

**Application for Bipartisan Infrastructure Law
Surface Transportation Block Grant
Program Funding**

for the Iowa City Urbanized Area



Metropolitan Planning Organization of Johnson County

Metropolitan Planning Organization of Johnson County
February 01, 2023

Application Instructions

This application form shall be used to submit a Surface Transportation Block Grant project proposal.

1. Complete the attached Minority Impact Statement (Form 105101) for the proposed project.
2. All information submitted as part of this application, as well as any additional information requested by the MPOJC, will be used to evaluate the application.
3. Submit a digital copy of the completed application and any attachments by **February 22, 2023** to:

Emily Bothell
410 East Washington Street
Iowa City, Iowa 52240

emily-bothell@iowa-city.org

With questions, please contact Emily Bothell, Sr. Associate Transportation Planner at 356-5250 or via email to emily-bothell@iowa-city.org.

Project Eligibility Requirements

1. STBG projects must occur within the adopted MPO transportation planning boundary, be included in the MPOJC Long-Range Transportation Plan and be consistent with the MPOJC Complete Streets Policy.

MPOJC Long Range Transportation Plan Link:

<https://www.mpojc.org/what-we-do/transportation-planning-division/long-range-transportation-plan>

MPOJC Complete Streets Policy Link:

<https://www.iowa-city.org/WebLink/DocView.aspx?id=1506532&dbid=0&repo=CityofIowaCity>

2. STBG funds may be used for any mode of surface transportation: roadway, transit, pedestrian, or bicycle.
3. STBG funding is for capital projects only.
4. Transit projects should maintain or expand the viability of public transportation as a complementary or alternative transportation mode. A transit vehicle replacement project should meet all standards for replacement vehicles stipulated by the state public transit management system.
5. STBG projects must be proposed by a member of the MPO Transportation Technical Advisory Committee (TTAC). The sponsoring entity must be the City of Coralville, the City of Iowa City, the City of North Liberty, the City of Tiffin, the City of University Heights, Johnson County, or the University of Iowa. The entity awarded funds for a project must be able to fund the local match and implement the project.
6. Projects will be scored by MPO staff and considered initially by the Transportation Technical Advisory Committee (TTAC). The TTAC will make a recommendation to the MPOJC Urbanized Area Policy Board (UAPB) for all projects unless the project is withdrawn by its TTAC sponsor. All projects shall receive subsequent consideration by the MPOJC UAPB.
7. Roadway projects must be structurally capable of handling all anticipated design vehicles and should provide for volume/capacity less than or equal to 1.0 at level of service E upon completion according to the adopted MPOJC Long Range Travel Demand Model.
8. If funded, projects must be started within three years of the original year the project was programmed in the MPOJC Transportation Improvement Program (TIP).
9. Road and bridge projects must be on designated Federal Aid Routes as approved by Iowa DOT. The Federal Aid Route map is located at the following link:
<https://iowadot.gov/maps/Digital-maps/pdfview/johnson>
10. Projects must be in compliance with all Bipartisan Infrastructure Law (BIL) requirements to be eligible for funding. Eligibility requirements can be found at the following link:
<https://www.fhwa.dot.gov/specialfunding/stp/>

The following information must be provided for all Surface Transportation Block Grant project proposals and will be provided to the MPOJC Transportation Technical Advisory Committee (TTAC) and Urbanized Area Policy Board for evaluation. MPOJC staff may contact you if additional information is required. You will have the opportunity to explain the project at a meeting of the MPOJC TTAC. MPOJC staff will score the projects; the TTAC may modify scores.

General Information

MPO: Metropolitan Planning Organization of Johnson County e-mail: emily-bothell@iowa-city.org
 Eligible Sponsor/Applicant Agency: City of Coralville
 Contact Person (Name & Title): Zaid Alsamawi P.E., Assistant City Engineer
 Complete Mailing Address: 1512 7th Street, PO box 5127
Street Address and/or Box No.
Coralville, Iowa, 52241 319.248.1720
City State Zip Daytime Phone

If more than one agency or organization is involved in this project, please state the name, contact person, mailing address, and telephone number of the second agency. *(Attach an additional page if more than two agencies are involved.)*

Applicant Agency: Johnson County e-mail: ebartels@johnsoncountyiowa.gov
 Contact Person (Name & Title): Ed Bartels P.E., Assistant County Engineer
 Complete Mailing Address: 4810 Melrose Avenue
Street Address and/or Box No.
Iowa City, Iowa, 52246 319-356-6046
City State Zip Daytime Phone

Project Information

Project Title: Dubuque Street NE & Forevergreen Road Roundabout
 Project Description (i.e. number of proposed through lanes, turn lanes, and other critical features):
Construct a four-legged, single-lane roundabout to create a new intersection of Dubuque Street NE, Rustic Ridge Road NE, and Forevergreen Road. Includes a 10' shared use path along the north side of Forevergreen Road that will connect to the Dubuque Street Trail.

If this project includes land acquisition, how many acres? (approximate) n/a

Project Category Check all boxes that apply to indicate the categories that best describe your project.

Trails and Bicycles

- Facilities for pedestrians and bicycles including safe routes for non-drivers
- Conversion and use of abandoned railway corridors

Scenic and Historic

- Construction of turnouts, overlooks and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Archaeological activities relating to impacts from another eligible activity

Roadways and Bridges

- Construction, rehabilitation, preservation, or operational improvements of street facilities
- Bridge improvements including construction, rehabilitation, or preservation

Environmental

- Vegetation management practices in transportation rights-of-way
- Highway related stormwater management
- Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity

Other Emission reduction

Estimated Project Costs

Land Cost	\$	_____
Utility Relocation	\$	_____
Design & Construction Engineering	\$	345,000
Construction Cost	\$	2,300,000
Indirect Cost (if applicable)	\$	_____
Other (please specify) _____	\$	_____
Total Cost	\$	2,645,000
STBG Fund Request	\$	2,110,710
Applicant Local Match (20% Minimum)	\$	534,290

	Applicant Local Match Source (20% Minimum)	Amount	Assured or Anticipated (Date Anticipated)
1.	City of Coralville (10.1%)	\$267,145	28E Agreement Approved
2.	Johnson County (10.1%)	\$267,145	28E Agreement Approved
3.			

Are any state funds involved in this project? Yes No

If yes, please explain the source and conditions _____

Are any other federal funds involved in this project? Yes No

If yes, please explain the source and conditions _____

Does the project comply with the adopted MPO *Complete Streets Policy*? Yes No

Which of the following facilities are included in the proposal?

- Turn lanes
- ITS/signalization improvements
- Geometric improvements
- Separated trail or wide sidewalk (8' or wider)
- Facilities to reduce modal conflict (e.g. pedestrian hybrid beacons, bulb-outs, grade separation, bus pull-offs, etc.)
- Marked on-street bike facility

Is a focus of the project to address a safety concern at an intersection or midblock, or improve safety at a location with a collision history involving bicyclists or pedestrians? (refer to pages 18-21) Yes No

Will this project be open to the public? Yes No

Do you intend to charge a fee to users? Yes No

If yes, how much? \$ _____

What will it be used for? _____

Estimated Project Development Schedule

Design	Start Date	Spring 2025	Completion Date	Spring 2026
Land Acquisition	Start Date	n/a	Completion Date	n/a
Construction	Start Date	Spring 2027	Completion Date	Spring 2028

Has any part of this project been started? Yes No

If yes, explain: _____

Documentation and Narrative Information

The following documents and narratives must be attached to this application. In the upper right-hand corner of each document or narrative provide the corresponding letter shown below.

- A. A **NARRATIVE** assessing existing conditions, outlining the concept of the proposed project, and providing adequate project justification. Assess your project in regard to the transportation system relative to its functional relationship, proximity, or impact to an existing or planned transportation facility. If a regional project, assess the value of this project from a regional perspective and how it will be a functional addition to the transportation system and the region as a whole if no additional development funds are received. If a statewide or multi-regional project, assess the value of this project from a statewide or multi-regional perspective.
- B. A **DETAILED MAP** identifying the location of the project and any known environmentally sensitive areas/features.
- C. A **SKETCH-PLAN** of the project; including a typical cross-section of transportation facilities.
- D. An **ITEMIZED BREAKDOWN** of the total project costs. This documentation does not need to be a detailed, line-item type of estimate. However, it must accomplish two objectives: first, it must show the method by which the cost estimate was prepared; and second, it must enable a reviewer to determine if the cost estimate is reasonable. The manner in which these objectives are achieved may vary widely depending on the type, scope and complexity of the project. Absent a fully itemized list of costs, some general guidelines for possible methods of estimating each type of project cost are provided in Attachment A (page 9).
- E. An anticipated **TIME SCHEDULE** for the total project development. Funding for projects which fail to make satisfactory progress may be rescheduled or removed from the program by the Iowa Department of Transportation.
- F. An **OFFICIAL ENDORSEMENT** of the project from the authority to be responsible for its maintenance and operation. The authority must provide written assurance that it will adequately maintain the completed project for its intended public use for a minimum of 20 years following project completion.
- G. If applicable, a **LETTER OF SUPPORT** for the project from the scenic or historic byway board. The board's letter should also address the project's relationship to the byway's intrinsic qualities, how the project will have a statewide or multi-regional impact, and whether the project is included in the byway's current corridor management plan.
- H. A **NARRATIVE** discussing the public input process that was followed and the extent to which adjacent property owners and others have been informed of the proposed project and an assessment of their acceptance.
- I. A **MINORITY IMPACT STATEMENT** for the project.

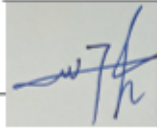
The award of STBG funds and/or any subsequent funding or letting of contracts for design, construction, reconstruction, improvement, or maintenance; or the furnishing of materials shall not involve direct or indirect interest, prohibited by Iowa Code Sections 314.2, 362.5, or 331.342, of any state, county, or city official, elective or appointive. Any award of funding or any letting of a contract in violation of the foregoing provisions shall invalidate the award of funding and authorize a complete recovery of any funds previously disbursed.

Certification

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local authority. I understand the attached OFFICIAL ENDORSEMENT(S) binds the participating authority to assume responsibility for adequate maintenance of any new or improved facilities.

I understand that, although this information is sufficient to secure a commitment of funds, an executed contract between the applicant and the Iowa Department of Transportation is required prior to the authorization of funds.

Representing the **City of Coralville**



Signature

02/22/2023

Date

Zaid Alsamawi, Assistant City Engineer

Typed Name and Title

Date

Minority Impact Statement

Pursuant to 2008 Iowa Acts, HF 2393, Iowa Code 8.11, all grant applications submitted to the State of Iowa that are due beginning Jan. 1, 2009, shall include a Minority Impact Statement. This is the state's mechanism for requiring grant applications to consider the potential impact of the grant project's proposed programs or policies on minority groups.

Please choose the statement(s) that pertains to this grant application. Complete all the information requested for the chosen statement(s). Submit additional pages as necessary.

- The proposed grant project programs or policies could have a disproportionate or unique **positive** impact on minority persons.

Describe the positive impact expected from this project.

The Dubuque St NE and Forevergreen Rd Roundabout will have a positive impact on persons with disabilities because it will create and maintain a safe, ADA-compliant, 10-foot wide shared use path along the north side of Forevergreen Road with a crosswalk and pedestrian refuge island connecting users to the Dubuque Street Trail along the east side of Dubuque St NE. The project will also create and maintain a 5-foot wide sidewalk along the south side of Forevergreen Road with a crosswalk and pedestrian refuge island connecting users to the shared use path along the north side of Forevergreen Rd.

Indicate which groups are impacted.

- Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

- The proposed grant project programs or policies could have a disproportionate or unique **negative** impact on minority persons.

Describe the negative impact expected from this project.

Present the rationale for the existence of the proposed program or policy.

Provide evidence of consultation with representatives of the minority groups impacted.

Indicate which groups are impacted.

Women Persons with a disability Blacks Latinos Asians
 Pacific Islanders American Indians Alaskan Native Americans Other _____

The proposed grant project programs or policies are **not expected to have** a disproportionate or unique impact on minority persons.

Present the rationale for determining no impact.

I hereby certify that the information on this form is complete and accurate, to the best of my knowledge.

Name Zaid Alsamawi

Title Assistant City Engineer

Definitions

"Minority Persons," as defined in Iowa Code 8.11, means individuals who are women, persons with a disability, Blacks, Latinos, Asians or Pacific Islanders, American Indians, and Alaskan Native Americans.

"Disability," as defined in Iowa Code 15.102, subsection 7, paragraph "b," subparagraph (1):

b. As used in this subsection:

(1) "*Disability*" means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.

"*Disability*" does not include any of the following:

- (a) Homosexuality or bisexuality.
- (b) Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments or other sexual behavior disorders.
- (c) Compulsive gambling, kleptomania, or pyromania.
- (d) Psychoactive substance abuse disorders resulting from current illegal use of drugs.

"State Agency," as defined in Iowa Code 8.11, means a department, board, bureau, commission, or other agency or authority of the State of Iowa.

Attachment A: Itemized breakdown of total project costs guidelines.

Construction costs

These may be based on historical averages for entire projects of similar size and scope. Examples include:

- Typical cost per mile of trail (e.g. \$XXX,XXX per mile for moderate terrain and limited number of structures).
- Typical cost per square foot of bridge deck.
- Typical cost per square foot of new or renovated building space.
- Typical cost per lineal foot of sidewalk.

Design/Inspection costs

These may be estimated based on the following typical percentages of construction costs, such as:

- 8 to 10 percent for preliminary up through final design and letting activities.
- 12 to 15 percent for construction inspection activities.

Right of way acquisition costs

These may be estimated based on:

- Impact and description of impact.
- Typical cost per square foot for permanent right of way.
- Typical cost per square foot for temporary easements.

Utility and railroad costs

These may be estimated based on:

- Impact and description of impact.
- Typical cost per linear foot of relocated or reconstructed facility (e.g. track, pipe, electrical lines).
- Typical cost per installation (e.g. railroad switches, utility poles, transformers, control boxes).

Indirect costs

If indirect costs are involved (e.g. wages):

- Estimated hours.
- Estimated hourly rate, salary.
- Estimated fringe, direct.
- Other direct cost estimate.
- Other indirect cost estimate.

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



A

Date: February 22, 2023

Project: Dubuque Street NE & Forevergreen Road Roundabout

NARRATIVE

Existing Conditions

The intersection of Dubuque Street NE and Rustic Ridge Road NE is a T-intersection within Johnson County and adjacent to the northeasterly city limits of Coralville. Dubuque St NE traffic is free flow, with a posted speed limit through the intersection of 35 MPH and a transition to 50 MPH for northbound drivers 700 feet north of the intersection. Rustic Ridge Rd NE has a posted speed limit of 35 MPH and is stop-controlled at the Dubuque St NE intersection.

Dubuque St NE is a two-lane, north-south arterial street with a rural cross-section and narrow shoulders. Dubuque St NE is an extension of Dubuque St that begins in downtown Iowa City, crosses Interstate 80, and ends at Highway 965 in North Liberty. There is a shared use path along the east side of Dubuque St NE.

Rustic Ridge Rd NE is two-lane, east-west local street with a rural cross section and a narrow shoulder. Rustic Ridge Rd NE terminates at North Liberty Rd NE to the west and Dubuque St NE to the east. There is currently no sidewalk along Rustic Ridge Rd NE.

Forevergreen Rd is a two-lane, east-west arterial street. The easterly end of Forevergreen Rd currently terminates 1,700 feet northwest of the Dubuque St NE and Rustic Ridge Rd NE intersection. The approved Forevergreen Rd typical cross section provides a 10' shared use path on the north side and a 5' sidewalk on the south side.

Proposed Project

The proposed project ("the project") will construct a four-leg, single-lane roundabout at the intersection of Dubuque St NE, Forevergreen Rd, and Rustic Ridge Rd. A shared use path will be provided along the north side of Forevergreen Road with an ADA-compliant crosswalk on the north leg of the roundabout connecting to the Dubuque St Trail, and an ADA-compliant crosswalk on the west leg of the roundabout for a future path connection south along Rustic Ridge Rd. A 5' sidewalk will also be provided on the south side of Forevergreen Road. Forevergreen Rd will be extended to the project with an upcoming phase of the Forevergreen Heights development.

Project Justification

Economic Opportunity

Rapid residential growth is underway in areas of both Coralville and North Liberty. Immediately west of the project is the Forevergreen Heights subdivision in Coralville that has been under construction since 2021 and is expected to have approximately 1,000 residential units and small office/retail uses when completed in 2026. The new subdivision is located immediately south of Liberty High School and will include a future elementary school. The project will provide Forevergreen Heights subdivision direct access to and from Dubuque St NE. The project will create the fourth roundabout on the Forevergreen Rd corridor and the second roundabout on the Dubuque St NE corridor.

In addition to the joint effort between Coralville and Johnson County on this project, the cities of Coralville and North Liberty are working jointly to obtain funding to complete Forevergreen Rd between the roundabouts at 12th Ave and North Liberty Rd. \$2.5 million in federal funding has been secured to date for the Forevergreen Road extension and the funds are to be allocated by 2026.

When the Dubuque St NE to Forevergreen Rd corridor connection is complete, it will:

- Provide new, more efficient options to reach the interchanges at Interstate 80 and Interstate 380.
- Provide alternative routing for school buses serving the schools adjacent to the corridor.
- Provide more direct access for metro area residents to the healthcare facilities and commercial developments under construction along Forevergreen Rd west of Coral Ridge Ave/Ranshaw Way.
- Close a missing gap in the metro area arterial street grid.

Environment

The project will have positive, long-term environmental impacts. Roundabouts can improve air quality compared to traditional intersections due to more efficient traffic flow that reduces engine idling. The more efficient traffic flow also reduces vehicle delay and fuel consumption. The project is part of a future east-west arterial which will help reduce Vehicle Miles Traveled. Stormwater Best Management Practices, including soil quality restoration and bio-retention cells will be incorporated within the footprint of the project. The new shared use path connections have an environmental benefit by providing the means for residents to bike or walk to work/school instead of driving, which in turn will reduce emissions.

Project Justification (cont.)

Quality of Life & Choice

Approximately 640 multi-family dwelling units are proposed within the Forevergreen Heights subdivision, including a senior living facility located on the northwest side of the project. The project will connect the trails on Dubuque St NE and Forevergreen Rd providing bicyclists and pedestrians direct routes towards Iowa City, Coralville, and North Liberty. Additionally, this trail connection will provide residents living east of Dubuque St NE a safe route to the future elementary school and City park spaces within the Forevergreen Heights subdivision.

System Preservation

The project will include the removal and replacement of approximately 800' of the existing Dubuque St NE pavement and approximately 340' of existing Rustic Ridge Rd pavement. Both existing roadway pavements are old and experiencing pavement deterioration with visible cracks through the existing asphalt pavement overlay.

Efficiency

The project, along with the future Forevergreen Rd extension, will complete a vital east-west arterial connection in the metro area. Currently, the closest east-west arterials to the project location are Oakdale Blvd and Penn St which are 2 miles and 2.7 miles away respectively. This intersection will save miles traveled and fossil fuel consumption. The project will help complete a well-connected transportation grid and will help reduce congestion on adjacent arterials.

The project will be designed to accommodate peak hour traffic volumes and turning movements, and will allow the connecting roadways to stay narrow. Keeping the road corridors narrow will have long-term environmental benefits by reducing the pavement footprint, and that translates into long-term financial benefits for Coralville and Johnson County in terms of road maintenance costs.

Safety

Dubuque St NE is on a curved horizontal alignment through the project area. If Forevergreen Rd was constructed as a T-intersection at Dubuque St NE instead of a roundabout, the curved alignment of Dubuque St NE would impose sight distance safety issues, especially concerning the visibility of pedestrians and bicyclists crossing Dubuque St NE to Forevergreen Rd. A roundabout intersection at this location will realign Dubuque St NE and eliminate the sight distance safety concerns. The roundabout will help reduce vehicular speeds through the intersection and will provide a refuge island to allow pedestrians and bicyclists to focus on traffic coming from only one direction at a time while crossing Dubuque St NE and Forevergreen Rd.

The project will help calm traffic along Dubuque St NE, especially within the 50 MPH posted speed limit north of the project where complaints about speeding have led to speed studies over the years. The roundabout will help reduce average corridor speeds which might help reduce the frequency of animal-vehicle collisions. The approach legs of the roundabout will be designed to naturally reduce vehicular traffic while entering the roundabout.

Project Justification (cont.)

Health

There are currently a limited number of pedestrian crossings along Dubuque St NE. Additionally, there is a very limited number of east-west trails in the metro area north of I-80. The shared use path included with the project, along with the future Forevergreen Rd extension west to 12th Ave, will fill a major gap in the regional trail network by providing a connection between the Dubuque Street Trail and North Ridge Trail.

Equity

Forevergreen Heights subdivision will include a variety of housing types and mixed-use buildings that will be owner-occupied or rented. Although most newly constructed dwellings in this subdivision are being sold at the most affordable price point for a new dwelling in the metro area, the prices of those units will still be at market rate. With only 10% of the subdivision built, it is difficult to predict the ultimate socioeconomic status of the residents of Forevergreen Heights subdivision. The subdivision will provide a variety of housing opportunities for residents of different backgrounds. It will give equitable, multi-modal access to public parks and ADA compliant trails, in addition to Liberty High school and the future elementary school, both of which will serve as important social and educational support for students in the subdivision and in the more established, adjacent neighborhoods in Johnson County.

Local Commitment

The local match of 20.2% will be split equally between the City of Coralville and Johnson County.

City of Coralville Engineering Department

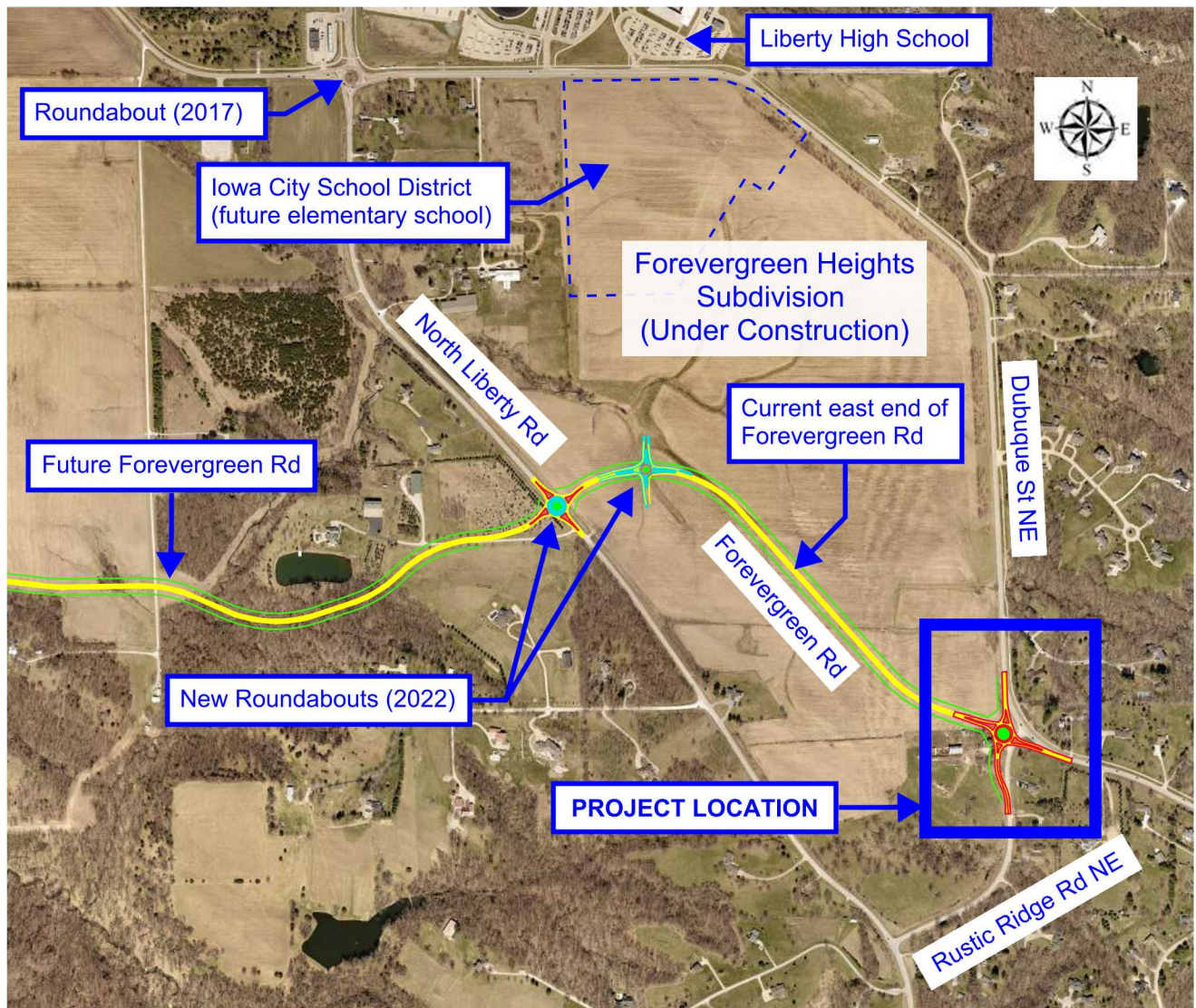


B

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 17, 2023

DETAILED LOCATION MAP



City of Coralville Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

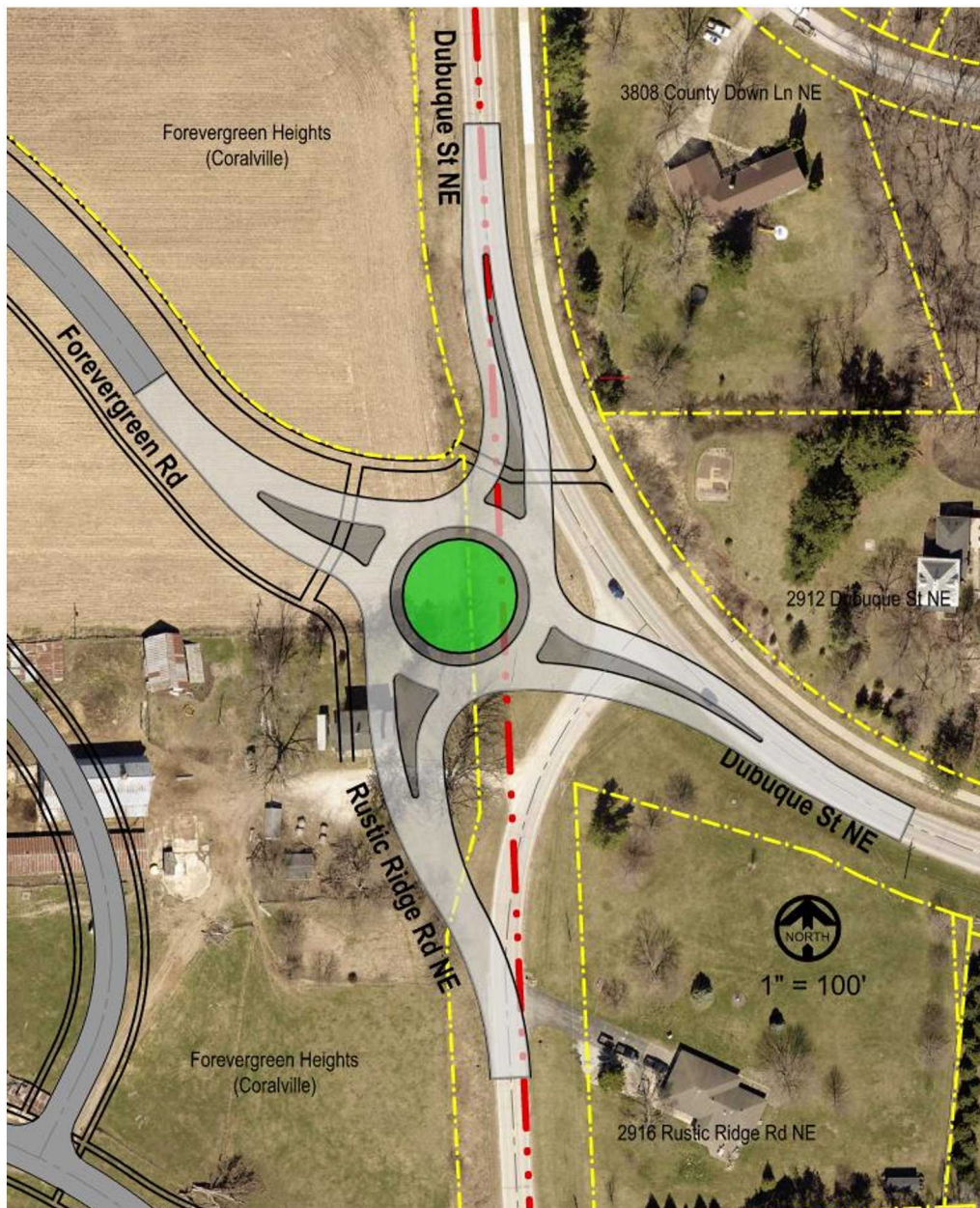


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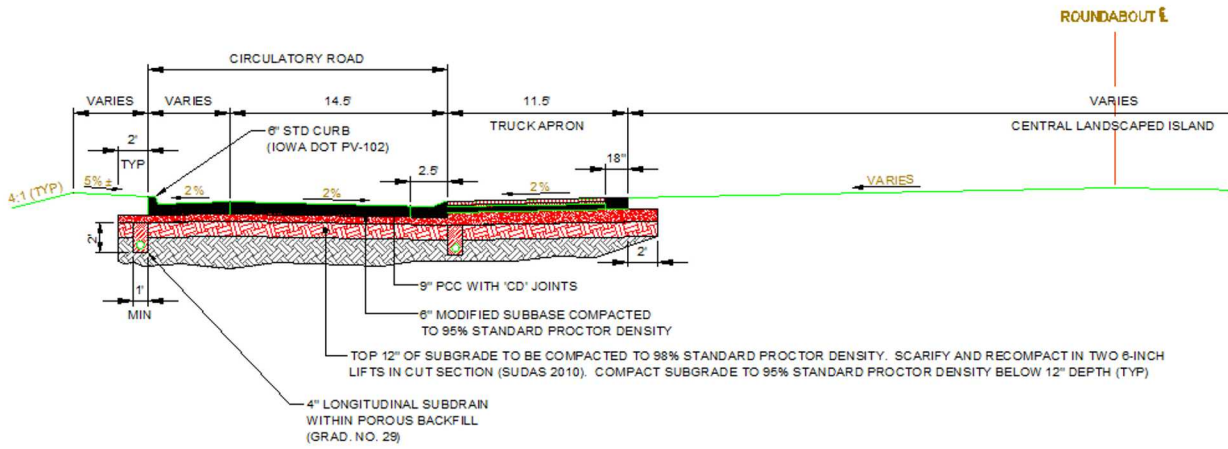
Date: February 22, 2023

SKETCH PLAN

Dubuque Street NE & Forevergreen Road Roundabout - Plan View



Dubuque Street NE & Forevergreen Road Roundabout - Typical Sections



TYPICAL ROADWAY SECTION --- THROUGH ROUNDABOUT

NOT TO SCALE

City of Coralville

Engineering Department



D

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 17, 2023

Project: Dubuque Street NE & Forevergreen Road Roundabout

ITEMIZED BREAKDOWN

The following cost estimate breakdown was developed based on the cost of roundabouts recently constructed in the metro area with similar footprints to the proposed roundabout:

- North Liberty Road & Forevergreen Road roundabout was constructed in 2022 with a total estimated cost of \$2,654,000
- Saint Andrews Drive & South Alexander Way roundabout was constructed in 2021 with a total estimated cost of \$2,564,000

Mobilization, Removals, and Earthwork	\$ 350,000
Paving (roadway, sidewalk, and temporary pavement)	\$ 1,100,000
Utilities	\$ 460,000
Traffic Control, Signage, and Pavement Markings	\$ 85,000
Electrical and Lighting	\$ 200,000
Erosion Control, and Landscaping	\$ 105,000
Engineering Services	\$ 345,000
Project Total	\$ 2,645,000

City of Coralville

Engineering Department



E

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720

Date: February 22, 2023

Project: Dubuque Street NE & Forevergreen Road Roundabout

TIME SCHEDULE

The City of Coralville has an agreement with the developer of Forevergreen Heights to transfer the right-of-way needed for the westerly half of the proposed roundabout, while the easterly half of the roundabout will be within existing City or County right-of-way.

Project design would begin spring 2025 and be completed spring 2026.

Project would be let fall 2026.

Construction would begin spring 2027 and be completed spring 2028.

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



F

Date: February 21, 2023

Project: Dubuque Street NE and Forevergreen Road Roundabout

OFFICIAL ENDORSEMENT

The City of Coralville agrees to adequately maintain and operate the Dubuque St NE & Forevergreen Rd Roundabout for its intended public use for a minimum of 20 years after project completion. The City of Coralville and Johnson County have a 28E construction agreement that states maintenance of this project will covered by the overall 28E maintenance agreement shared by the two entities.

Sincerely,



Kelly J. Hayworth
City Administrator

City of Coralville

Engineering Department

1512 7th Street, Coralville, Iowa 52241 Phone: 319.248.1720



H

Date: February 22, 2023

Project: Dubuque Street NE and Forevergreen Road Roundbout

PUBLIC INPUT

Adjacent property owners have been notified of the proposed roundabout through the rezoning, site plan submittal process, and related public hearings during the development of Forevergreen Heights subdivision.

A public open house will be held to review the preliminary design, including traffic control, and access maintenance of adjacent properties, and detour routes during construction. The public will have access to both City and Consultant staff during the entire design process.

A public hearing on the final plans and specifications will be held at a Council Meeting prior to the City Council recommending final approval of the design and setting the bid date.

During construction, the City will issue press releases through news and social media outlets for significant changes that impact the traveling public. Key stakeholders will be provided weekly email updates on progress made and upcoming work items. Weekly progress meetings will be open to the public.