

City Administrator Report to Mayor & City Council

June 3, 2016, Edition No. 224

WEEKLY UPDATE:

- WPCP: Provided by Jon Koch, WPCP - Cathy Kramer of Muscatine Schools accepted a check for \$2500.00 from The Alliant Energy Foundation presented by Nancy Snaadt, Alliant Energy. This is a great start and an important waste stream to target for landfill waste reduction as well as renewable energy production right here in Muscatine. I look forward to working with Cathy and the Muscatine School District to develop a great program utilizing student initiatives to reduce food waste and create local renewable products that enhances the environment, reduces cost and motivates our community to get involved in landfill waste reduction. The funds will be used to buy special bins for the food waste stream project that Muscatine Schools are doing in conjunction with Muscatine Waste Water Treatment.
- LIFTS: Please see the attached RFP for the LIFTS (freight, port) study. Plan is for this to go out early next week.
- EPA: Muscatine has been selected for the 2016 round of EPA's Greening America's Communities program for our Grandview Corridor! A copy of the letter of interest is attached.
- CSO: Attached please find the May 2016 West Hill Projects progress report provided by Karmen Heim, P.E., Senior Environmental Engineer, Stanley Consultants.
- CP: Canadian Pacific staff has been shuffled around as we were working to wrap up the funding agreement for Mississippi Drive. With the change in CP staff, city staff has been working to bring the CP up to speed. We have had to start the process over to a degree with the original MOU as the starting point. We are presently updating the cost estimate based on increasing the RR tracks an additional 2-3 inches versus 12 inches over the original 12-18 inch track raising. This is the cost estimate related to the impacts to the corridor and surrounding streets/properties directly related to the raising of the tracks. The CP has asked for a simpler agreement and prefers to provide a lump sum payment upfront in lieu of a payment schedule (ideally with true-up at end of project). We are working with the CP and our Engineering firm to ensure the project stays on track. Staff has stressed the importance of bringing this to a rapid conclusion. We hope to have a summary document outlining railroad impacts and a revised cost estimate to CP next week. We are also working with CP, the hotel, and Bolton & Menk to prepare an outline of the quiet zone process.
- Spring Cleanup: The following is a summary of Spring Cleanup from information provided by Solid Waste Manager Liegois - this year was a different year for us with over 100 additional tons of waste, electronics, and tires collected this year. Spring Clean-Up Week was held on April 25-29, 2016, with additional days of clean-up on April 30, May 2,3,and 4, 2016. Total waste tonnage was up 125.56 tons over 2015, which increased our overall disposal costs for waste plus electronics, tires, and appliances by \$13,199.39 from the 2015 clean up week.

This has not been included in the past to the annual report. The 2016 spring clean-up week was one of the longest weeks for collection as compared to the last 9 years. The cost of scrap metal per ton has been down over the past year, which may have played a factor in why there was more left at the curb for our collection staff. Staff would like to visit about making some changes for spring clean-up week for 2017. A memo and a request will be presented at a future In-Depth meeting (early Fall). Finally, a huge thank you to the Public Works' Road and Vehicle Maintenance staff for helping our staff for making this week happen. Thank you also to Kristy and Connie for their support for the week.

- **Deferred maintenance:** Now that several major projects are closed out, Mulberry has been awarded and the 2016 bonds issued, B&G is reviewing projects and priorities for deferred maintenance. We will bring the plan forward at a future in-depth session to review with Council.
- **Vacation: Reminder:** I will be on vacation from 6/4 to 6/20. My brother-in-law is retiring from the Navy and we will be driving to Coronado with a few stops in between. In my absence, Nancy Lueck will be handling the In-Depth Session and Dave Gobin will be handling the regular meeting on 6/16. I will be checking email less frequently while on vacation, so cell will get the quickest response if you need something ASAP. However, in my absence you may direct emails (and copy me) to either Nancy Lueck (nlueck@muscatineiowa.gov) or David Gobin (dgobin@muscatineiowa.gov) and they will ensure a timely response. For project related questions, please direct emails (and copy me) to Jim Edgmond (jedgmond@muscatineiowa.gov).
- **Council Meeting:** Based on information received to date regarding availability/vacations, the plan is to hold a **Special Meeting on 6/23** with the following tentative agenda: Open Session: (1) Proposed Code Changes, (2) City Attorney Update, and (3) Two Closed Sessions both related to litigation.

Additional Information: Parks & Recreation

Per Director Klimes (5/28) - Please see listed below an update of Park and Recreation services for roughly Memorial Day Weekend through the end of June 2016.

Aquatic Center - The pool will be open to the public on Saturday, May 28th, will close on Sunday for the 38th Annual Melon City Criterium and will be open again on Monday, May 30th - Monday, September 5th. We did have 7 school pool parties this week with roughly 2200 students participating. Swimming lesson registrations and pool party requests are going strong as well. The staff is trained and ready for the Summer.

Recreation Programs - To date Summer registrations have been strong. Adult Volleyball has added a new league and began play last week. T-Ball, Tennis, Blastball, Tot-Lot, Sports Shorts, Volleyball Youth Clinic, Walking Club, Gymnastics, Skate Park Camp, pickle ball, disc golf and Family Bike Ride are all showing strong community interest. The majority of these programs will begin the week of June 6th.

Park Maintenance - The parks are being well maintained and for the most part so far we are keeping up with our mowing schedules. The hanging flower baskets will be put out the first week of June. Planting beds are a priority with weed control and beautification. The seasonal staff recruitment remains a challenge. The Green Belt Trail was fixed and is being used again. The parks are seeing an amazing amount of usage from the playgrounds, trails, green spaces, shelter rentals and wedding pictures. The round-a-bout and medians on M. Drive and Park Ave. were sprayed this past week for weeds. This division continues to support services at the airport, art center, public works, fire department, police shooting range, library and WPCP.

Cemetery - The grounds are in great condition for Memorial Day Weekend! We have had an unusual large amount of pre-need sales this past month. The columbarium is seeing more burial requests as well. No new vandalism has been reported in the past two weeks. The Cemetery Steps Project continues to be organized by a citizens group.

Kent Stein Park - The park is in the peak of the season now. We have seen more requests for usage this year than in past years. There will be a heavy tournament schedule on weekends in June with a very large event the first weekend of June. The grounds crew is doing a nice job prepping the diamonds for daily play!

Soccer Complex - Turf conditions are in good condition heading into one of our busiest months, June! The State Cup Soccer Tournament will be here the first weekend of June. The Muscatine Soccer Club will have two weekends of tournament play starting June 10th. We will have a large Camp and two club tryout schedules as well.

Right of Way Maintenance - We are struggling keeping up with ROW mowing with our main mower being in the accident. Their insurance is covering all damages but we can not locate that specialty piece of equipment. Street Tree Maintenance continues to be a priority. Staff has begun the treatment of trees for the Emerald Ash Borer and will continue as long as man power allows. (UPDATE: ROW mower has been repaired and is back in operation this week).

Riverfront/Boat Harbor/Marina - The Riverfront is having many requests for special events. The Boat Harbor is getting good participation for slip rentals, could be stronger. We have put the dock replacement project temporarily on hold due to a lack of time to put the documents together. The REAP Projects need to be completed by December 2017. When the water is low enough, we will begin the rip-rap project. The Gas Dock will open this weekend. The Riverfront fountain is on and the water is tested four times daily.

Golf Course - The course is in great condition. Play continues to be strong but not great. Consistent special event requests continue to come in. The City Golf Tournament will take place the weekend of June 11th. We will have two golfing specials that we will need approval on the first week of June.

Park and Recreation Administration - We are getting a large number of requests for Riverview Center, Pearl City Station, park shelters, special events and fee assistance for programs. Special events coming up in the next 30 days: Melon City Criterium, State Cup Soccer Tournament, Soccer Club Tournaments, USSSA Softball Tournaments, Cardinal Baseball Tournaments, Pedaling for Pancreatic Cancer Bike Ride, pre-event meetings for RAGBRAI, July 4th and Great River Days and so many weddings!

Wellness - The employee wellness screenings took place and we had rap up sessions this past week. Good participation and information was gained and provided! The blood drive will take place the first week of June. The active life participation program had a good increase in sign ups last month. We continue to evaluate and look for programs to help our work force!



**Request for Proposals
Consulting Services Related to Port Feasibility Study
Port of Muscatine Planning and Feasibility Study
June 7, 2016**

PROJECT SUMMARY

The City of Muscatine, Iowa, is soliciting proposals from interested firms to conduct a planning and feasibility study on the establishment of a multimodal container terminal port facility on the Mississippi River in Muscatine, Iowa that would allow for the sending, receiving, and trans-loading of intermodal container freight and smaller bulk items utilizing the river, highway, or rail.

The planning and feasibility will answer the following broad questions.

- **What is the potential market demand for intermodal container freight to move via a Mississippi River port at Muscatine?**
- **What are the primary characteristics required for a successful and sustainable port facility?**
- **Is the identified site on the Mississippi River a viable location for a multimodal container terminal port facility?**
- **What is the potential cost of the development and on-going operational cost of a multimodal container terminal port facility?**

Completion of this planning and feasibility study will position the City of Muscatine to pursue funding for the construction of the proposed container terminal port and to begin the process of obtaining all necessary regulatory approvals.

This packet is our introduction and initiates the formal selection process. If you are interested, please address the "scope of work" and "submittal contents" as detailed in this packet. Representatives of the City will review those responsive firms and reduce the field to allow for a more in-depth proposal and interview. The RFP is requested in order to compare consultants.

PROJECT BACKGROUND

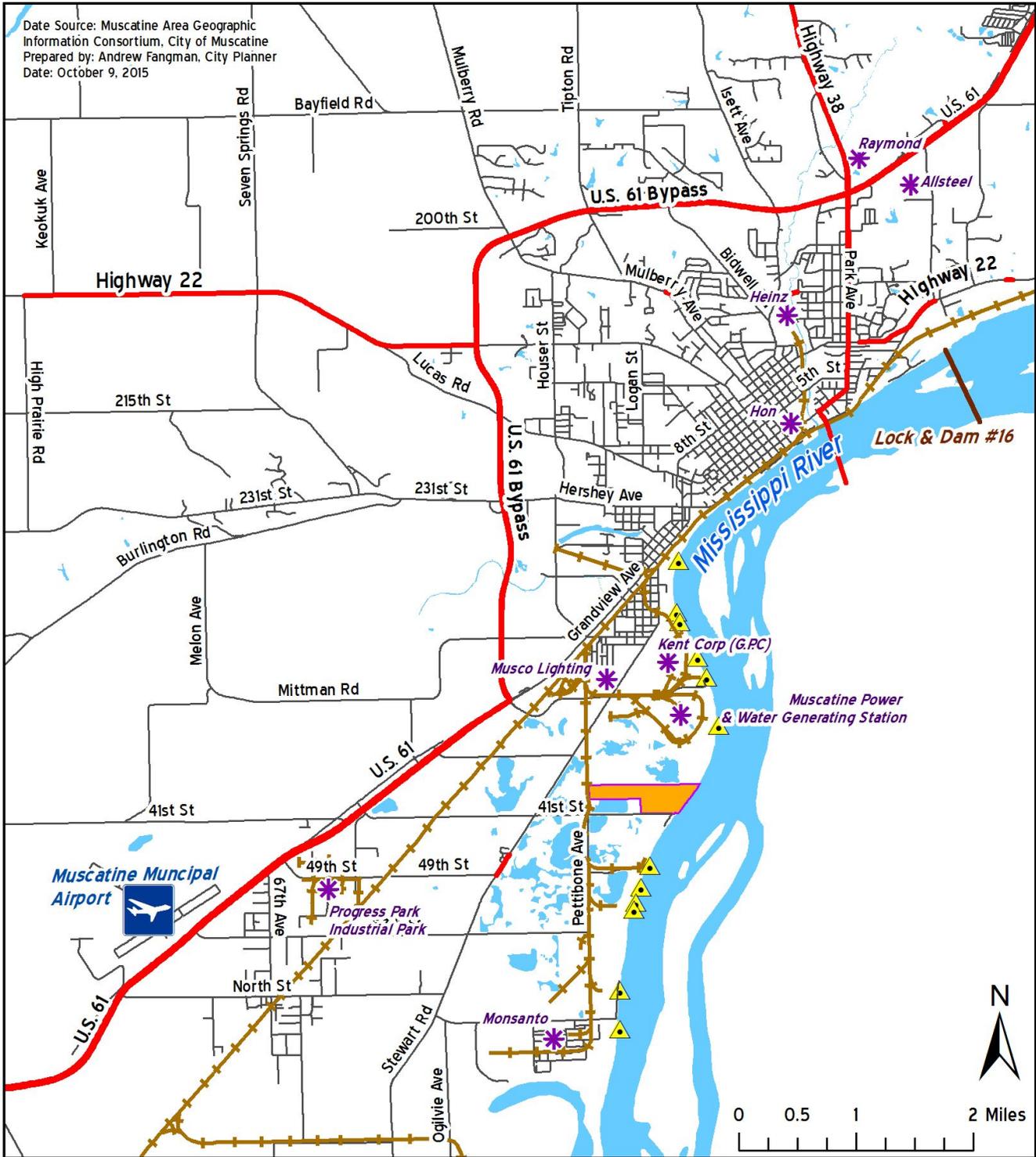
Local industry reports that one of the biggest freight transportation challenges that they face is a shortage of truck drivers. This drives up shipping costs and can cause delays. This has had the effect of making rail more expensive and congested as more shippers use rail as an alternative. Making greater use of the underutilized freight transportation capacity of the Mississippi River would help address this challenge by shifting freight to a less labor intensive mode of shipping. To accomplish this, the construction of a port facility capable of handling cargo containers and other smaller bulk items that cannot be handled by highway or at existing area docks, will be necessary. The envisioned multimodal container terminal port facility on the Mississippi River will also include the infrastructure necessary to warehouse, ship, receive, or transship by water, rail and highway. The first step in this process is a planning and feasibility study of a multimodal container terminal port facility on the Mississippi River.

In February the City of Muscatine was awarded a Linking Iowa’s Freight Transportation System (LIFTS) Grant from the Iowa Department of Transportation to conduct a planning and feasibility study of a multimodal container terminal port facility on the Mississippi River as outlined in this Request for Proposal. The required local match for this grant is being provided by Kent Corporation. Kent Corporation, composed of Grain Processing Corporation, Kent Nutrition Group Inc., Kent Pet Group, and Kent Precision Foods Group, which by tonnage is the largest shipper in the Muscatine area.

A 80-100 acre targeted site for development of a multimodal container terminal port facility has been identified; see the maps on the following two pages. The planning and feasibility study will be focused on developing a port facility on this site. This site has been chosen to be the focus of this study because the presence of the following factors makes it the most viable location for such a port facility in the Muscatine area.

- Adequate size
- Adjacent to existing rail infrastructure
- Proximity and good access to U.S. 61
- Flat topography
- Protection from flooding provided by existing levee
- A port would be compatible with surrounding land uses
- Availability of land
- Proximity to potential users of the port

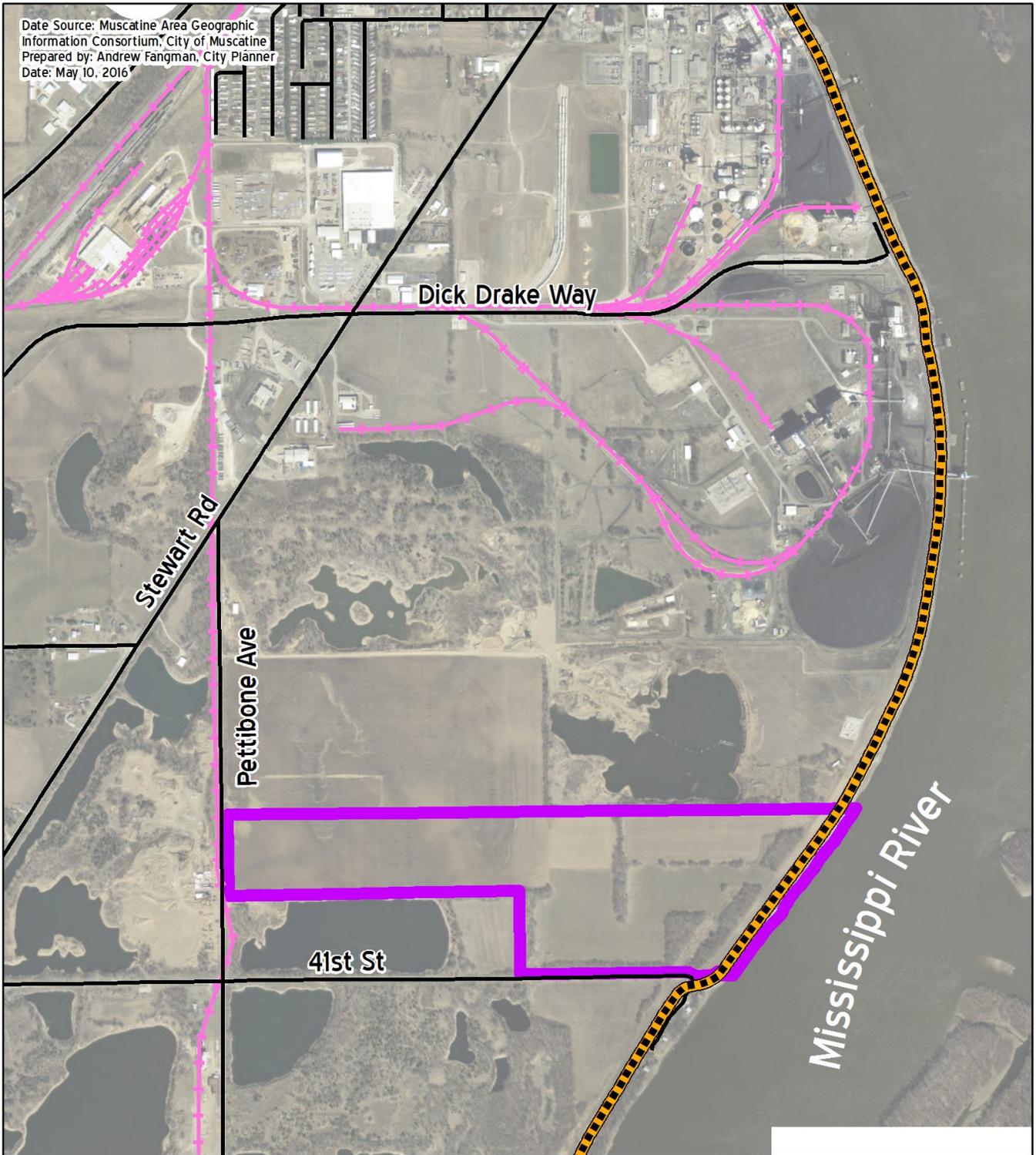
Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
 Prepared by: Andrew Fangman, City Planner
 Date: October 9, 2015



Port of Muscatine Location Map

- Proposed Port Site
- State Highway
- Street
- Canadian Pacific Railroad
- * Major Industrial Site
- ▲ Existing Barge Terminal

Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
Prepared by: Andrew Fangman, City Planner
Date: May 10, 2016



Port of Muscatine Location Map

-  Levee
-  Canadian Pacific Railroad
-  Public Street
-  Proposed Port Site

0 400 800 1,600 Feet



SCOPE OF WORK

Prepare a planning and feasibility study on the establishment of a multimodal container terminal port facility on the Mississippi River in Muscatine, Iowa that would allow for the sending, receiving, and trans-loading of intermodal container freight and smaller bulk items utilizing the river, highway, or rail. This study shall contain the four components outlined as following.

Component 1: What is the potential market demand for moving freight in intermodal containers on the Mississippi River via a port at Muscatine?

- The study should take inventory of the following:
 - Existing imported or exported shipments from/to Muscatine
 - Amount of warehouse space currently available
 - A comparison of this study with other state or regional freight studies
 - The regional economic impact of having an intermodal container port
- The study should consider the potential for:
 - Containerization of new commodities already moving on the river
 - Diversions from current highway and rail freight
 - Understand the additional warehousing space needed in the area
 - Potential new markets generated by the new operation
- The study should identify:
 - Key origin-destination routes,
 - Upriver volumes and commodities,
 - Downriver volumes and commodities,
 - Variability (seasonal factors, weather factors, economic conditions, etc.)

Component 2: What are the primary characteristics required for a successful and sustainable port operation?

The study shall identify and detail the primary characteristics for a successful and sustainable port operation, with following characteristics being specifically addressed.

- Requirements for a port's infrastructure
- Marine equipment
- Vessel navigability
- Transload connections and warehouse requirements

- End-to-end service cost
- Size of an intermodal container staging and storage area
- Speed, and reliability compared to truck and rail options
- Market volumes
- Load/empty balances
- Service revenues
- Cost recovery
- Institutional/organizational factors

Component 3: Is the identified site on the Mississippi River a viable location for a multimodal container terminal port facility?

The study shall determine if the identified site can accommodate the development to meet the requirements for a successful and sustainable port operation. If the identified site is not found to be viable, the study shall detail the identified site’s deficiencies.

Component 4: • What is the potential cost of the development and on-going operation of a multimodal container terminal port facility?

The study shall, upon completion, provide an understanding of what it will cost to construct a multimodal container terminal port facility, specifically addressing the following:

- At a preliminary order-of-magnitude level, the capital costs for building a multimodal container terminal port and marine equipment required.
- The prospective revenues that such a port facility would generate.
- Operation and maintenance costs including any costs that would not be covered from operating revenues.
- Determine whether, and for what period of time, operating subsidies might be warranted.

MINIMUM QUALIFICATIONS

Capacity

The City of Muscatine desires to obtain the services of a Respondent that has the capacity to:

- Conduct a planning and feasibility study on a multimodal container terminal port facility along the Mississippi River;
- Determine availability of products and companies that could utilize the port;

- Provide a cost-estimate of construction and operation of the port;
- Dedicate the time and energy to complete the tasks; and
- Achieve the outcome of a complete feasibility study by December 31, 2016, or a date mutually agreed upon

Respondent Requirements/Relevant Information to Respondents:

- The Respondent shall be legally authorized to conduct business in Iowa.
- The Respondent is expected to travel to and spend sufficient time in Muscatine, as necessary to accomplish the tasks.

All reports, files, documentation, and material developed or acquired by the Respondent as a direct result of activities specified in the Contract shall become the property of the City of Muscatine. The Respondent agrees that no reports, documentation, or material prepared as required by the Contract shall be released to the public without the prior written consent of the City of Muscatine.

- If any copyrighted material is developed as a result of the contract, the City of Muscatine shall have a royalty-free, nonexclusive and irrevocable right to publish or use, and to authorize others to use, the work for their agency purposes.
- The Respondent shall disclose any and all real or potential conflicts of interest in representation that may have an adverse impact on the City of Muscatine.

CONSULTANT SELECTION PROCESS

SUBMITTAL CONTENTS

The Proposals should be limited to 12 pages in length (not counting resume pages) and be limited to specific discussion of the items outlined in this RFP. The intent of the RFP is to encourage responses which meet the stated requirements and which propose the best methods to accomplish the work.

The organization of the Proposal should follow the general outline below. Each proposal should consist of a technical proposal (items 1-3) and a cost proposal (item 4).

1. Transmittal Letter

The transmittal letter should include the name, title, address, phone number, email address, and original signature of an individual with authority to negotiate on behalf of and to contractually bind the consultant or consulting firm or consulting team, and who may be contacted during the period of proposal evaluation. Only one transmittal letter needs to be prepared to accompany all copies of the technical and cost proposal.

2. Table of Contents

A listing of the major sections in the proposal and the page numbers.

3. Technical Response

In this section the proposer should include:

- **Executive Summary** – A summary that includes an overview of the team assembled who will perform the work, a statement on the relevant background experience which qualifies the firm or firms to conduct the work, and a very brief overview the approach that will be taken to accomplish the scope of work.
 - **Detailed Work Plan** - A detailed statement that describes the approach to the work and a timeline for conducting the work.
 - **Experience of Firm** - A detailed description of the firm's experience with feasibility studies (or related) projects, specifically port operations; including the type and number of clients served, type and dollar amount of deals completed, and the nature of the projects involved. Examples of successes achieved for past/present clients relating to the aforementioned scope of services are requested.
 - **Experience/Qualifications of Assigned Professional(s)** Resumes for each individual who may be assigned to provide these services and designate the individual who would have primary responsibility for overseeing these services. Identify the lead individual assigned from your firm.
- 4. Cost Proposal** – The cost proposal shall describe both the total and the detailed price for which the consultant will commit to complete the total scope of work.
- If based on an hourly rate, provide the hourly rates to be charged for each individual who would be assigned to this engagement and a general description of how many billable hours will be allocated among key personnel.
 - Provide an explanation of fees to be calculated on any other basis. Itemize the type of expenses for which your firm would seek reimbursement.

SELECTION CRITERIA

Proposals submitted will be reviewed by the City of Muscatine for completeness and qualifications. Selection of a firm will be made on the basis of the following criteria in descending order of importance:

- Expertise and experience of firm in providing services related to port planning and feasibility studies or related transactions;
- Expertise and experience of individuals assigned from firm;
- Price;

- Responsiveness of the firm to the RFP categories.

RFP TIMELINE

Anticipated timeline of consultant selection is as follows:

1. Release of RFP	<u>June 7, 2016</u>
2. Responses due	<u>June 30, 2016</u>
3. RFP response evaluation	June 15, 2016 (Notification to all respondents)
4. Interview preferred respondent(s)	July 7-15, 2016
5. Select finalist	July 15, 2016
6. Full Proposal due (finalist)	July 22, 2015
7. Conclude agreement negotiations	July 30, 1016
8. Agreement Approval	August 15, 2016.
9. Completion of Study	<u>December 15, 2016 (or date mutually agreed upon)</u>

SUBMITTAL DELIVERY ADDRESS

Physical:

Muscatine City Hall
ATTN: Dave Gobin
Community Development Director
215 Sycamore Street
Muscatine, IA 52761

Electronic:

dgobin@muscatineiowa.gov

SUBMITTAL DEADLINE

July 8, 2016 at 3:00 p.m.

SUBMITTAL INSTRUCTIONS

Please furnish three physical copies of your submittal and one electronic copy.

INQUIRIES

Phone and e-mail inquiries to clarify the requirements of the RFQ are welcome and shall be directed to Dave Gobin at 563.262.4141 or dgobin@muscatineiowa.gov

COMMUNITY DEVELOPMENT

Planning,
Zoning,
Building Safety,
Construction Inspection Services,
Public Health,
Housing Inspections,

2016 Greening America's Communities Program Letter of Interest City of Muscatine, Iowa – Grandview Avenue Corridor Reconstruction Project

1. Project Contact

Gregg Mandsager, ICMA-CM
City Administrator, City of Muscatine
215 Sycamore Street, Muscatine, IA 52761

563-264-1550 (Work)
563-264-0750 Fax
gmandsager@muscatineiowa.gov

2. Description of the Design Challenge and Project Area.

The Grandview Avenue Corridor is centered on Grandview Avenue, 2.2 miles of former state highway, which is the heart of the southern end of Muscatine. Land use within the Grandview Avenue Corridor is both mixed, nearly all blocks along Grandview Avenue contain a mix of residential and non-residential uses; and diverse, land use within corridor includes single family residential, multi-family residential, small scale commercial, large scale commercial, and industrial land uses. Residential uses, primarily older single family homes are mixed in with nonresidential uses for the northern three quarters of the corridor. The Grandview Avenue Corridor is the primary location for retail and commercial land use in southern Muscatine.

The revitalization of the Grandview Avenue Corridor is one of the most important goals of the community. This corridor is suffering from a long running decline in both population, the population of this area declined more than 5% between 2000 and 2010, and a decline in commercial activity. The highest commercial vacancy rates for the Muscatine area can be found in the Grandview Avenue Corridor.

The reconstruction and enhancement of Grandview Avenue is a key element in accomplishing this goal of revitalizing this area. Grandview Avenue is currently an aging former state highway that is not serving the needs of nearby residents and businesses or the community as whole. The current state of Grandview Avenue detracts from the quality of life of those in the area, and discourages investment in the area.

Prior to the opening of the U.S. 61 Bypass in 1984, the Grandview Avenue was part of U.S. 61 and served as the main route in and out of Muscatine from all points south. After the opening of the Bypass the Grandview Avenue was redesignated as Business U.S. 61/State Highway 92 and remained under the jurisdiction of the Iowa Department of Transportation until 2014 when jurisdiction over Grandview Avenue was transferred to the City of Muscatine. Despite no longer being part of the main highway through Muscatine, the Grandview Avenue Corridor is the primary transportation corridor for the southern end of Muscatine and a major gateway into Muscatine.

Grandview Avenue is detrimental to the quality of life in Muscatine because its current design does not serve its current function and it has been several generations since an investment greater than the most basic maintenance has been made into Grandview Avenue. Grandview Avenue was constructed as a through highway serving only motorized traffic and not a complete street that address the need of all users motorized and non-motorized as well as the needs of nearby residents and business. Grandview Avenue's role as a through highway ended more than 30 years ago, yet the roadway remains virtually unchanged. With the opening of the Bypass in 1984 the Iowa Department of Transportation made no further investments into the Grandview Avenue Corridor aside from some minor resurfacing work.

Grandview Avenue is virtually impossible for non-motorized travelers to use. The vast majority of the corridor lacks sidewalks. The few sidewalks that do exist in the northern end of the corridor are not in a good state of repair and often exist in isolated segments. Most locations along the corridor which lack sidewalks also lack

paved shoulders, or curb and gutters; which makes traversing this corridor even more daunting for non-motorized users.

Under developed stormwater management infrastructure is also an issue along the Grandview Avenue Corridor. The southern three quarters of the corridor is lacking in stormwater management infrastructure. Stormwater management in these areas is being handled by roadside ditches or the ability of the extremely sandy soil found in this area to simply absorb any stormwater.

The City of Muscatine intends to transform Grandview Avenue into the street the community needs it to be through the forthcoming Grandview Avenue Corridor Project. This project will reconstruct Grandview Avenue as a sustainable complete street using best practice green infrastructure to collect, manage, and treat stormwater runoff and designed to meet the current needs and improve the quality of the residents and businesses within the surrounding area and community as whole, and which would encourage investment in and the revitalization of the Grandview Avenue Corridor. The anticipated commercial redevelopment along the corridor will go a long way to employ underserved residents of the community particularly those within the census blocks that adjoin the corridor.

The vision for Grandview Avenue was put forth by the community as a whole in the City of Muscatine Comprehensive Plan which was adopted in 2013. This vision calls for a visually pleasing complete street serving the needs of all that travel, live, and do business along Grandview Avenue. Specifically calling for: limited roadway construction utilizing the adopted Complete Street Policy, installation of sidewalks, street lighting enhancements using high efficient, low light-polluting, low maintenance LED lighting lane reconfiguration, stormwater drainage improvements, integrating sustainable SITES landscape design, gateway features, burial of overhead utility lines, and realignment of the Houser/Sampson/Grandview intersection.

The City of Muscatine hopes to begin construction of the Grandview Avenue Corridor Project in 2019 and has accomplished a number of key steps towards making this happen. Most importantly approximately \$8,000,000 of funding for this project has been secured, \$3,000,000 of Federal Surface Transportation Program funds have been allocated for the reconstruction of Grandview Avenue, and the City of Muscatine has set aside \$5,000,000 for this project. The City of Muscatine has also engaged a consulting firm to conduct an environmental study resulting in a National Environmental Policy Act decision document signed by Iowa Department of Transportation and Federal Highway Administration. The work on this study is underway.

Design work for the Grandview Avenue Corridor Project has not yet begun. It is intended that the design of the Grandview Avenue Corridor Project be complementary to what is going to be done with the Mississippi Drive Corridor Project. This project is the reconstructed of 1.6 miles of former state highway located directly to the north of the Grandview Avenue Corridor. While these two projects are complimentary and share many of the same goals the design challenges and opportunities presented by the Grandview Avenue Corridor Project are much different than those created by the Mississippi Drive Corridor Project. Mississippi Drive runs through a historic downtown area and a major industrial campus, and is at various points hemmed in by immediately adjacent bluffs and railroad tracks. The very different topography and land uses of the Grandview Avenue Corridor will require the development of new design solutions.

The amount of existing right of way along Grandview Avenue presents both challenges and opportunities. The right of way of the northern most mile of Grandview Avenue is 60 feet wide, with many buildings constructed right at the right of way line. This is also portion of the corridor with highest traffic counts, highest population density, most commercial activity, and a very high number of curb cuts. The challenge will be making a complete street in such a tight space.

The southern 1.2 miles of Grandview Avenue has right of way that is at least 115' wide, though the actual roadway in this portion of the corridor is no wider than the roadway in portions of the corridor with 60' of right of way. Currently this large amount of unused right of way on each side of is dominated by weedy roadside

drainage ditches and utility poles, creating a streetscape that is an unattractive gateway into Muscatine as this stretch of Grandview Avenue is the southern gateway into Muscatine. This large amount of unused right of way creates an opportunity to address bike and pedestrian needs, handle stormwater in a green manner, and to create an attractive gateway into Muscatine through landscaping and other visual enhancements.

The Houser/Sampson/Grandview intersection is the other major design challenge/opportunity. The current geometry of this intersection is not standard or ideal and the “temporary” traffic signals have been in place since the 1980’s. A major recreational trail, which will be constructed in 2016, will cross Grandview Avenue at this location, and bring a larger number of bicycles and pedestrian through this intersection. This intersection will require a creative and innovative rethink with Grandview Avenue Corridor Project.

3. Potential Impact of the Project

Completion of the Grandview Avenue Corridor Project will have a significant positive impact on both the neighborhood along Grandview Avenue and the community as a whole. The positive impacts will stem from both the physical improvements that will be made as part of the project and from the local knowledge gained by successful large scale inclusion of green street concepts into a major corridor reconstruction project.

The construction of the Grandview Avenue Corridor Project will be a major step towards the revitalization of the surrounding areas. Grandview Avenue in its current state is a liability in respect to attracting residents and business to the area. The project will turn Grandview Avenue into a major asset, as it will have been transformed into a visually appealing complete street. The community as a whole will also benefit as Grandview Avenue is the entry corridor for those traveling into Muscatine from points south and the Muscatine Municipal Airport. Grandview Avenue after completion of the project will offer a much better first impression of Muscatine to visitors than it does now.

One of the most important goals of the Comprehensive Plan and the guiding principle of the Complete Street Policy is, *“Members of the community should have the opportunity to travel safely to their destination by foot, bike, or by other non-motorized means, on safe and attractive streets.”* Grandview Avenue is the most important transportation corridor in southern Muscatine and the location of nearly all retail activity in the area. Currently it can only safely be used by motorized traffic. To achieve the goal giving community members the connectivity to reach their desired destination by non-motorized means, there are few projects as impactful as making Grandview Avenue safe and attractive for non-motorized users. The sidewalk, trail, and public transportation associated with the redeveloped corridor will allow walkable/bikable access to those businesses creating a more equitable opportunity for employment to those without personal vehicle.

Using a green infrastructure to collect, manage, and treat stormwater runoff is still a relatively new and underutilized concept in the Muscatine area. This underutilization can largely be attributed to unfamiliarity with the design, cost, maintenance, and benefits of such infrastructure. As shown by the inclusion of some very small elements of a green infrastructure in recent public and private projects and the interest that was expressed by the community and key stakeholders at the recent EPA’s Building Blocks for Sustainable Communities Program workshop there is strong interest in managing stormwater through green infrastructure design practices. Our goal is for green infrastructure to collect, manage, and treat stormwater runoff to become a widespread local practice as part of all future roadway projects a successful showpiece project needs to be completed. Completion of such a project would allow for the full buy-in by the community, stakeholders, and decision makers. Successful completion of the Grandview Avenue Corridor Project using best practices for green infrastructure to collect, manage, and treat stormwater runoff, is an ideal candidate to be this showpiece.

4. Leveraging Other Federal Investments.

In April of 2016 the City of Muscatine participated in the EPA’s Building Blocks for Sustainable Communities Program. Participation in this workshop event identified an interest by the community in using green infrastructure to collect, manage, and treat stormwater runoff, in conjunction with creating complete streets.

The Grandview Avenue Corridor Project offers an ideal vehicle to create a showpiece project that will greatly benefit the community and lead to policy changes that will impact all future street projects.

The City of Muscatine has received a grant from in the EPA's Community Wide Brownfields Assessment Program to preform Phase I and Phase II environmental site assessments on eligible properties in the Grandview Avenue Corridor. The information gained from these assessments will be beneficial to the design and construction of the Grandview Avenue Corridor Project and to the redevelopment that the corridor project will spur.

The allocation of Surface Transportation Program funds for the Grandview Avenue Corridor Project means that this project was already going to occur as a result of a partnership between the City of Muscatine and the Federal government. Participation in this program will allow for a deeper partnership that can be leveraged for even greater benefits.

The Grandview Avenue Corridor Project significantly aligns with two other major infrastructure improvement projects that will be completed by 2018 the Mississippi Drive Corridor Project, and construction of the Musser Park to Wiggins Road Trail. The Mississippi Drive Corridor Project which is entering the final stage of design will be reconstructed, as a complete street, 1.6 miles of former state highway located directly to the north of the Grandview Avenue Corridor. These two projects are complimentary and, when both are complete, will result in a continuous 3.8 mile corridor of complete streets. The Musser Park to Wiggins Road Trail is a more than a four mile extension to the City of Muscatine trail network that crosses and runs nearly parallel to the Grandview Avenue Corridor Project. Tying this new trail into the major bike and pedestrian infrastructure improvements that will be made as part of the corridor project is both a major design opportunity as well as way to leverage the benefits made in both projects.

5. Support from Elected Officials and the Public.

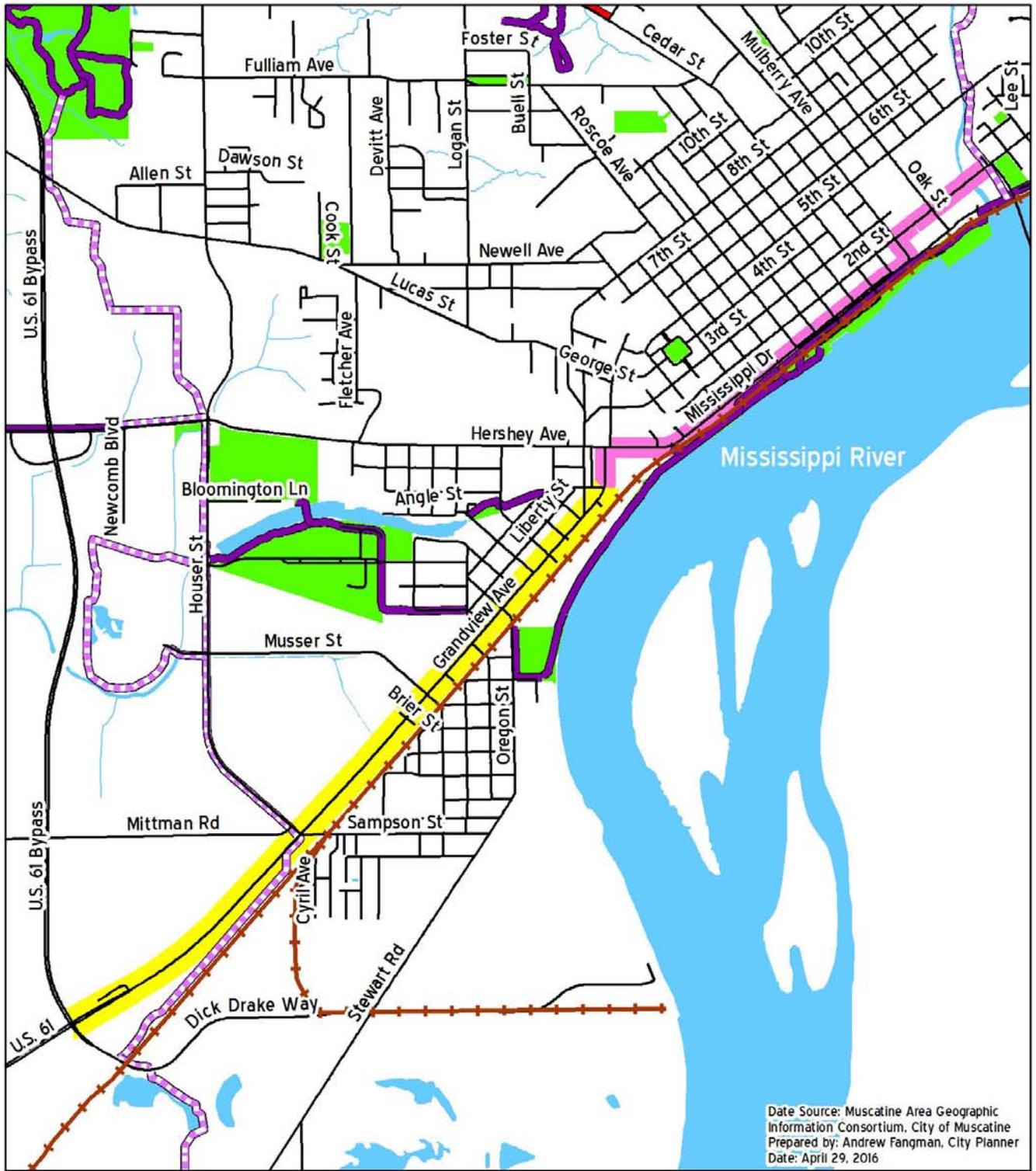
The support for the Grandview Avenue Corridor Project from elected officials and the public is strong and documentable. The support for this project from the public for this project was clearly demonstrated during the public outreach portion of the process to create a new Comprehensive Plan. A total of eight town hall meetings were held in the summer of 2012; one each in the seven planning districts, and one communitywide English/Spanish bilingual town hall meeting. At these town hall meetings there was a facilitated discussion on the strengths, weaknesses, opportunities, and challenges that community members felt are facing both Muscatine and their neighborhood and what improvements they desire to see. One of the most frequently received comments was the desire of the community to revitalize the Grandview Avenue Corridor and Grandview Avenue to be rebuilt into a street that serves all the needs of the community.

Since the adoption, in September of 2013, of the Comprehensive Plan, with the stated goal to reconstruct Grandview Avenue as a complete street, the City Council has reaffirmed their support for this project on multiple occasions. Support has been shown through votes to include the Grandview Avenue Corridor Project in the Capital Improvement Plan; to authorize a consulting firm to begin to process of obtaining all the environmental clearances for this project; and setting aside City funds to complete this project. Because the project is envisioned to be constructed within the existing right of way, which the City acquired from the State of Iowa in 2014, no further property acquisition is anticipated to be necessary.

Sincerely



Dave Gobin
Community Development Director
City of Muscatine



Date Source: Muscatine Area Geographic Information Consortium, City of Muscatine
 Prepared by: Andrew Fangman, City Planner
 Date: April 29, 2016



Grandview Avenue Corridor Project



Legend

- Grandview Avenue Corridor Project
- Streets
- Mississippi Drive Corridor Project
- Planned Trail
- Multi-Use Trails
- Parks
- Railroads

Looking Southwest on Grandview From Pearl Street



Looking Southwest from the Grandview/Franklin Intersection



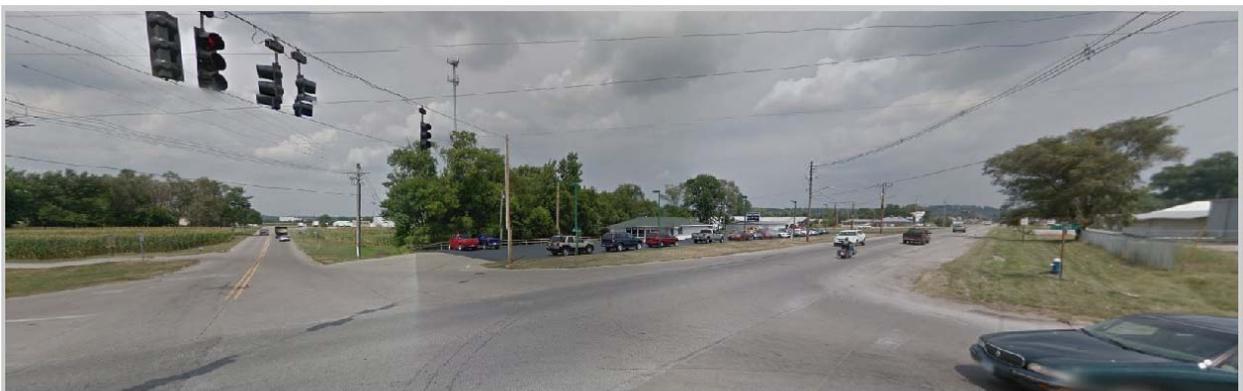
Looking Southwest from the Grandview/Warren Intersection





Looking Northeast from Breirs Ditch Crosses Grandview

Looking Northeast from the Grandview/Brier Intersection



Houser/Sampson/Grandview Intersection

Looking Southwest on Grandview



Looking Southwest on Grandview near the Elms



Looking Southwest on Grandview near ABC Ministorage



Links:

City of Muscatine Comprehensive Plan: <http://www.muscatineiowa.gov/518/Comprehensive-Plan>

City of Muscatine Capital Improvement Plan: <http://www.muscatineiowa.gov/DocumentCenter/View/12947>

City of Muscatine Complete Streets Policy: <http://www.muscatineiowa.gov/DocumentCenter/View/10034>

City of Muscatine Bike and Pedestrian Master Plan:

<http://www.muscatineiowa.gov/DocumentCenter/View/12433>

Mississippi Drive Corridor Project: <https://www.bolton-menk.com/mississippidrive>



PROJECT STATUS REPORT

Project Name: City of Muscatine - West Hill Sewer Separation **Month:** May 2016
Prepared By: Stanley Consultants **Project Number:** SCI: 17660.30.02, 17660.40.00

“PHASE” refers to Design Package/Construction Contract

Progress for Last Month (May 2016):

PHASE 3 (Phase 3A, 3B, 3C):

Phase 3A/3B – Construction:

- Project coordination as needed
- Attended Phase 3B weekly progress meetings
- Review of temporary ravine seeding contract requirements
- Review of sewer alignment change on 5th St.
- Advise on Inlet on Locust change.
- Assistance with Hagerty Claim letter, meetings, and discussions.

PHASE 4 Planning:

- Project planning tasks – review and updating construction costs.

Work Items for Coming Month (June 2016):

PHASE 3 (3A, 3B, 3C) - Construction:

- Address any Phase 3A or 3B construction coordination topics
- Attend future contractor/city coordination meetings
- Assist if requested with Phase 3A contractor closeout

PHASE 4 – Planning:

- Address requests from April 6th meeting
- Continue reviewing and updating future construction costs.
- Planning Schedule for Phase 4
 - Authorize Phase 4 for Survey – December 2015 – January 2016
 - Survey to be Completed – June 2016
 - Concept Design and Estimate – June through December 2016
 - Final Design - 2017
 - Bid and Construction – 2018
- EPA Annual update letter is due July 15.

Key Issues & Information Required

- Martin and Whitacre is available to begin Phase 4 survey. If the City can authorize the beginning of design survey, then we can take advantage of the current availability of Martin and Whitacre.
- Survey duration expected to take 4- 6 months max. Design survey completion date will shift accordingly until the survey work can be authorized. Survey has not been authorized to date.
- Highlighted schedule represent the original schedule that will be adjusted once survey is authorized.

Critical Information

- If the survey for design is not completed in 2016, the schedule to complete the design of Phase 4 in 2017 will begin to be impacted.