

Mississippi Drive | Corridor Revitalization

8.16.2016 Council Meeting



A Destination Transportation Project...



Welcome!

Tonight's Agenda:

- Updates to Carver Corner Options and Costs
- Revisit 2nd & Mulberry Options
- Selection of preferred design alternatives at 'book ends' of the project
- Back-in angled parking test study
- Preservation of newer paving along Mississippi/Hershey

The Big Picture | Dissecting the Corridor



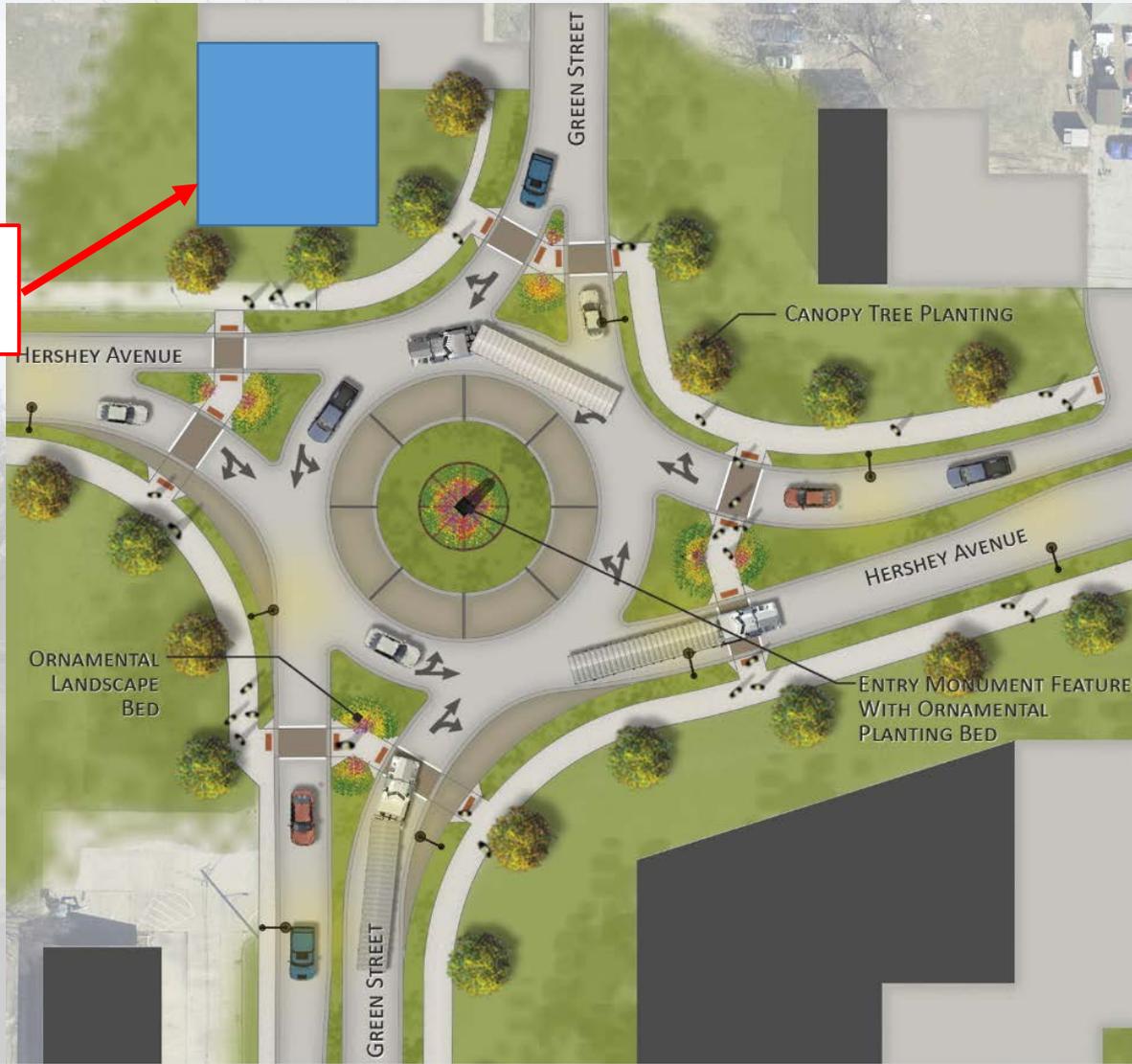
Critical Points:

- Diverse Corridor
- Poorly Connected
- Changing Right-Of-Way Widths
- **Huge Asset to the Community.....And it's time for an update.**

Intersection Design | Carver Corner

4 Leg Roundabout Alternative:

Impacted Building



Intersection Design | **Carver Corner**

4 Leg Roundabout Alternative:

Pros:

- **Lower costs than signalized (EA) intersection**
- **Free flowing traffic**
- **Gateway to downtown**

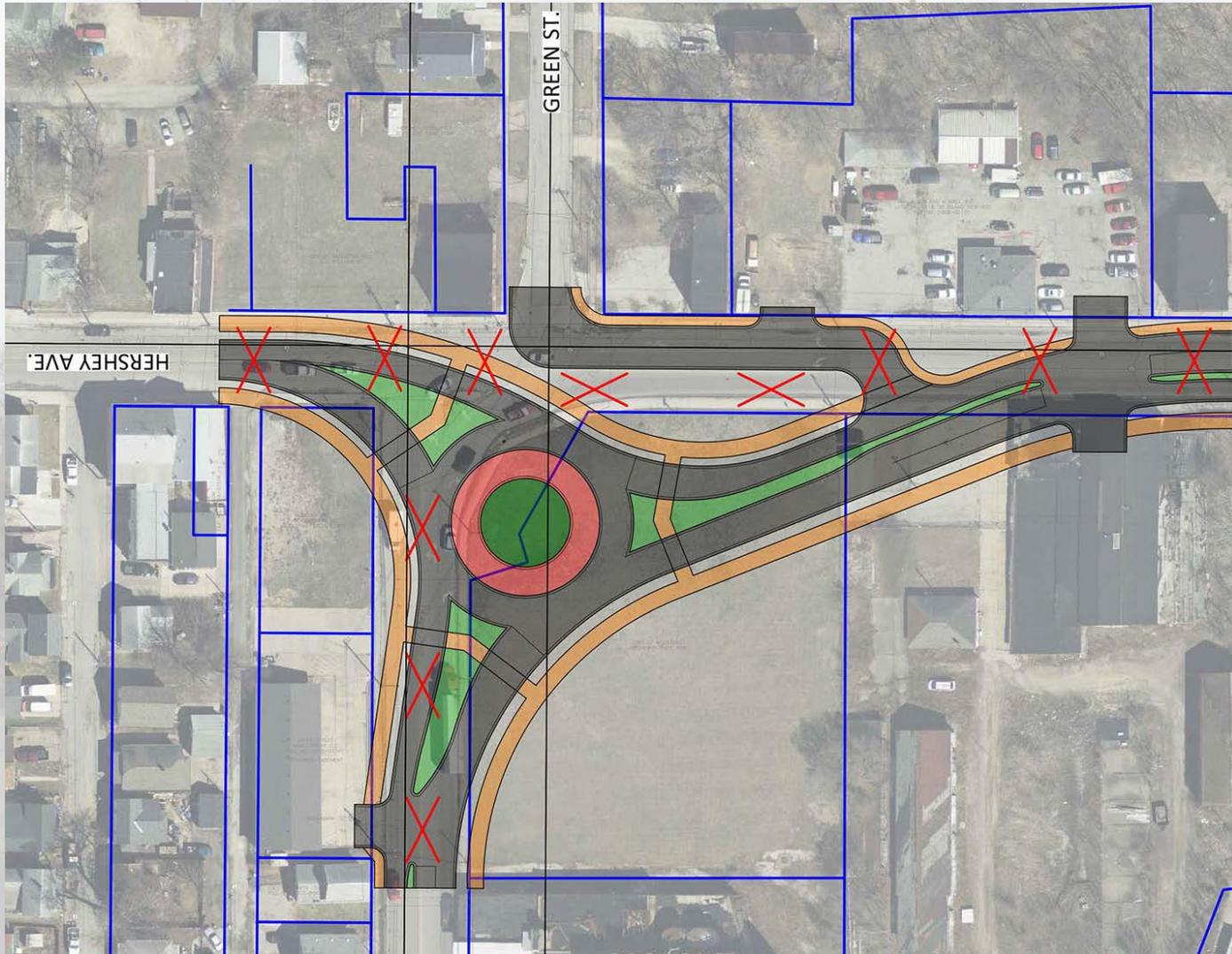
Cons:

- **Different traffic flow than before**
- **Impacts different properties than originally planned – necessitates EA revisions and delayed construction**



Intersection Design | Carver Corner

3 Leg Roundabout Alternative:



Intersection Design | **Carver Corner**

3 Leg Roundabout Alternative:

Pros:

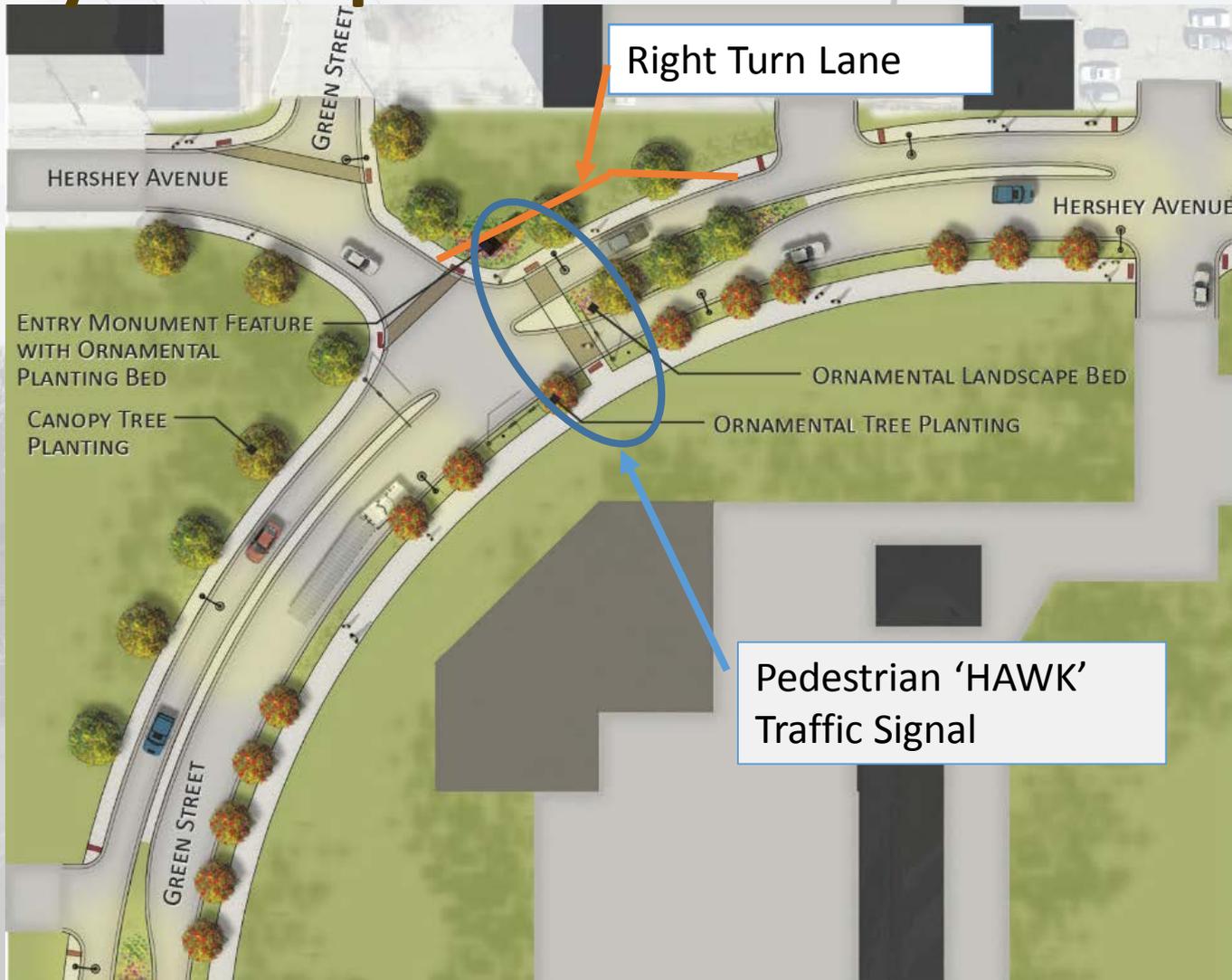
- **Lower costs than signalized (EA) intersection**
- **Free flowing traffic**
- **Gateway to downtown**
- **Preserves historic eligible hotel**

Cons:

- **Different traffic flow than before**
- **Green St. is reoriented (potentially safer)**

Intersection Design | Carver Corner

Roadway "Sweep" Alternative:



Intersection Design | **Carver Corner**

Roadway “Sweep” Alternative

Pros:

- **Traditional Design**
- **Free flowing traffic on Miss./Grandview**
- **Impacts same property initially planned**

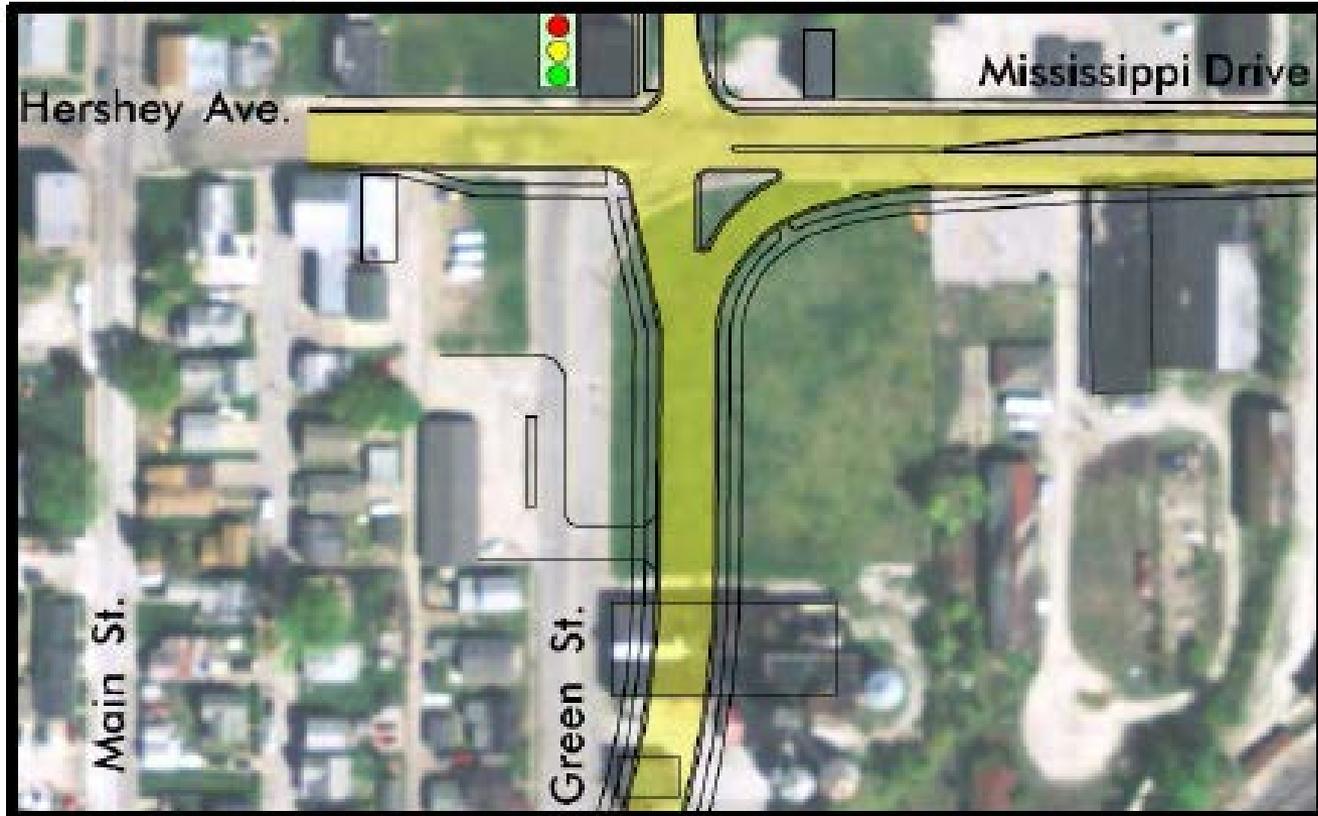
Cons:

- **Higher Costs than 4-leg roundabout**
- **Minimal space for a “gateway entrance”**
- **Right turn lane and ‘HAWK’ now needed**

Intersection Design | Carver Corner

EA “Preferred” Alternative:

Figure 2: EA Preferred Alternative Signalized Intersection, Carver Corner



Intersection Design | **Carver Corner**

EA 'Preferred' Alternative

Pros:

- **Traditional Design**
- **Geometrically Aligns north and south legs of Green**

Cons:

- **Highest Implementation Costs**
- **Most ROW needs**
- **No free flowing traffic on Miss. Dr.**
- **Traffic Signal Maintenance Costs**

Intersection Design | Carver Corner

Cost Range for Alternatives:

Roundabout	\$1 Million
3-Leg Roundabout	\$1.1 Million
Sweep (w/ Ped Signal):	\$1.05 Million
EA preferred:	\$1.7 Million

***includes ROW and signalization costs**

Intersection Design | 2nd & Mulberry

Roundabout Alternative:



Intersection Design | **2nd & Mulberry**

Roundabout Alternative:

Pros:

- Lower costs
- Free flowing traffic, especially during events
- Gateway to downtown
- Better truck traffic flows

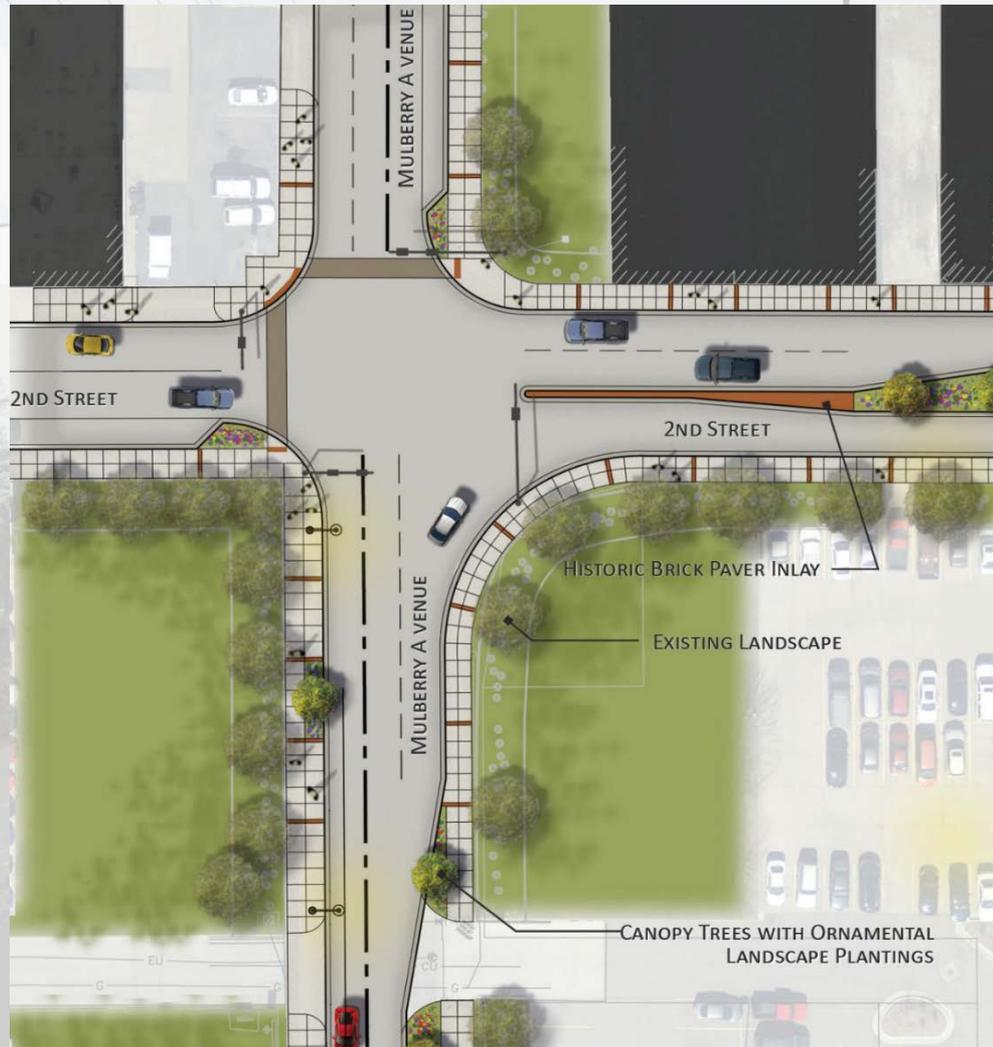
Cons:

- Different traffic flow than before
- Bigger footprint
- Impacts different properties than originally planned



Intersection Design | 2nd & Mulberry

Traditional Signalized Intersection:



Intersection Design | 2nd & Mulberry

EA “Preferred” Alternative:

Figure 1: EA Preferred Alternative Signalized Intersection, Mulberry Ave. and E. 2nd St.



Intersection Design | **2nd & Mulberry**

Traditional Signalized Intersection:

Pros:

- Traditional design
- Less footprint
- Impacts same properties that were initially planned

Cons:

- Higher costs
- Less area for downtown gateway
- More traffic congestion during events
- Less truck movement opportunities
- Traffic Signal Maintenance Costs



Intersection Design | **2nd and Mulberry**

Cost Range for Alternatives:

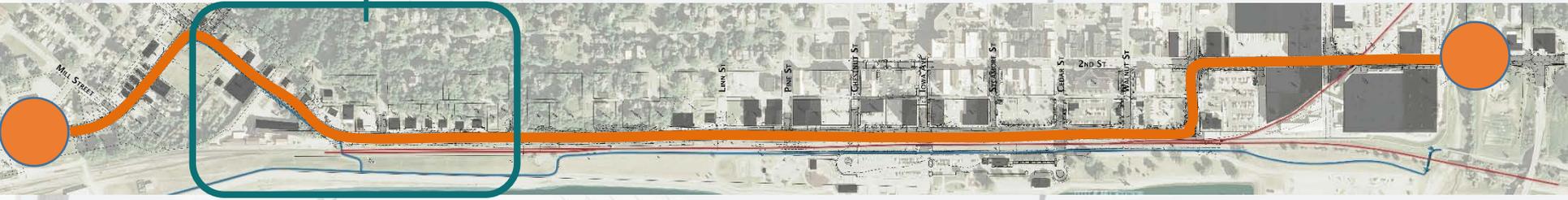
Roundabout	\$700,000
4 way intersection:	\$850,000

***includes ROW and signalization costs**



Preserving Pavement| Bluff District

Bluff-Residential



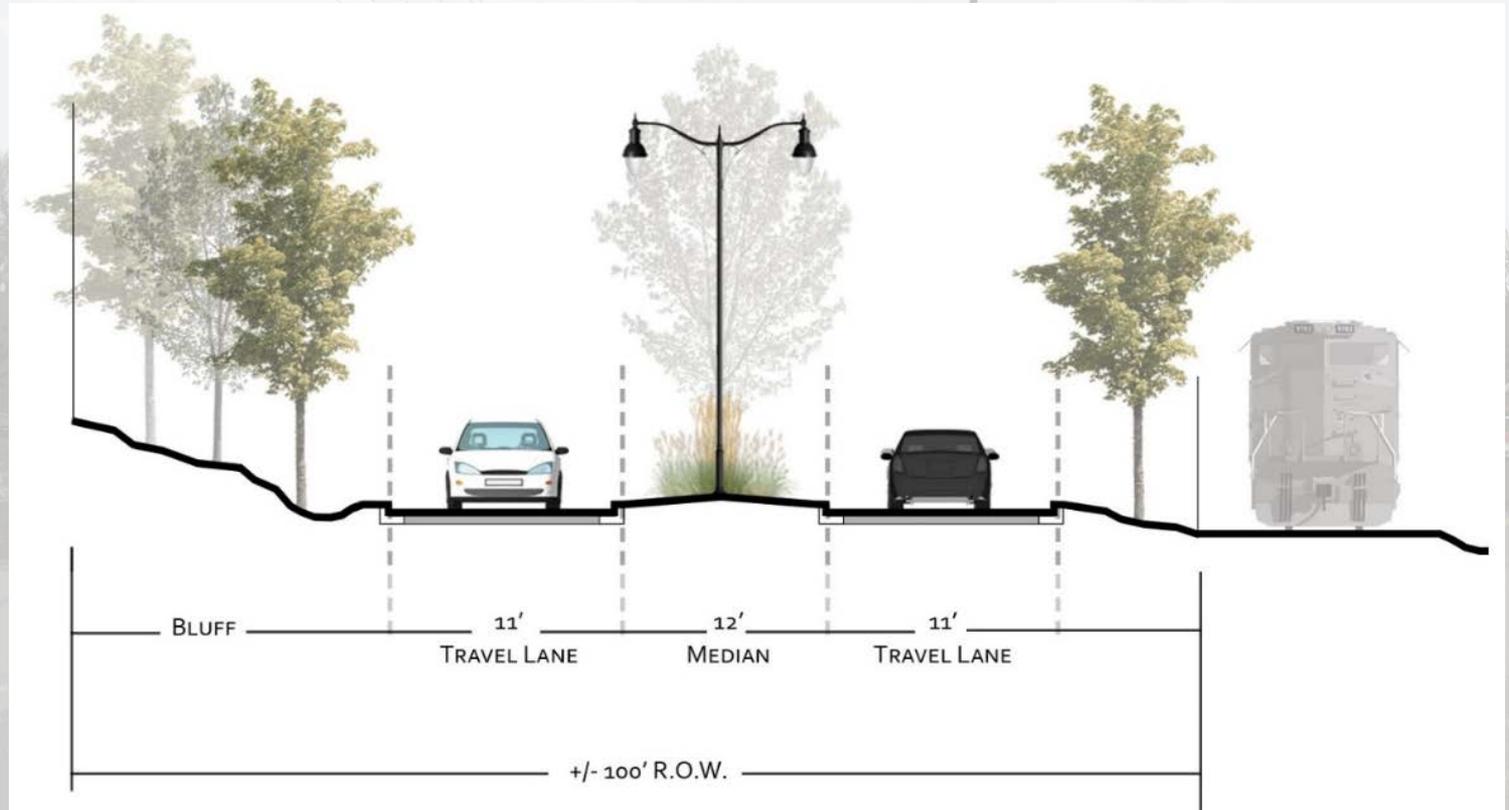
Critical Points:

- Maintaining Existing newer roadway paving
- Reconstructing old sidewalk to meet ADA requirements and provide utility undergrounding
- Placing median on top of existing pavement for access management/aesthetics



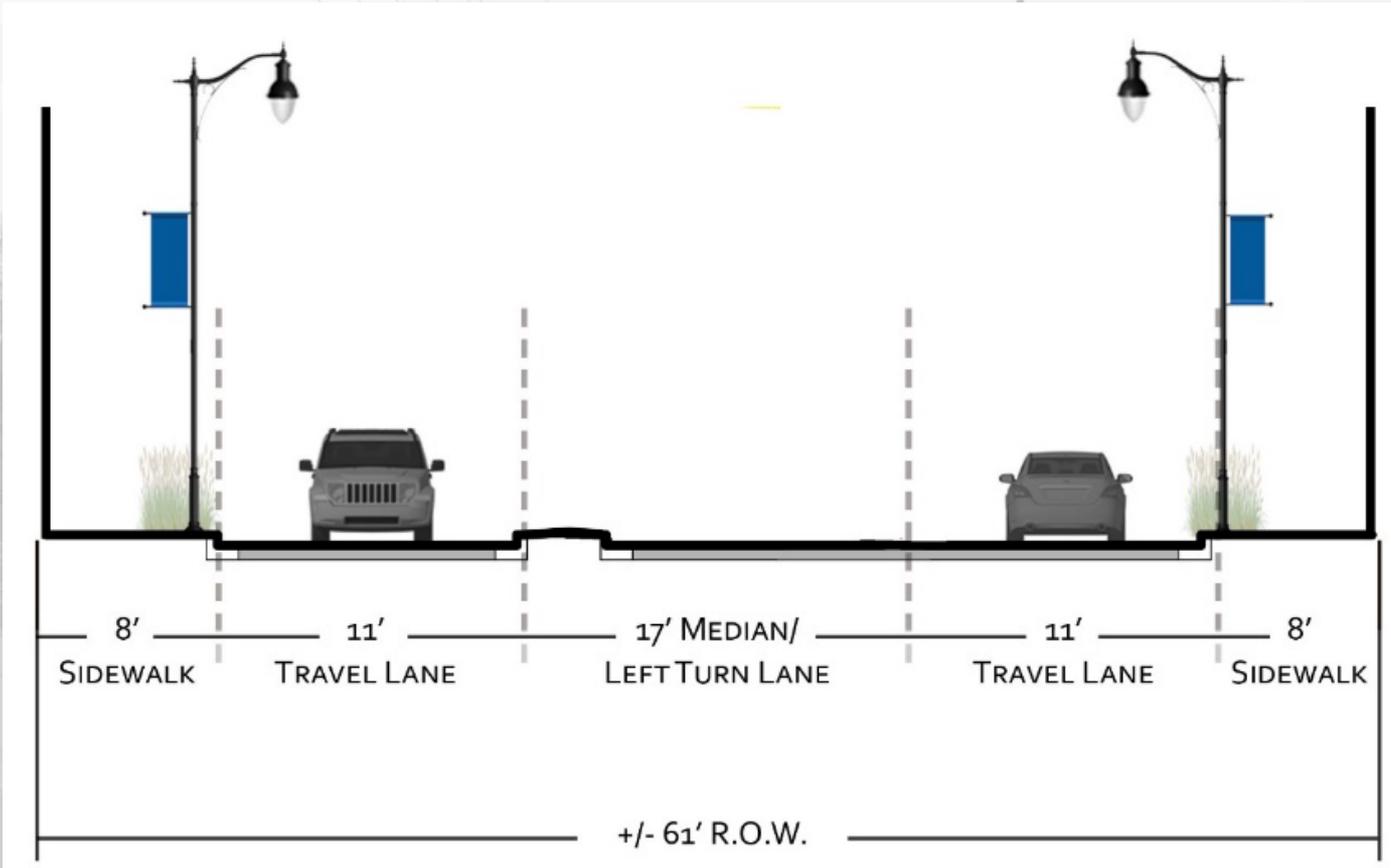
Preserving Pavement| Bluff District

Bluff District: 2 Lane w/ Median at old pavement areas



Preserving Pavement| Bluff District

Bluff District: 2 Lane w/ Median at newer pavement areas



Back In Parking | Test Lot



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Back In Parking | Test Lot

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 **Alejandra Vargus** Angie Vargus
Like · Reply · August 13 at 9:33pm

 **City of Muscatine, Iowa - City Government**
August 11 at 3:15pm · 🌐

Learn more about the new back-in angled parking that is being demonstrated on Linn Street between Mississippi Drive and Alley #1!



Back-in Angled Parking is Being Demonstrated in Muscatine – Here's Your Guide!
Here's your guide to back-in angled parking that is now in Muscatine! Linn Street, between Mississippi Drive and Alley #1, was recently striped and prepared to...
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Questions?

