; or (2) send an e-mail using the link on the project web site; or (3) call 319-356-5140.

TO MAKE A COMMENT:

(1) Participate in our public hearing, starting at 6:30 p.m. on Thursday, April 4, 2013 at Parkview Church, 15 Foster Road; or (2) send an e-mail using the link posted on the project web site; or (3) send a written comment to:

Iowa City Gateway
410 E. Washington Street
Iowa City, IA 52240.

Comments need to be submitted by April 15, 2013 to be included in the final document.

WWW.IOWACITYGATEWAY.ORG



The Iowa City Gateway Project is led by Iowa City in coordination with the U.S. Economic Development Administration, the Iowa Department of Transportation and the Federal Highway Administration, and in cooperation with the University of Iowa.

More information about Iowa City Gateway can be found at: iowacitygateway.org or by phoning 319-356-5140.

