



Building Communities.
Improving Lives.

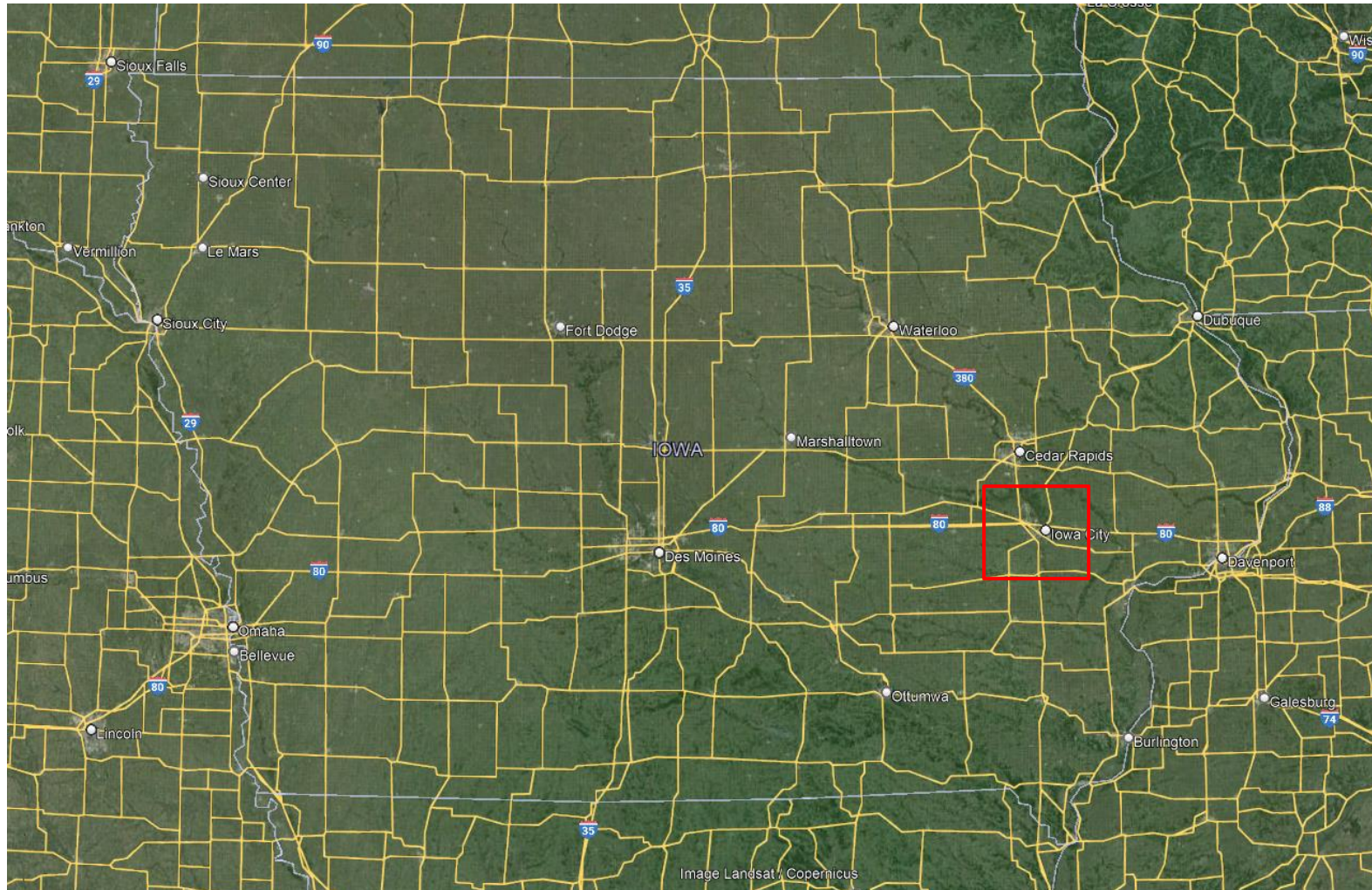


Coralville, Iowa I-80 & 1st Avenue Diverging Diamond Interchange Project

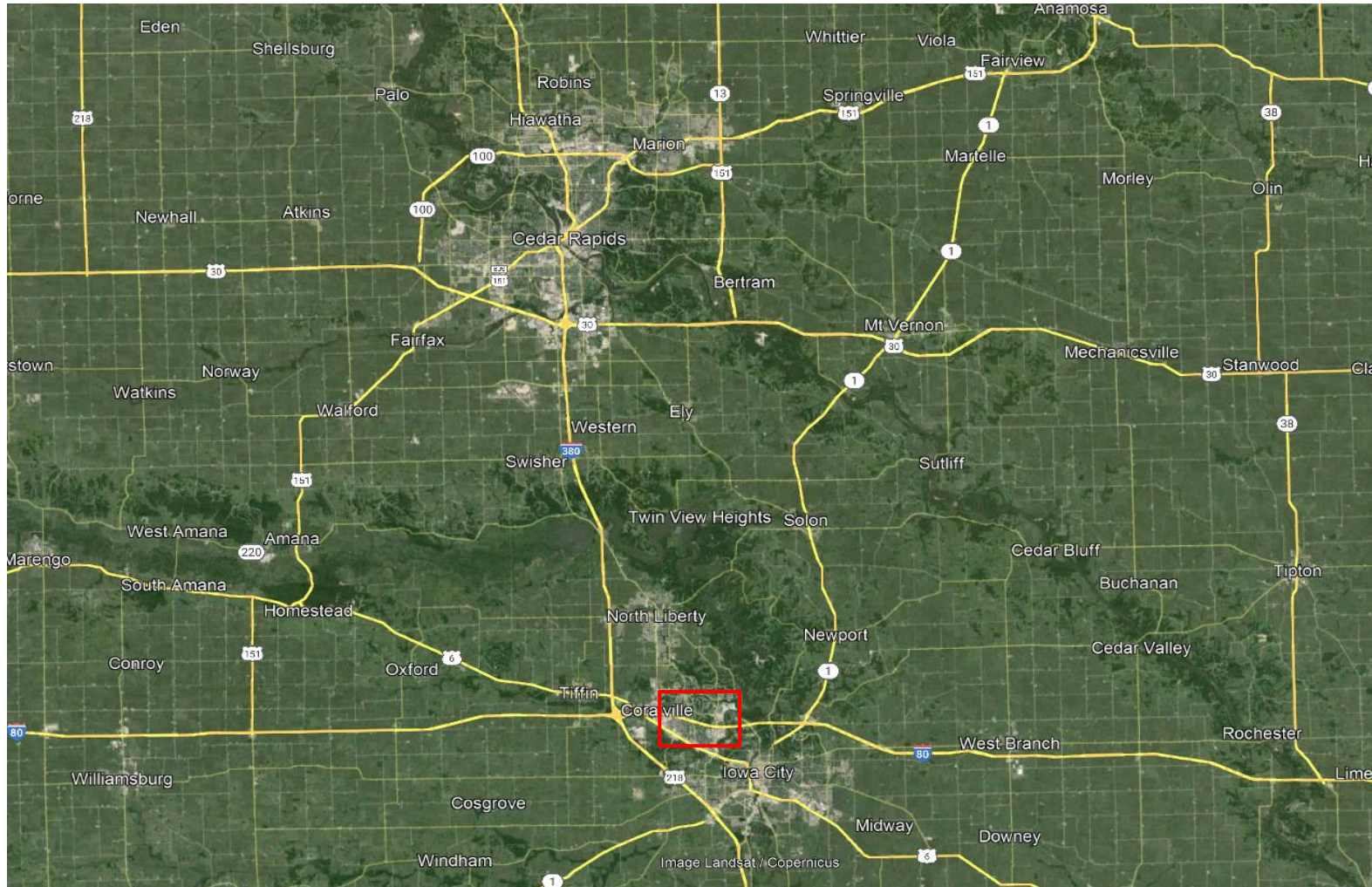
Tyler Wiles, PE, PTOE, LEED-AP
HR Green Senior Project Manager



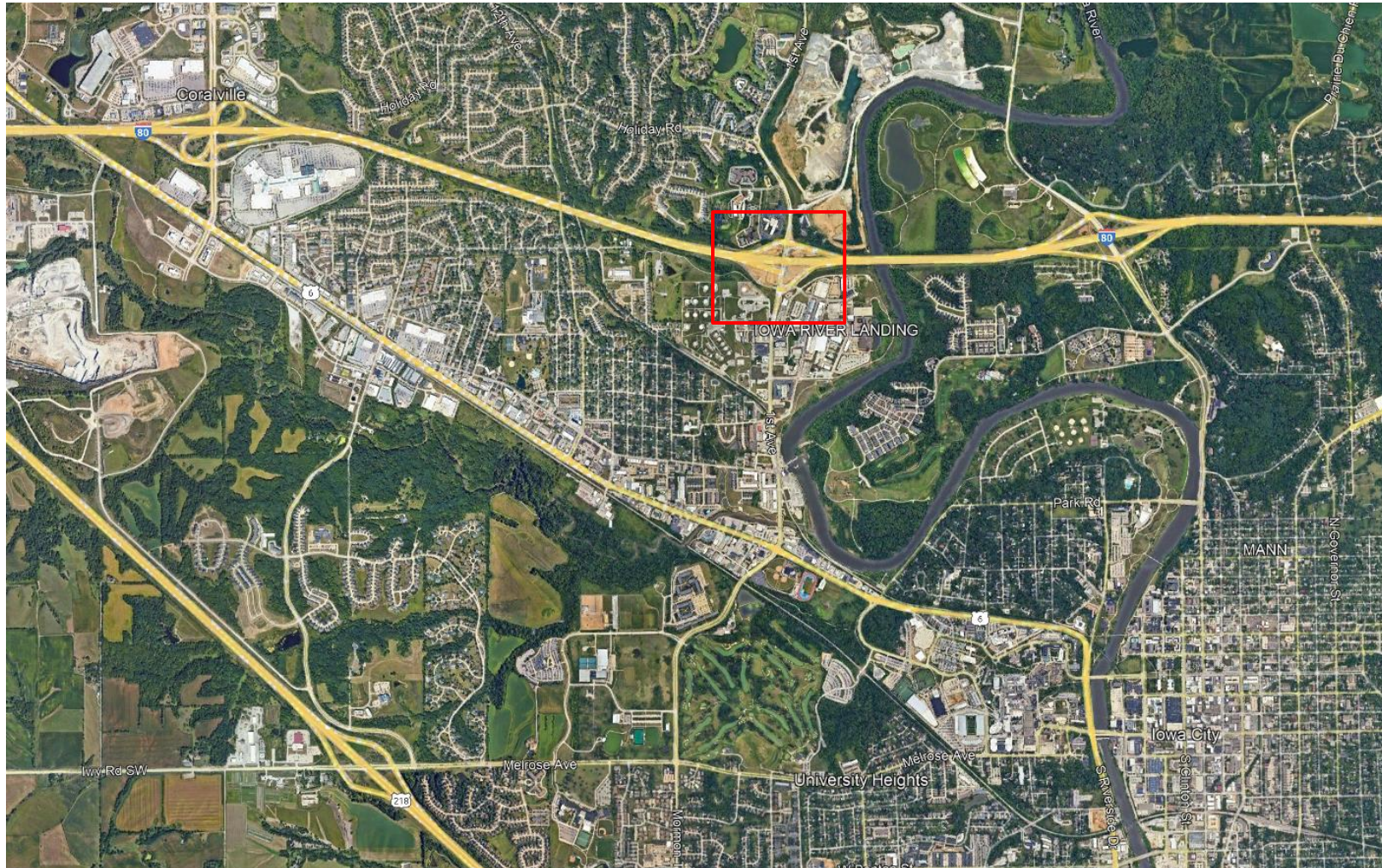
Project Location



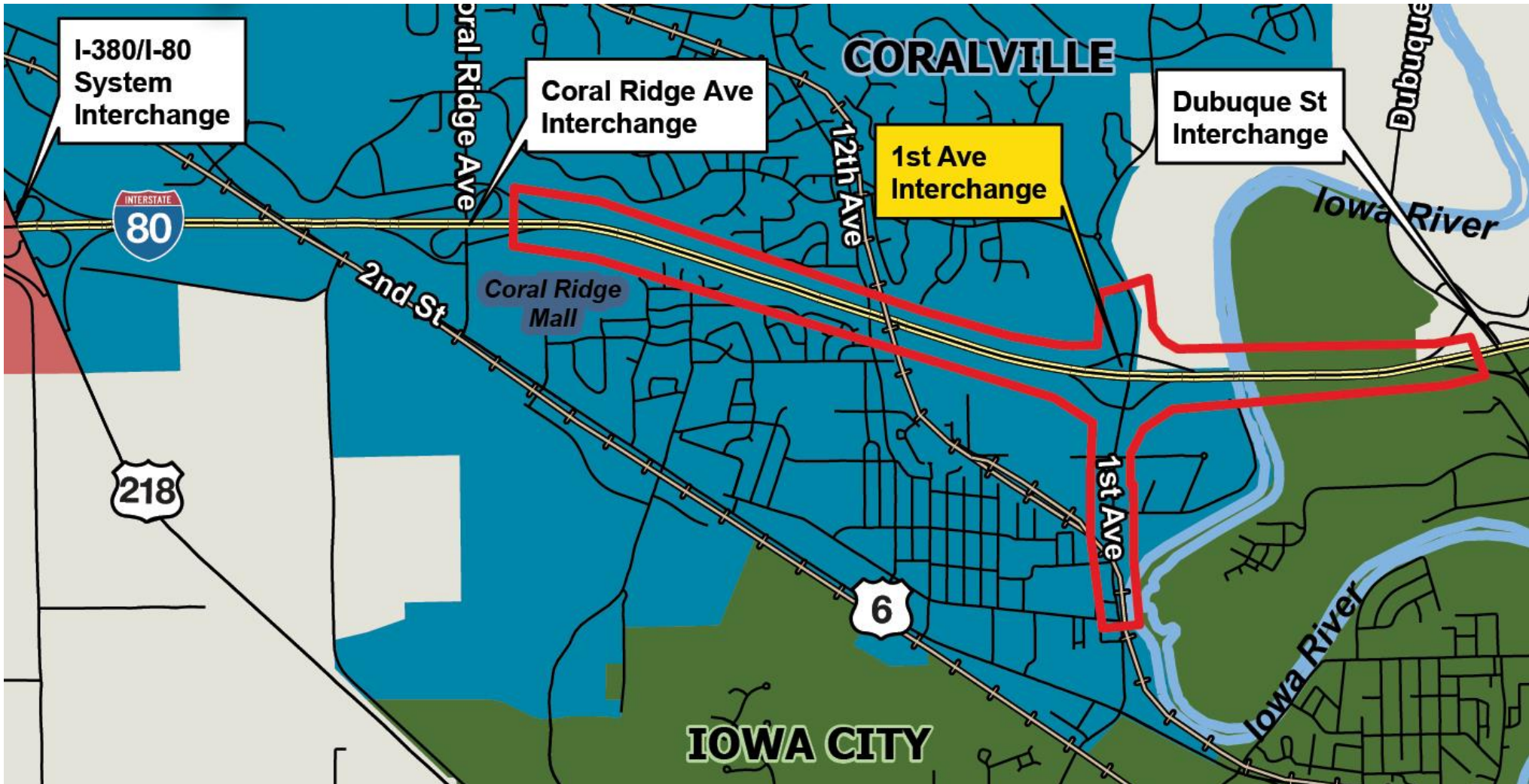
Project Location



Project Location



Project Location



Quadrants



Early Planning 2004

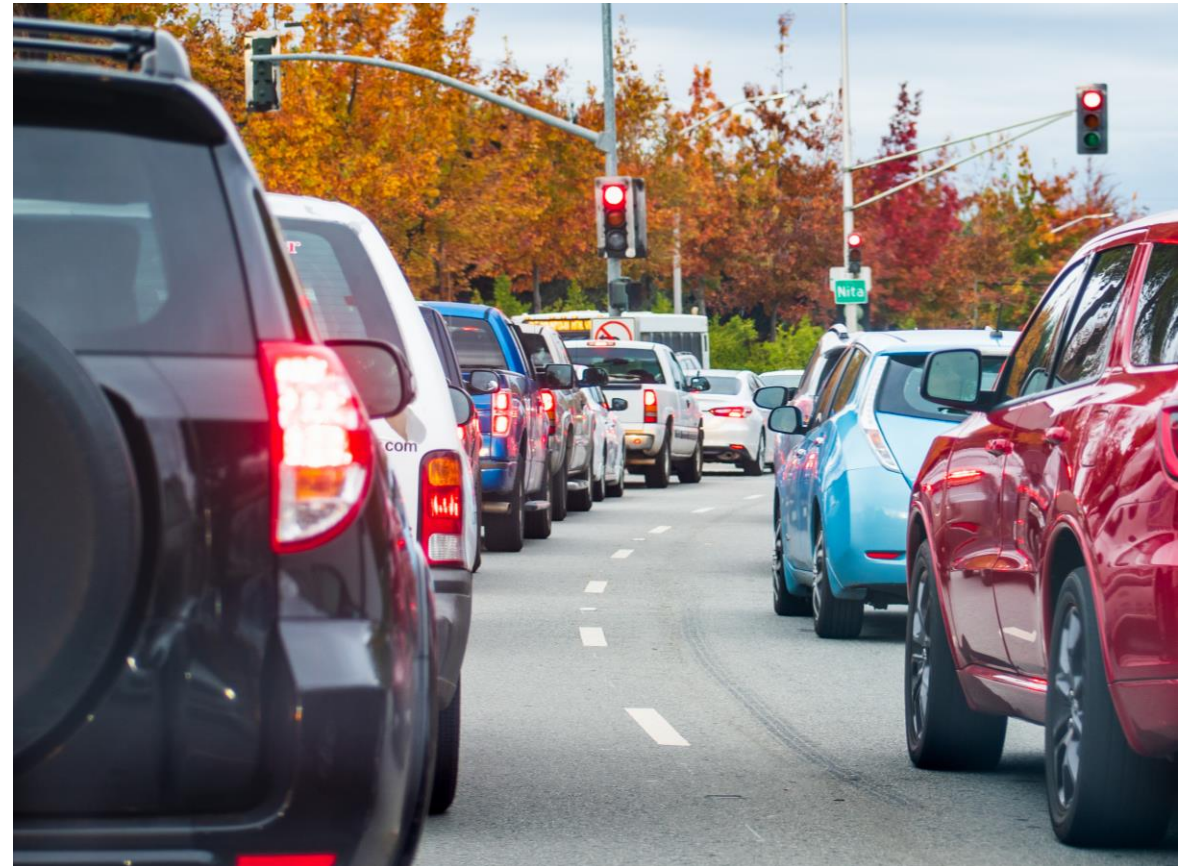


Pre-Construction Interchange



Project Goals and Objectives

- Provide adequate near and long-term Interstate operations
- Provide safe access to and from the Interstate system for Project:
 - Improve capacity, access and safety concerns of existing interchange (manage Magellan Terminal; peak local events, football Saturdays)
 - Improve regional travel reliability (peak local events not impacting I-80 through traffic; accommodate future I-80 widening)
 - Integrate local planned improvements (1st Ave multi-phase reconstruction; trail network improvements)
 - Allow for existing and planned economic development (expand access to IRL; about 25% of IRL remains undeveloped)





Project Funding

- City of Coralville and Iowa DOT partnered to apply for BUILD Grant
- \$20 million awarded to Coralville, passed to Iowa DOT
- Iowa DOT budgets \$21 million in five-year plan
- Coralville cost contribution included initial investment with Iowa DOT for initial design & engineering, grant application, grant funding, and associated City support through design and construction



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Design Evolution

I-80 & 1st Avenue Interchange | Coralville, Iowa

Project Journey

2004
Planning
Began

SEPTEMBER 2020
Preliminary Design
Plans submitted for
ROW design

BUILD Grant
Award received

JULY 2022
Final plans
submitted

OCTOBER 2022
Contract
Award \$36M

AUGUST 2018
Design project
kick-off

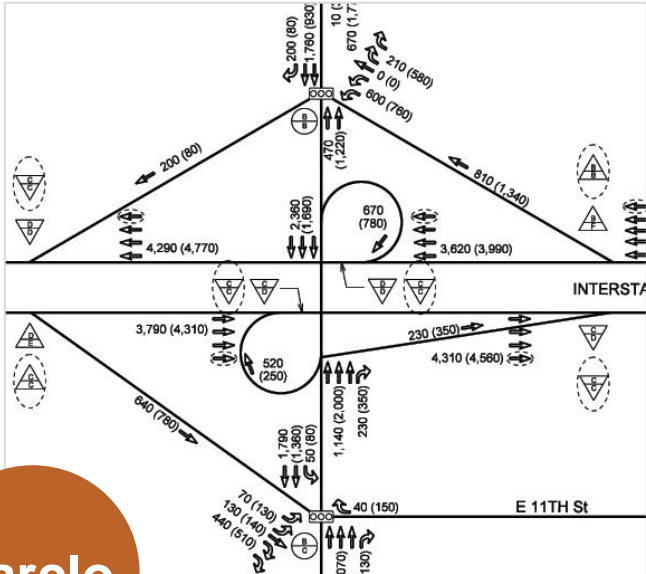
2021
Amendment
for IJR approval

SEPTEMBER 2022
Letting

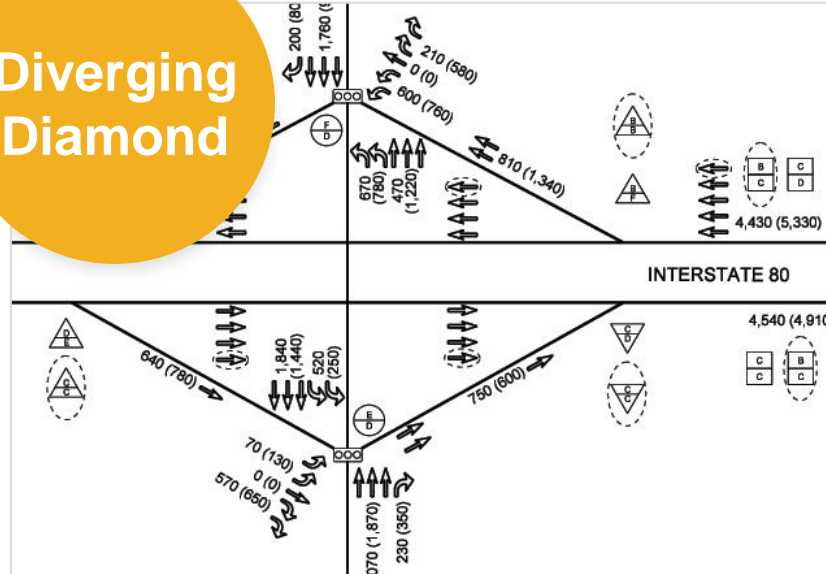
MARCH 2023
Major
Construction
Starts

Interchange Alternatives

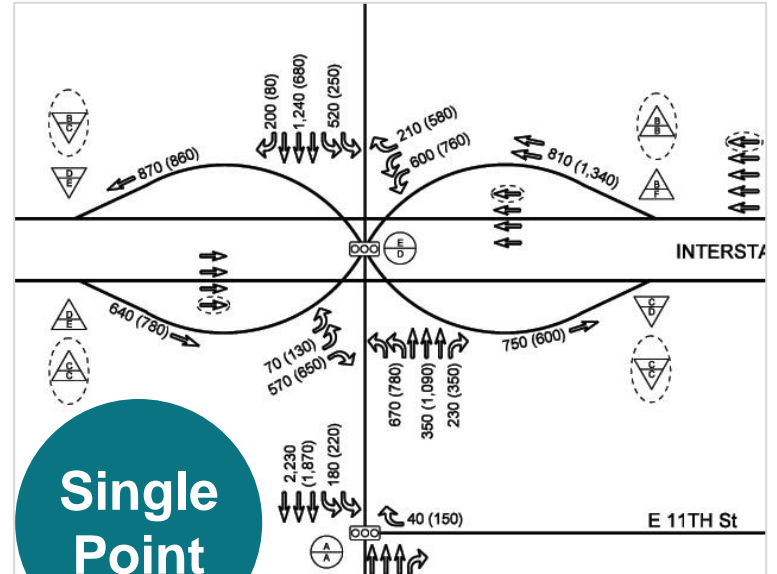
Parclo



Diverging Diamond

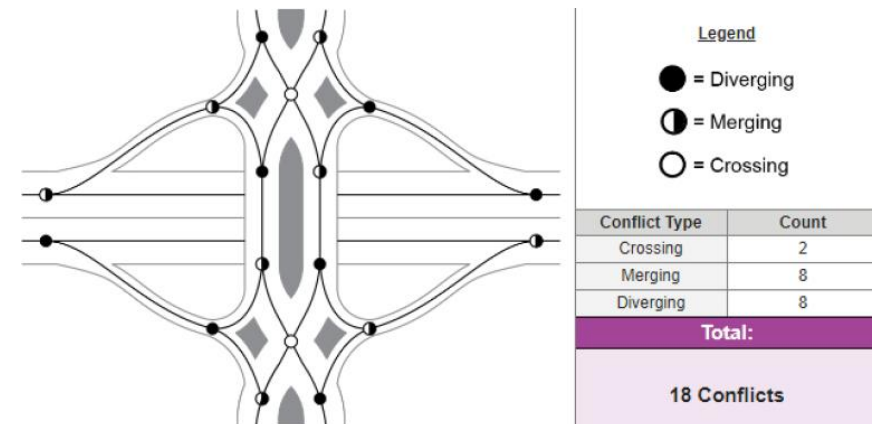
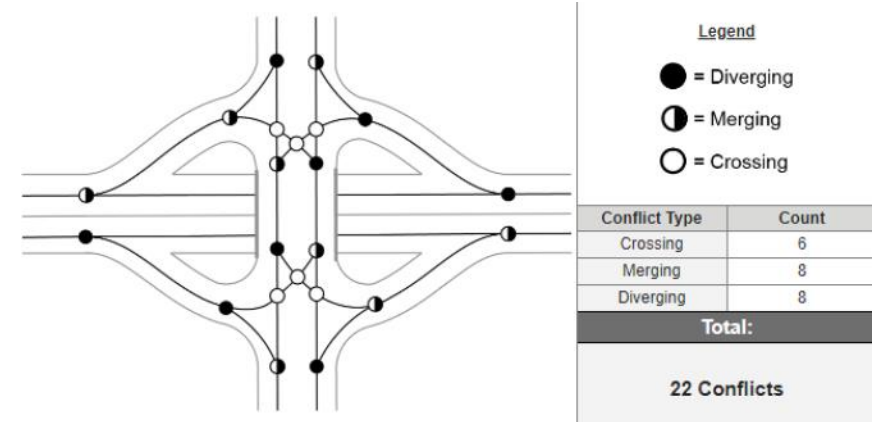


Single Point



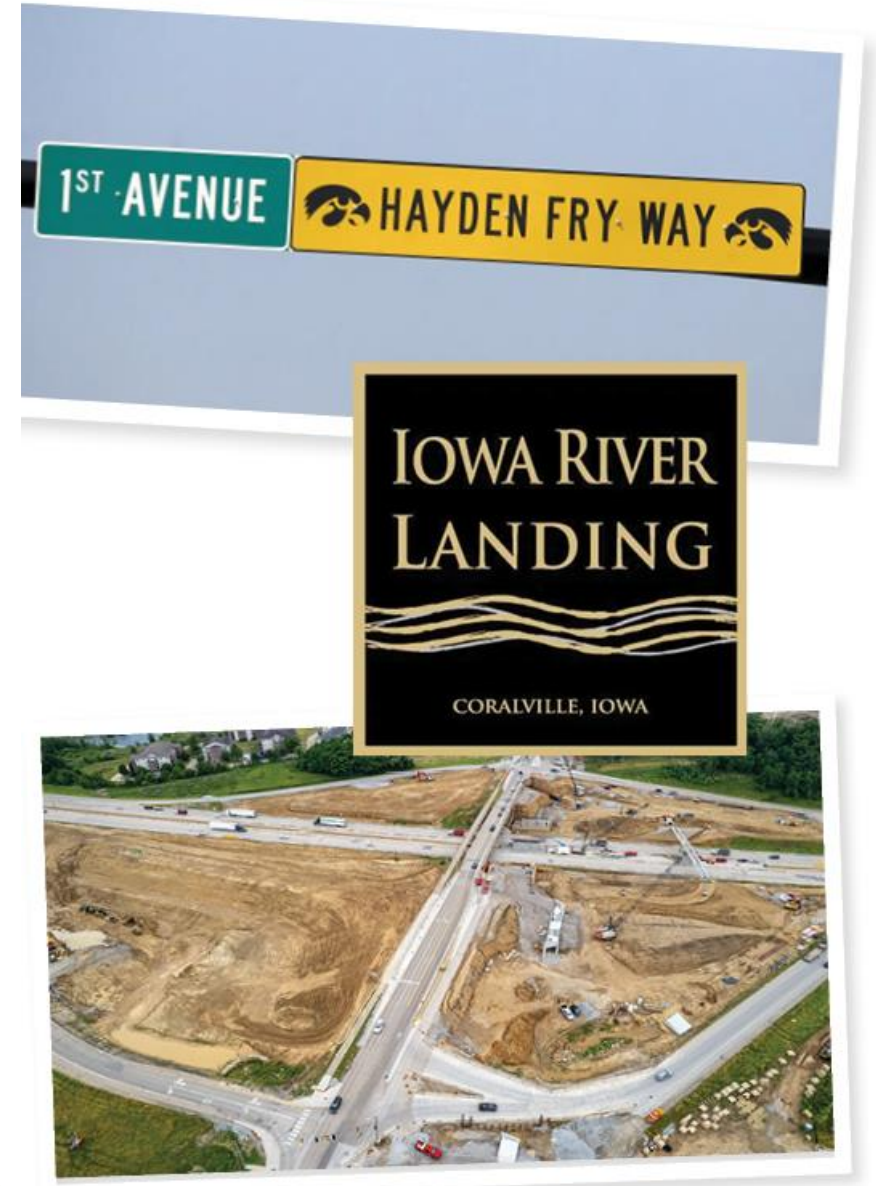
DDI Benefits

- Drivers have been shown to ADJUST SAFELY to a new DDI with thoughtful placement of signage, barriers, and pavement markings
- Removes free-flow left turn conflicts
- Decreases vehicle conflict points by nearly half, and removes left turns across oncoming traffic
- Increase capacity and efficiency



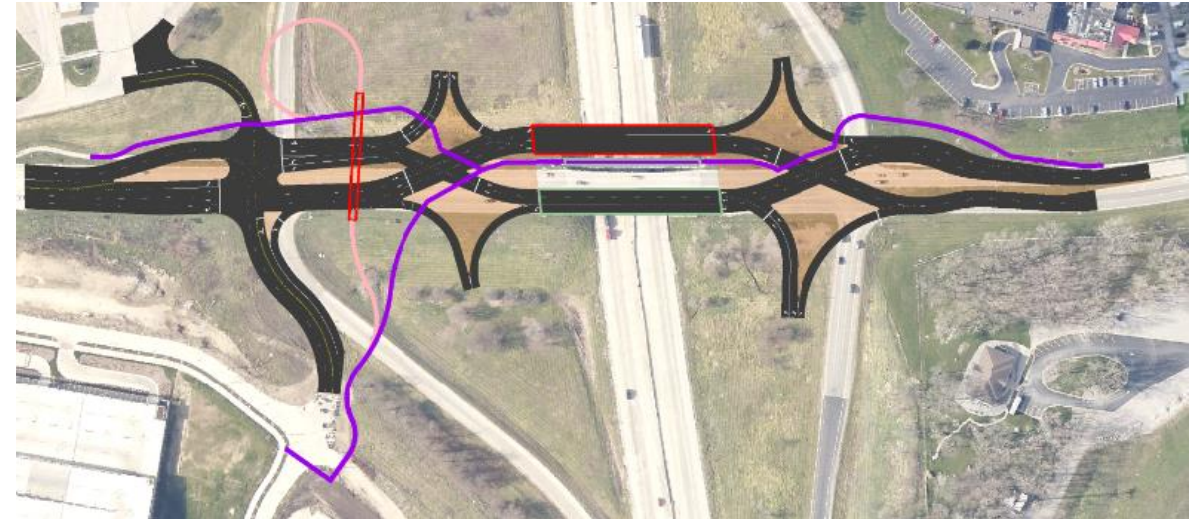
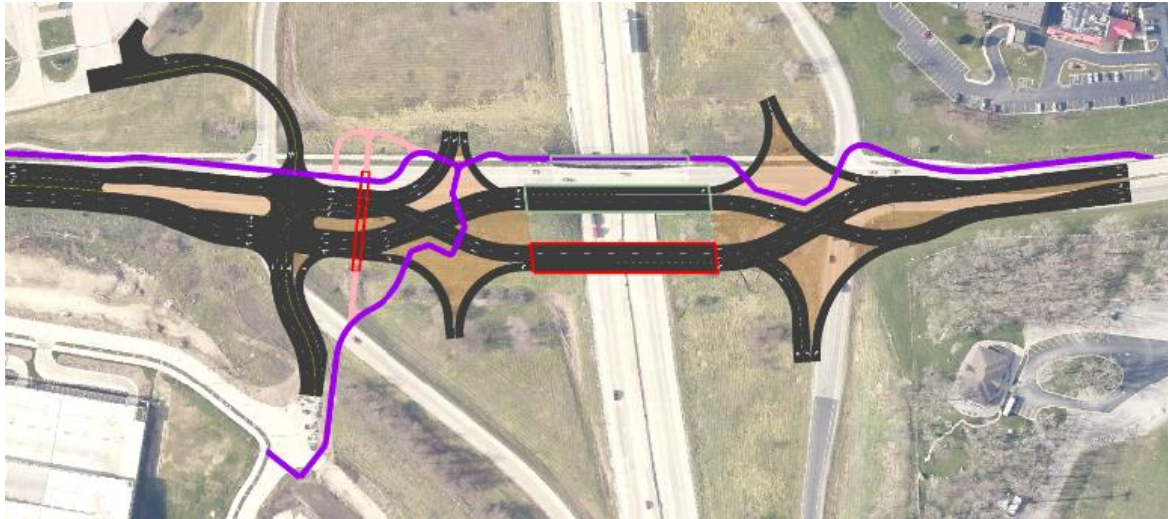
Unique Considerations

- Foundation improvements
- Limited space to work with
- Access to Iowa River Landing
- Accommodate traffic for special events
- Utility Coordination
- State fiber
- Bike and pedestrian accommodations
- Staging and traffic control
- Stormwater best management practices









Bridge Alternatives

- Bridges over I-80 were built in 1962 and 1986 and were both in fair condition



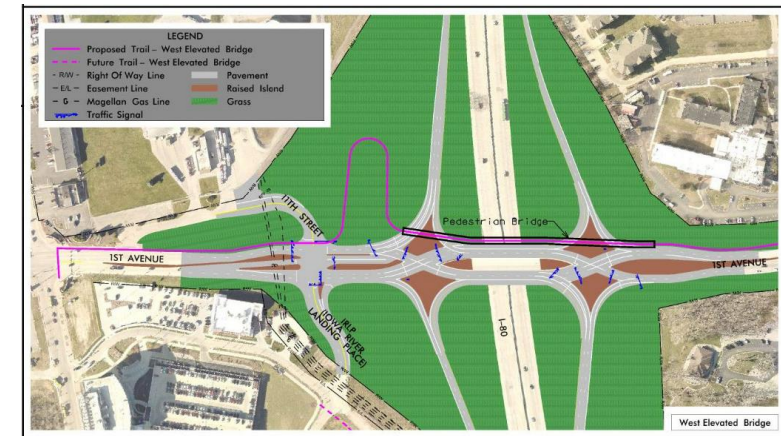
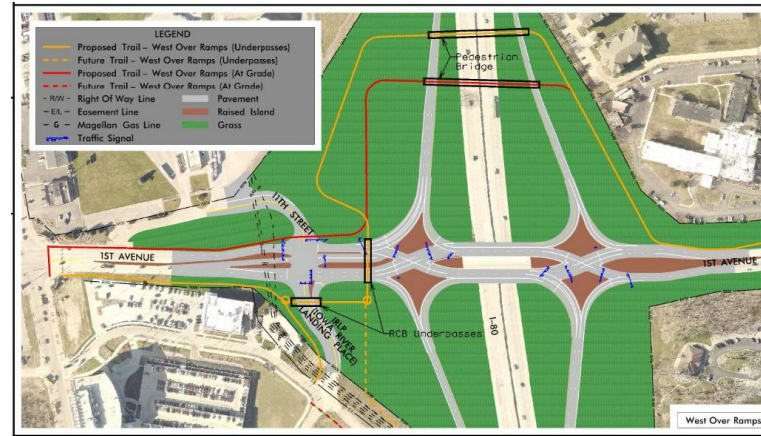
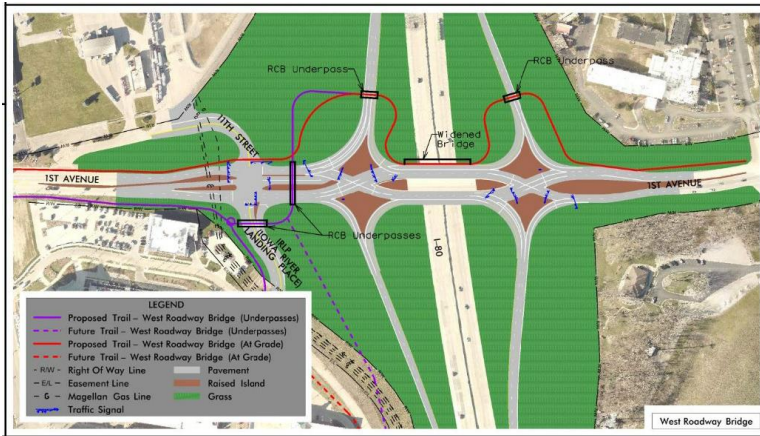
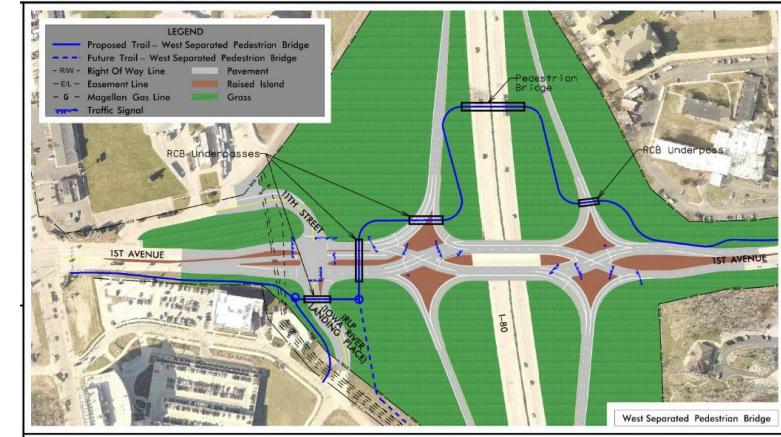
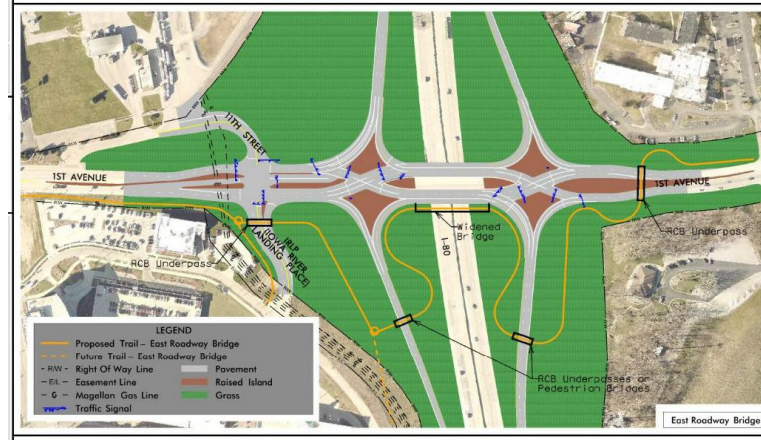
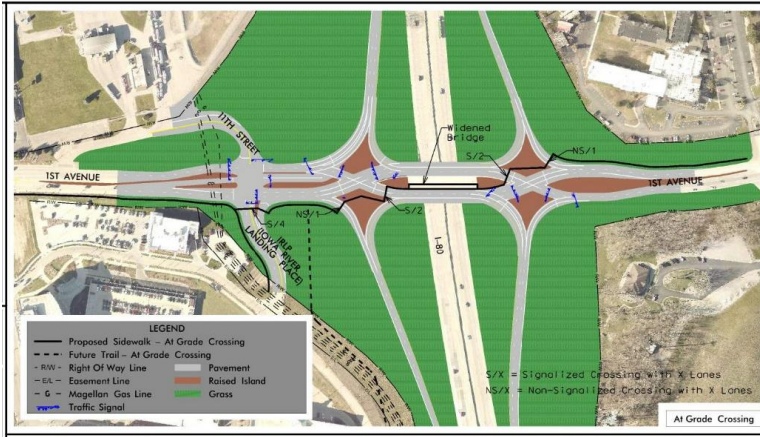
LEGEND

	PROPOSED PAVEMENT
	PROPOSED MEDIAN
	PROPOSED SIDEWALK / BIKEWAY
	PROPOSED SIDEWALK / BIKEWAY -- IRL UNDERPASS
	PROPOSED BRIDGES AND BOX CULVERTS
	BRIDGES TO BE REHABBED / REMAIN IN PLACE

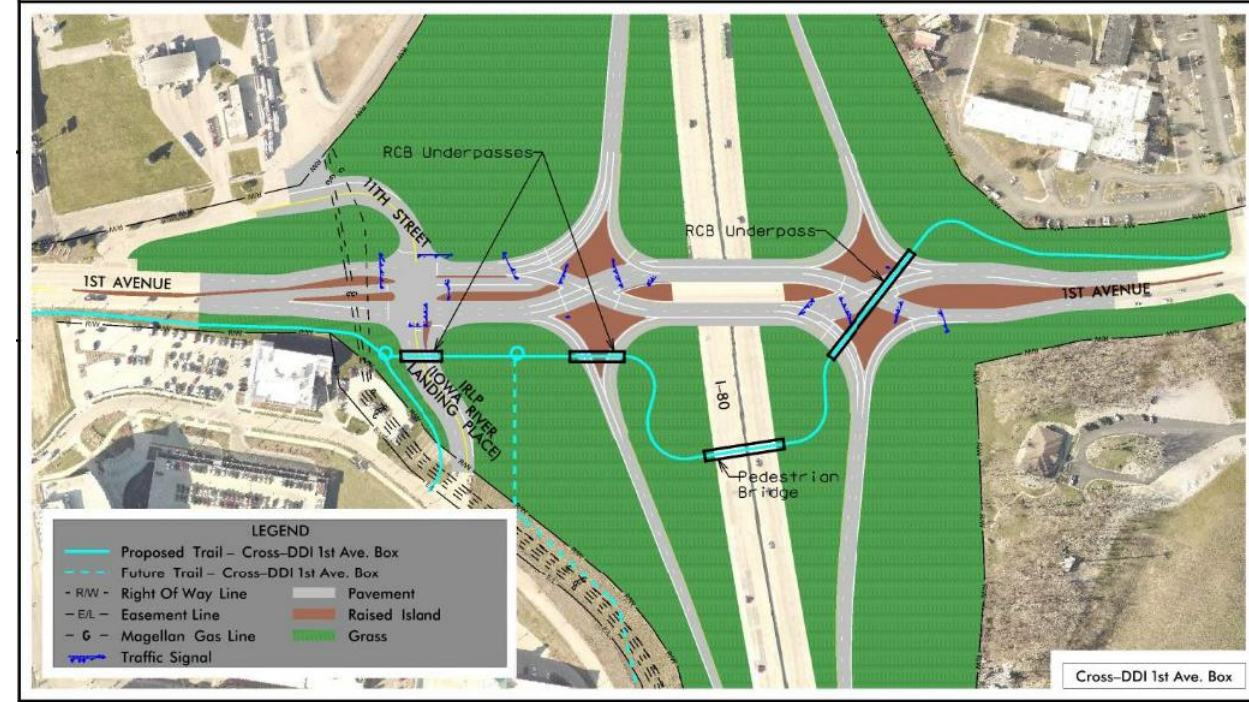
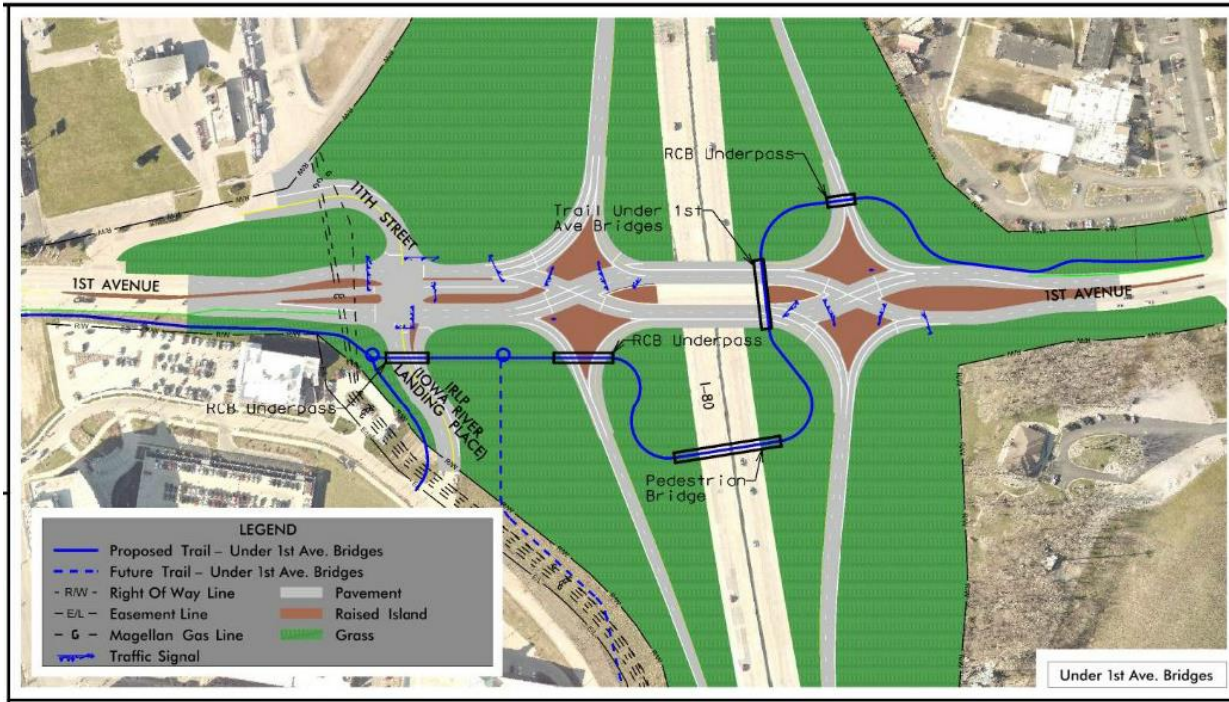
Path Alignment Alternative Analysis

	Weight Factor	At-Grade Sidewalk			Under 1st Ave. Bridges			Cross-DDI 1st Ave. Box		
		Evaluation	Notes: Pro / Con	Score	Evaluation	Notes: Pro / Con	Score	Evaluation	Notes: Pro / Con	Score
Trail Grade		150' @ 5.5% 507' @ 5% 254' @ 2.8% 1639' @ 2% or less	Follows roadway grade		1400' @ 5% 270' @ 3% 1460' @ 2% or less	Fairly constant uphill grade with a minor change over the bridge		1190' @ 5% 450' @ 3.5% 1180' @ 2% or less	Fairly constant uphill grade with a minor change over the bridge	
Trail Grade Rating	6		2	12		3	18		3	18
Length of Trail along 1st Avenue		2550'	Shortest length		3130'			2820'		
Out-of-Distance Travel (Length Over a Straight-line from 9th Street to Hampton Inn Entrance)		180'	Lowest out-of-distance travel		760'			450'	Low out-of-distance travel	
Stair Length		N/A	No Stairs		N/A	No Stairs		N/A	No Stairs	
Square Yardage of Stairs		0 sy	No Stairs		0 sy	No Stairs		0 sy	No Stairs	
Length/ Out-of-Distance Travel Rating	6		1	6		4	24		1	6
Roadway At-Grade Crossings		5	2 Unsignalized Crossings 3 Signalized Crossings		0	No at grade crossings		0	No at grade crossings	
Roadway At-Grade Crossings Rating	9		10	90		1	9		1	9
Length of Walls		890'			3670'			3080'		
Maximum Wall Heights (Exposed)		24'			24'			25'		
Square Footage of Walls		14500 sf	Lowest Wall Quantity		42000 sf			43650 sf		
Wall Area Rating	3		1	3		7	21		9	27
Length of Pedestrian Bridges (16' Wide)		399'	Pedestrian Bridge		0'	No Pedestrian Bridge		0'	No Pedestrian Bridge	
Square Footage of Pedestrian Bridges		6384 sf			0 sf			0 sf		
Length of Roadway Bridges (15' Widening)		0'			205'			205'		
Square Footage of Roadway Bridge Widening		0 sf			3075 sf			3075 sf		
Bridge Area Rating	3		9	27		1	3		1	3
Number of Tunnels		0			2			4		
Length of Tunnels (Total)		0'			88'	Low Quantity		289'		
Tunnel Length & User Comfort Rating	3		1	3		2	6		7	21
Right of Way Impacts			Sheet Pile Wall to protect NW ROW Line			Minimal Temp. Easements			Minimal Temp. Easements	
ROW Rating	6		4	24		3	18		3	18
Alignment Radii		60' Min.			60' Min.	SW Ramp B would need to be realigned. Radii may need to decrease.		60' Min.	SW Ramp B would need to be realigned. Radii may need to decrease.	
Horizontal Trail Curve Rating	6		1	6		4	24		4	24
					Cost					
Trail [\$80/SY] *		\$302,900.00			\$301,500.00			\$295,400.00		
Ped Signals [\$5000/EA (crossing)] *		\$10,000.00			\$10,000.00			\$0.00		
Flashing Beacon [\$15000/EA (crossing)] *		\$0.00			\$0.00			\$0.00		
MSE Walls [\$60/SF] *		\$990,000.00			\$1,590,000.00			\$2,439,000.00		
Roadway Bridges [\$126/SF] *		\$0.00			\$387,500.00			\$387,500.00		
Pedestrian Bridges [\$126/SF] *		\$804,400.00			\$0.00			\$0.00		
Steel Pedestrian Bridges [\$200/SF] *		\$0.00			\$0.00			\$0.00		
RCB (Underpass Boxes) [\$1400/LF] *		\$0.00			\$123,200.00			\$404,600.00		
Stairs [\$450/SY] *		\$0.00			\$0.00			\$0.00		
Total Cost of Trail, MSE Walls, Structures *		\$2,107,300.00			\$2,412,200.00			\$3,526,500.00		
Cost Difference to At-Grade *		\$574,600.00			\$879,500.00			\$1,993,800.00		
Cost Rating	9		2	18		3	27		7	63

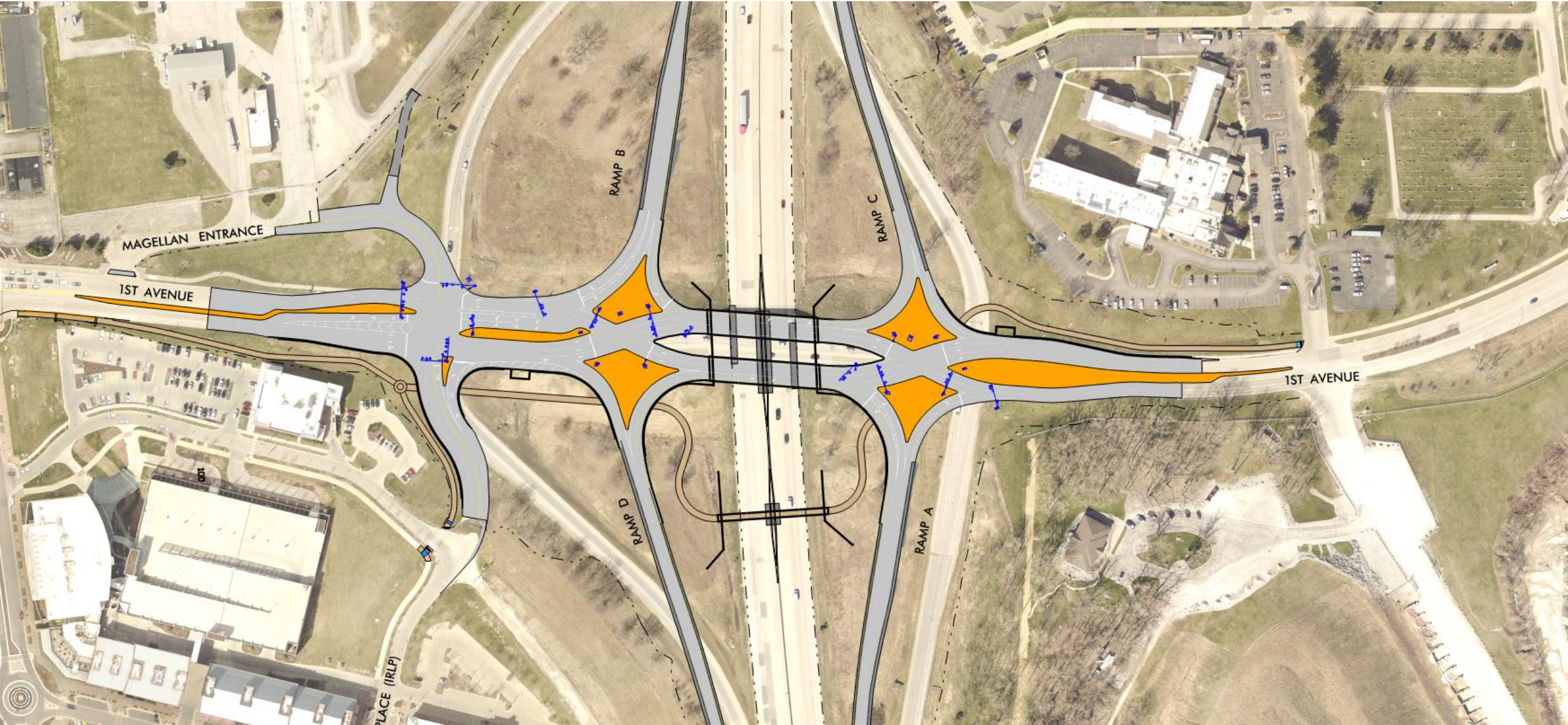
Rating Legend
Range: 1 thru 10
Rating 1 - Preferred
Rating 5 - Acceptable/ Average
Ranking 10 - Undesirable
Score = (Weight Factor) x (Rating)
Weight Factor
Range: 1 thru 9
Rating 1 - Low Importance
Rating 5 - Average Importance
Rating 9 - High Importance



Path Alignment Alternative Analysis



Chosen Path Alignment



Public Involvement

- Coralville and Iowa DOT prioritized Public Involvement
- One-on-one Stakeholder meetings
Ex: The Iowa Bicycle Coalition, residents, businesses, UI
- Virtual Public Meeting held in May 2021

Interchange Improvements at I-80 and 1st Avenue, in Coralville, Johnson County

The Iowa Department of Transportation is requesting public input for proposed improvements to Interstate 80 and right of way needs at the 1st Avenue interchange in Coralville, Johnson County. The proposed improvements include reconstruction of the interchange at Exit 242/1st Avenue in Coralville, on I-80, with a diverging diamond interchange (DDI). The project is anticipated to take place starting Fall 2022. The roadway and bridge work is expected to be completed after two construction seasons, with final trail, landscaping, erosion control, and other related work occurring in the 3rd year.

The project will utilize staged construction, including temporary pavement, so there will be limited brief closures with no planned large disruption of traffic on 1st Avenue or I-80.

An online public meeting is now available to view on the Iowa DOT's Public Involvement webpage: www.iowadot.gov/pim. To view the meeting and related content, click on "Interstate 80 and 1st Avenue, Johnson County" from the list of public involvement events. The online meeting allows you to watch a pre-recorded presentation with information about the project at your own pace and at any time. The Iowa DOT is asking interested parties to take a few minutes to view the information and offer any feedback. If you do not have access to the internet, or need assistance viewing the materials, please contact the DOT representative listed below.

The 1st Avenue shared use path is located on the eastern edge of the City of Coralville starting north of I-80 and running along 1st Avenue across the I-80/1st Avenue interchange. This trail is owned and operated by the City of Coralville and consists of a shared use path crossing I-80, providing access to city trails. The proposed project will reconstruct the current trail along with a new pedestrian bridge. The existing trail will be removed, and construction of new trail may take one to two years to complete. During this time, there will be disruptions to the 1st Avenue shared use side path traffic across the interchange.

The 1st Avenue shared use path has been determined to be a Section 4(f) resource and reconstruction of the trail across the interchange is expected to have a de minimis impact on the resource.

Section 4(f) of the U.S. Department of Transportation Act of 1966 was enacted as a means of protecting publicly owned parks, recreation areas, and wildlife/waterfowl refuges, as well as historic sites of local, state, or national significance from conversion to transportation uses. De minimis impacts are defined as those that, after consideration of any measure(s) to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures), do not adversely affect the activities, features, and attributes of the Section 4(f) resource.

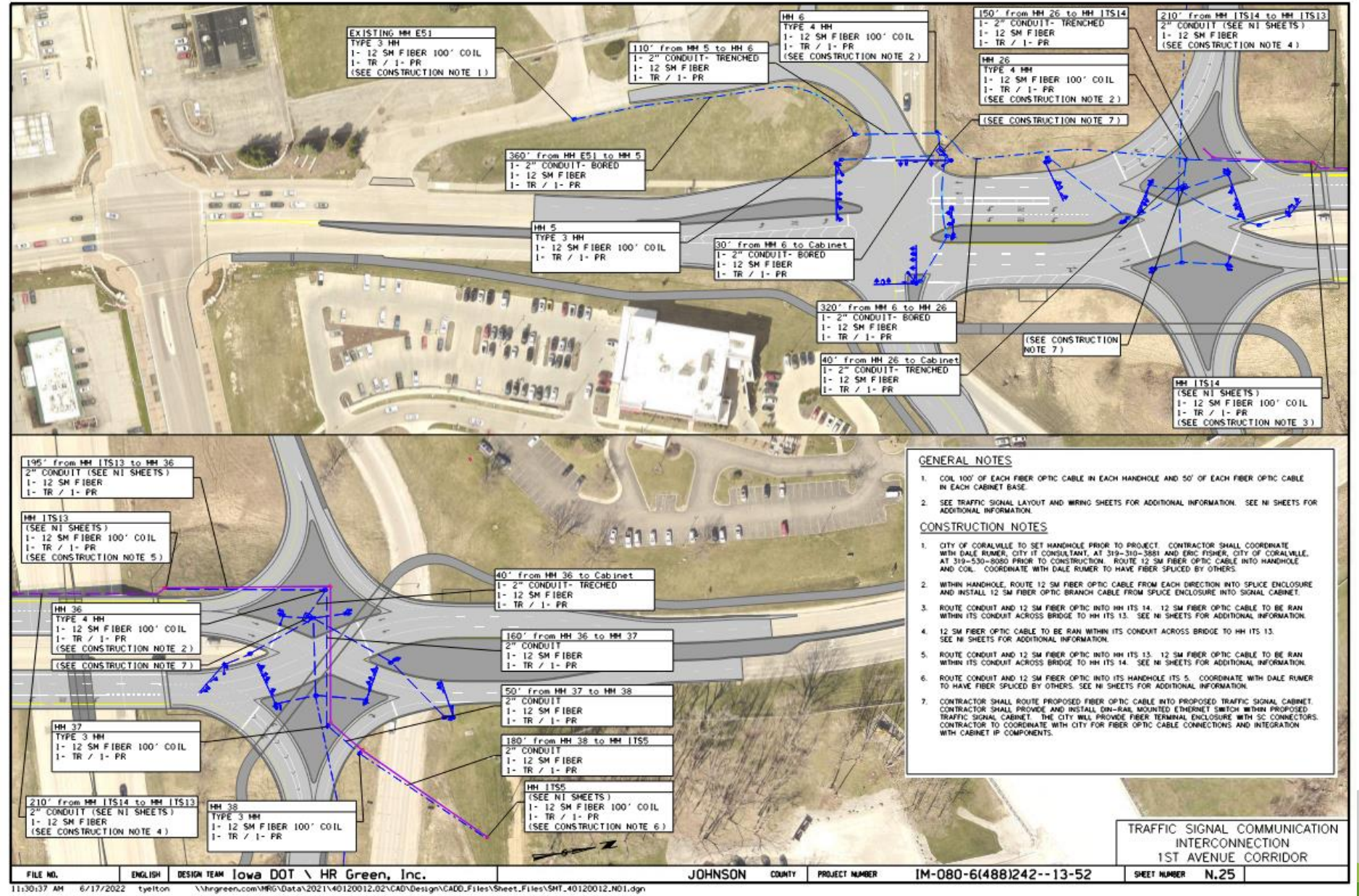
The public is invited to review the impacts of the proposed interchange project on the protected activities, features, and attributes of the trail by contacting Michael Delp (see below).

For general information regarding the proposed work or online public meeting, contact Catherine Cutler, transportation planner, Iowa DOT District 6 Office, 5455 Kirkwood Blvd. SW, Cedar Rapids, Iowa 52404, phone 319-364-0235 or 800-866-4368, email catherine.cutler@iowadot.us. For information regarding impacts to the trail, please contact Michael Delp, NEPA planner, Location & Environment Bureau, 800 Lincoln Way, Ames, Iowa 50010, phone 515-233-7973, email michael.delp@iowadot.us.

Visit the Iowa DOT's project-related public involvement event website at www.iowadot.gov/pim for information about scheduled public meetings and hearings, or to view and offer input on any DOT project using the new "Map Search" feature. Comments and questions regarding the online meeting should be received by May 27, 2021. If you would like to receive future email notifications, or submit a comment or question regarding this project, go to: www.bit.ly/iowadot17061.

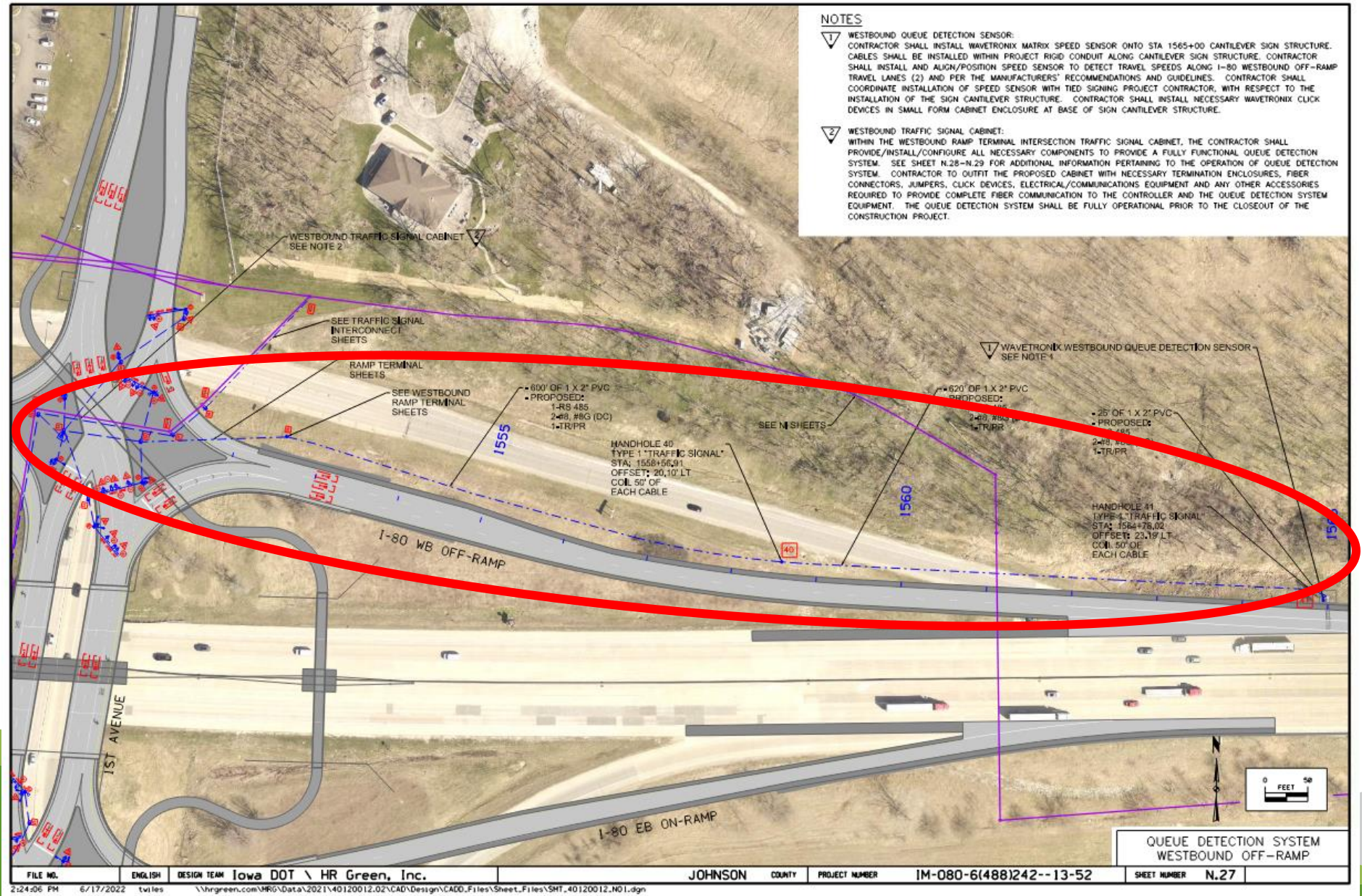
Traffic Design & Operations

- Traffic Signal Interconnect Fiber



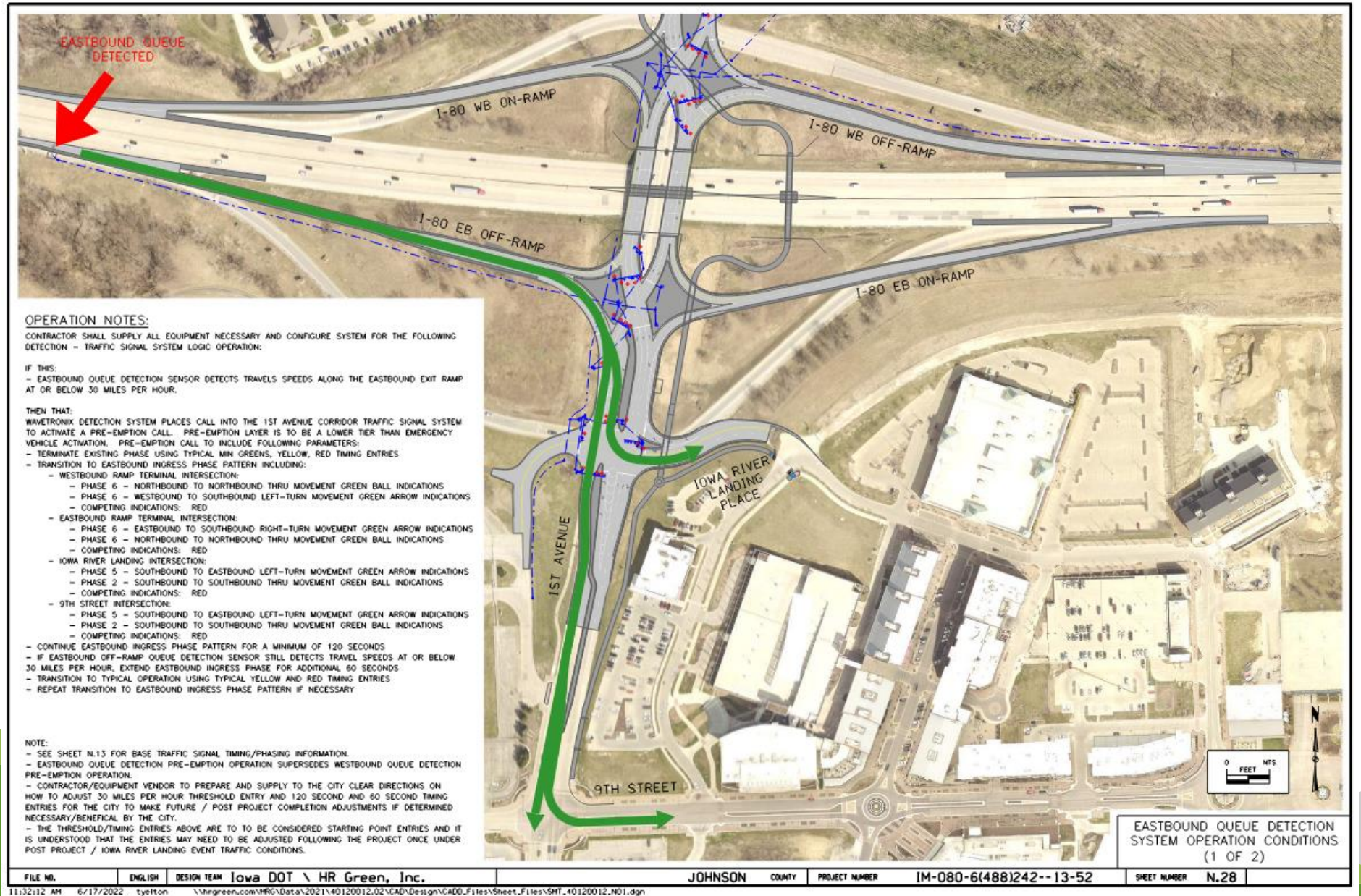
Traffic Design & Operations

- Westbound Off-Ramp Queue Detection Warning System



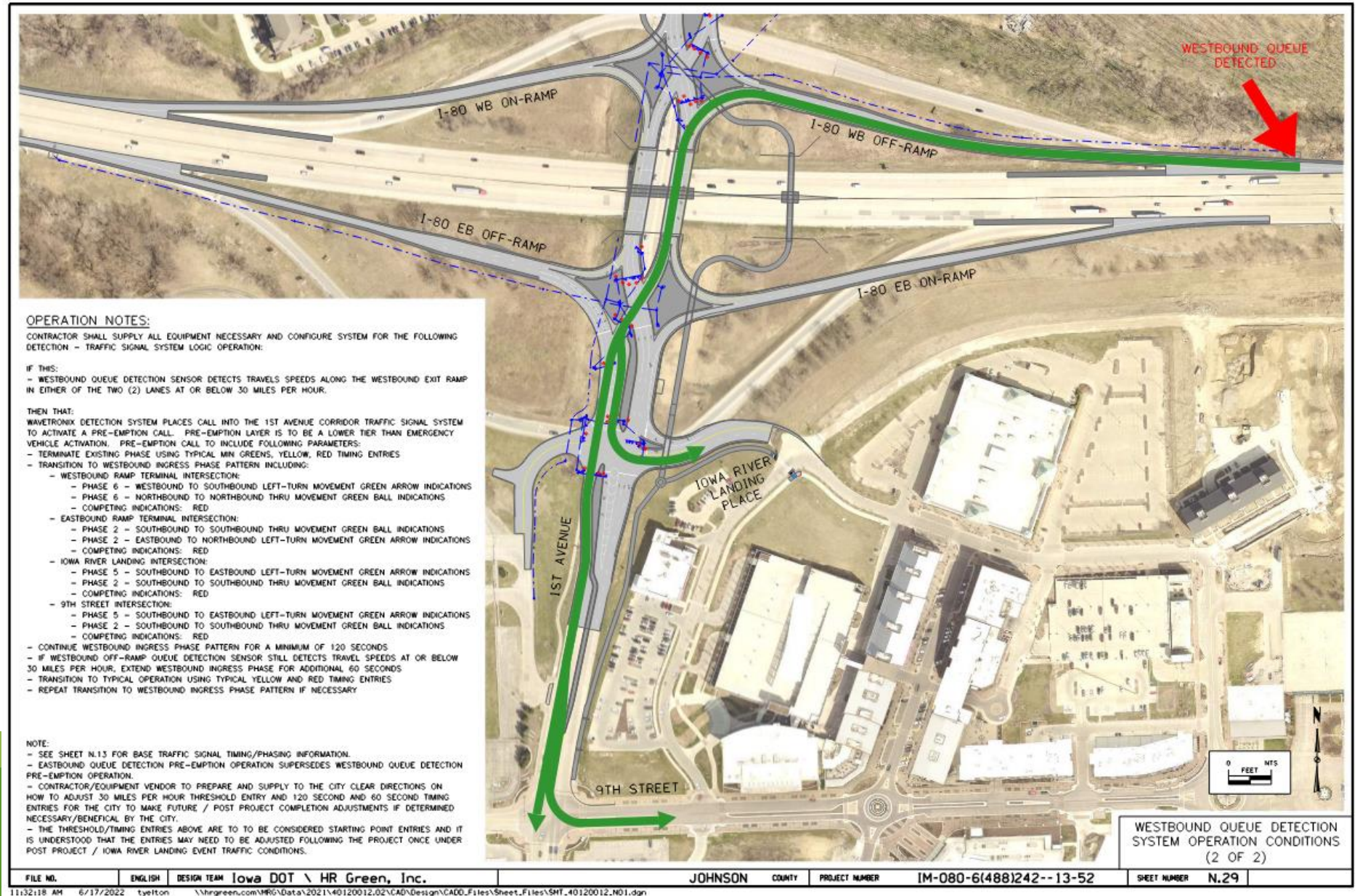
Traffic Design & Operations

- Eastbound Off-Ramp Queue Detection Warning System
- Operation Conditions



Traffic Design & Operations

- Eastbound Off-Ramp Queue Detection Warning System
- Operation Conditions





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Construction

I-80 & 1st Avenue Interchange | Coralville, Iowa

Construction Overview

Project Includes:

- Replacing existing dual roadway bridges and pedestrian bridge over Interstate 80
- Realignment of exit and entrance ramps
- Relocating one ramp terminal intersection with a 6ft. Change in elevation
- Construction crossover intersections at the ramp terminal intersections
- PCI – \$35.6 Million



Limited Space



Pipelines under First Avenue

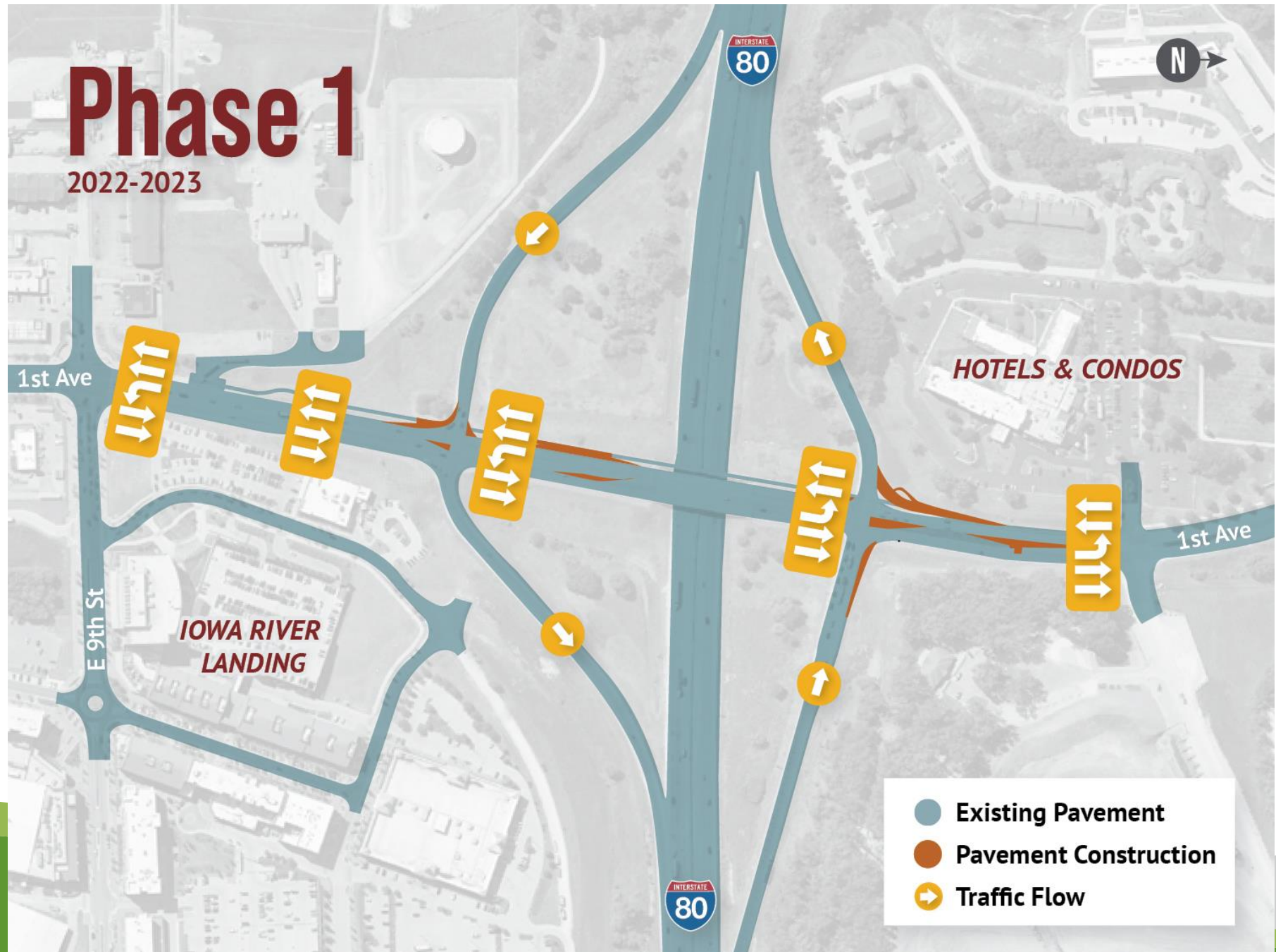


Staging

- Difference in grade between new 1st Ave. and existing bridge.
 - ~ 6 ft higher.



- Phase I
(2022-23)
 - Stripping, clearing and grubbing
 - MSE wall construction
 - Storm sewer construction

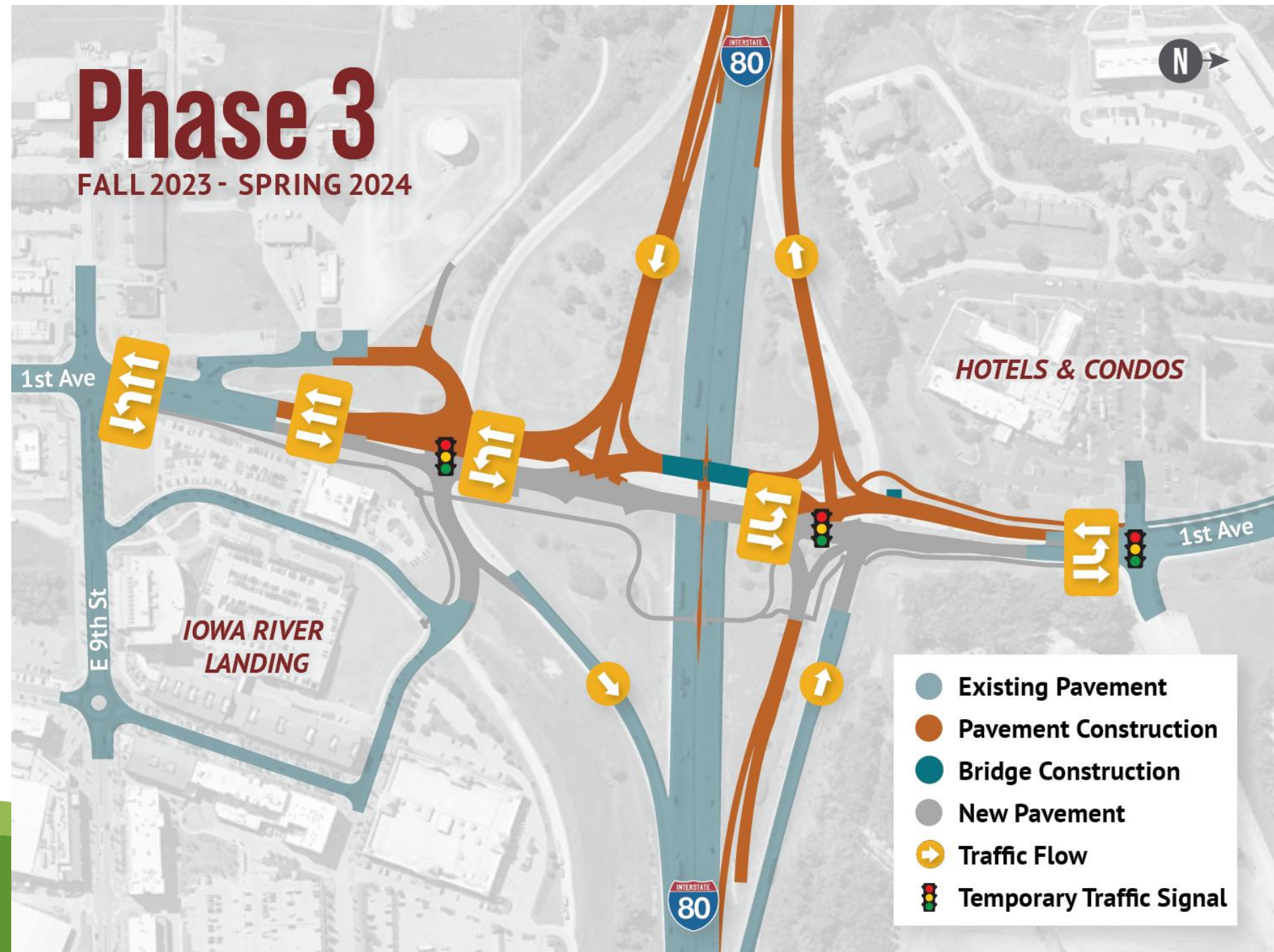


- Phase II
(March 2023-
November 2023)
 - NB 1st Ave bridge demolition
 - Various paving and bridge construction
 - MSE wall and storm sewer construction
 - Ramp and trail construction



- Phase III
(November 2023-April 2024)

- SB 1st Ave bridge demolition
- Various paving and bridge construction
- Interstate exit ramp construction
- MSE wall and storm sewer construction
- Ramp and trail construction



- Phase IV
(Estimated June 2024-
November 2024)

- Final storm sewer construction
- Temporary traffic control removal and permanent control installation
- Temporary pavement removal
- Grading and finishing touches
- I-80 median barrier installation





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Where Are We Now?

- Phase 3, Stage 3
- Milestone: SB 1st Ave. bridge deck and pedestrian bridge deck poured, and traffic shifted
- Phase 3 began 11/14/2023
- Phase 3, Stage 4 around May 10th, 2024
- Phase 4, Stage 1 beginning Mid-June 2024
- All lanes open by end of calendar 2024

Bicycle & Pedestrian Accommodations



Trail Impacts



Trail Impacts



Aesthetic Features



Minimizing Traffic Impacts



Signal Coordination





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Typical Operations Approach

- Tuesday afternoon weekly construction meetings
 - DOT, City, PCI, K&W, Sub Contractors, HR Green
- Ahead of traffic control switches, HR Green provides timing/phasing plans for new Phase/Stage configuration
- Eric Fisher / K&W Electric / HR Green signal timing input
- Traffic Control Switch / Observations
- Iterations to Signal Timing/Phasing Plans
- Continual Observation
- **PRIMARY GOAL – MINIMIZE QUEUING ONTO I-80 MAINLINE**

- Traffic Signals
- Detectors
- MARC Masters
- Zones
- Solo Group
- Agency
- Time of Day
- URL Devices

Signals Masters

✔ **23**
OK

✳ **1**
Exception

! **2**
Operational Failure

✖ **0**
Controller Error

- **6**
Offline / Unknown

📶 **0**
Communication Failure

Traffic Signals

Current Filters (0) (None) Filter: Filter.. Showing 32 of 32

Drag a column header and drop it here to group by that column

Status	Name	Status Text	Plan	Cycle L	Mode	Act. Zone	Rev.	Address	Ex. I	Fault Time	Authority	Fault Reason	Alarms	Poll Time
✖	.10 2nd St. & 1st Ave.	Operation Failure	Free	0	Standby	Internal Standby	5.2.0		Normal	3/21/2023 6:00:00 AM (1)	System Admin	Non-Matching Cycle Length (1)	Local Free (1)	3/21/2023
✖	.11 2nd St. & 6th Ave.	Operation Failure	Free	0	Standby	2nd St -Hwy 6	3.58d		Normal	3/21/2023 3:35:01 PM (1)	Default	Control Mode is (1)	Local Free (1)	3/21/2023
✔	.12 2nd St. & 10th Ave.	Error / Transition	2/2/1	0	Pattern	2nd St -Hwy 6	3.58d		Normal		Default			3/21/2023
✔	.13 2nd St. & 12th Ave.	OK	2/2/1	0	Pattern	2nd St -Hwy 6	3.58d		Normal		Default			3/21/2023
✔	.14 2nd St. & 20th Ave.	OK	2/2/1	0	Pattern	2nd St -Hwy 6	3.58d		Normal		Default			3/21/2023
✔	.15 2nd St. & 22nd Ave.	OK	22	120	Pattern	2nd St -Hwy 6	5.2.0		Normal		Default			3/21/2023
✔	.16 2nd St. & 25th Ave.	OK	22	120	Pattern	2nd St -Hwy 6	5.2.0		Normal		Default			3/21/2023
✔	.17 2nd St. @ Mall #3	OK / Free	Free	0	Standby	InSync	3.58d		Normal		Default		Local Free (1)	3/21/2023
✔	.18 2nd St. & CRA	OK / Free	Free	0	Standby	InSync	5.2.0		Normal		Default		Local Free (1)	3/21/2023
✔	.19 2nd St. & Lowes	OK / Free	Free	0	Standby	InSync	3.58d		Normal		Default		Local Free (1)	3/21/2023
✔	.22 2nd St. & Jones	OK / Free	Free	0	Standby	InSync	5.2.0		Normal		Default		Local Free (1)	3/21/2023
✔	.31 1st Ave & 5th St	OK	37	110	Pattern	1st Ave	5.2.2		Normal		Default			3/21/2023
✔	.32 1st Ave & 6th St	OK	37	110	Pattern	1st Ave	5.2.0		Normal		Default			3/21/2023
✔	.33 1st Ave & 7th	OK	37	110	Pattern	1st Ave	5.2.0		Normal		Default			3/21/2023
✔	.34 1st Ave. & E9th St.	OK	37	110	Pattern	1st Ave	5.2.2		Normal		Default			3/21/2023
✔	.38 1st Ave & EB Ramp	OK	37	110	Pattern	1stAve & 80	5.2.2		Normal		Default			3/21/2023
✔	.39 1st Ave & WB Ramp-P2	OK	37	110	Pattern	1st Ave	5.2.2		Normal		Default			3/21/2023
✔	.40 1st Ave & Quarry Ent	OK	37	110	Pattern	1stAve & 80	5.2.2		Normal		Default			3/21/2023
✖	.42 1st Ave. @ Oakdale	Pending / Offline	-	0	-		3.58d		-		-			-
✔	.51 CRA & Main Mall	OK / Free	Free	0	Standby	InSync	5.2.0		Normal		Default		Local Free (1)	3/21/2023
✔	.52 CRA & Commerce	OK / Free	Free	0	Standby	InSync	5.2.0		Normal		Default		Local Free (1)	3/21/2023
✔	.53 CRA & Heartland Dr.	OK / Free	Free	0	Standby	InSync	5.2.0		Normal		Default		Local Free (1)	3/21/2023
✔	.54 CRA & Oakdale	OK / Free	Free	0	Standby	InSync	5.2.0		Normal		Default		Local Free (1)	3/21/2023
✔	.55 CRA & University Blvd	OK / Free	Free	0	Standby	InSync	5.2.0		Normal		Default		Local Free (1)	3/21/2023

Siemens Tactics 5.2.1



TACTICS 5.2.1

Signals Masters

OK 26 Exception 0 Operational Failure 1 Controller Error 0 Offline / Unknown 6 Communication Failure 0

Traffic Signals

Filter...

- .10 2nd St. & 1st Ave.
- .11 2nd St. & 6th Ave.
- .12 2nd St. & 10th Ave.
- .13 2nd St. & 12th Ave.
- .14 2nd St. & 20th Ave.
- .15 2nd St. & 22nd Ave.
- .16 2nd St. & 25th Ave.
- .17 2nd St. @ Mall #3
- .18 2nd St. & CRA
- .19 2nd St. & Lowes
- .22 2nd St. & Jones
- .31 1st Ave & 5th St
- .32 1st Ave & 6th St
- .33 1st Ave & 7th
- .34 1st Ave. & E9th St.
- .36 1st Ave & NEW EB Off-Ramp

Traffic Signals

Detectors

MARC Masters

Zones

Solo Group

Agency

Time of Day

URL Devices

Traffic Analysis Menu

System Menu

Signals: .36 1st Ave & NEW EB Off-Ramp | Status: .36 1st Ave & NEW EB Off-Ramp | Poll Level: Low

Pattern: Status: Online | Sub: Coord Phase | Mode: System

Actual: 37 | Broadcast: 37 | Adaptive: Off

Current Zone: 1st Ave | Ext Mode: - | Cmd Source: Default

Coordination: Transitioning: | Sync: -

Failure/Fault: None

Extended Status: Spec. Fnc: - | Seq: 1

Stop Time: | Manual Ctrl:

Active Bank: Phase 1 | Priority 1 | Unit 1 | System 1

Failed Det: 0 | Running Priority 0

Phases

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Programmed	0	80	0	30	0	80	0	30								
Split																
Actual		6		33		6										
Veh. Status	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Veh. Timer		GRS				GRS										
Ped. Status	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Ped. Timer																
Phase Next	■	■	■	■	■	■	■	■								
Last Term.				FRC		FRC										

Overlap

Phase Input Detectors

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh. Actuation	■	■	■	■	■	■	■	■								
Veh. Call		■				■										
Ped. Call		N				N										
Hold																
Phase-Omit																
Ped-Omit																
Special Alarm	■	■	■	■	■	■										

PrePri Coord TBC

Pattern: None

Dimming Enabled | Aux Output 1

Detector Reporting | Aux Output 2

Detector Diag | Aux Output 3

Phase Func 1-8

	1	2	3	4	5	6	7	8
Phase Func 1-8	■	■	■	■	■	■	■	■
Phase Func 9-16	■	■	■	■	■	■	■	■
Special Func	■	■	■	■	■	■	■	■

Siemens Tactics 5.2.1



Axis Companion PTZ

- 1st Ave & EB Ramp - 38  
- 1st Ave & Quarry - 40  
- 1st Ave & WB Ramp - 39  
- 1st Avenue & 5th Stre  
- 1st Avenue & 6th Stre  
- 1st Avenue & 7th Stre  
- 1st Avenue & E 9th St  
- Existing Interchange  



Go to Settings to activate Windows.

I-80: SS1686 - I-80 EB @ MM 2- x

511ia.org/electronic-sign/iaopentms*OpenTMS-Sign937320776/@-91.55617,41.68645,16?show=iowaApplIncident,normalCameras,trafficSpeeds,electronicSigns,towingProhibitedReports,we...

IOWA DOT 511 IOWA STATE PATROL

Search Iowa 511 website (e.g. cameras on I-80)

Your 511 List View Help

Layers Legend

Select: Default / None

- Unplanned Traffic Events
- Construction
- Future Construction
- Roadside Cameras
- Waze Reports
- Traffic Speeds
- Message Signs
- Rest Areas

Commercial Vehicles

[Set Default Map View](#)

Map Satellite

Activate Windows
Go to Settings to activate Windows.

Keyboard shortcuts Map data ©2024 Google 100 m Terms Report a map error

Iowa DOT 511 Coordination

Message Sign Displays



I-80: SS1686 - I-80 EB @ MM 241.9

511ia.org/electronic-sign/iaopentms*OpenTMS-Sign937320776/@-91.58048,41.68895,15?show=iowaAppIncident,normalCameras,electronicSigns,winterDriving,towingProhibitedRepo...


IOWA DOT 511 IOWA STATE PATROL

Search Iowa 511 website (e.g. cameras on I-80)

Your 511 List View Help

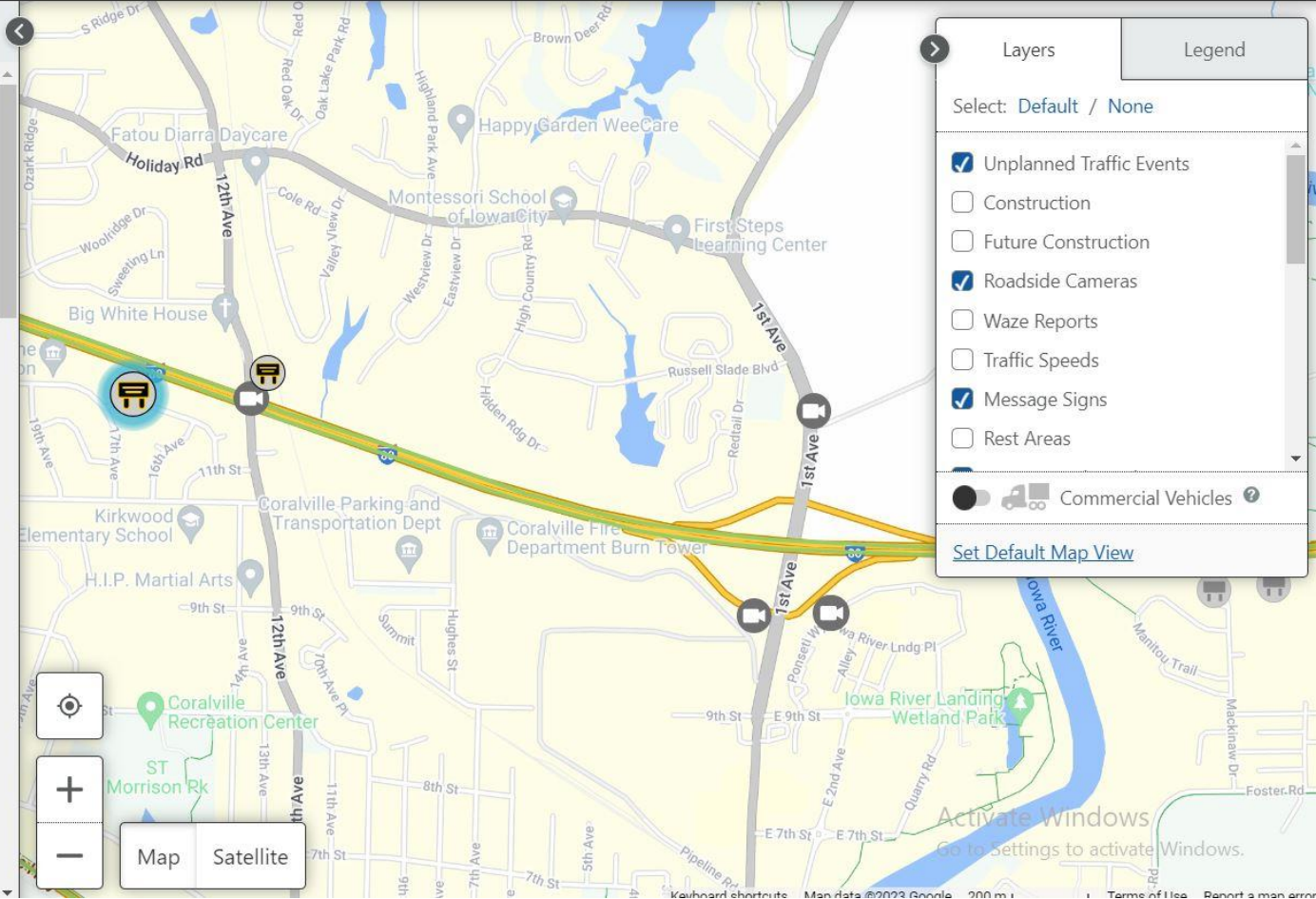
← Clear Details Statewide

I-80: SS1686 - I-80 EB @ MM 241.9



Nearby Info

- IA 1: Seasonal roadway conditions. between Kalona and Iowa City
- IA 1: Seasonal roadway conditions. between Iowa City and 4 miles north of Martelle
- US 6: Seasonal roadway conditions. between 6 miles west of Ladora and Coralville
- US 6: Seasonal roadway conditions. between Coralville and 3 miles east of Wilton



Layers Legend

Select: Default / None

- Unplanned Traffic Events
- Construction
- Future Construction
- Roadside Cameras
- Waze Reports
- Traffic Speeds
- Message Signs
- Rest Areas
- Commercial Vehicles

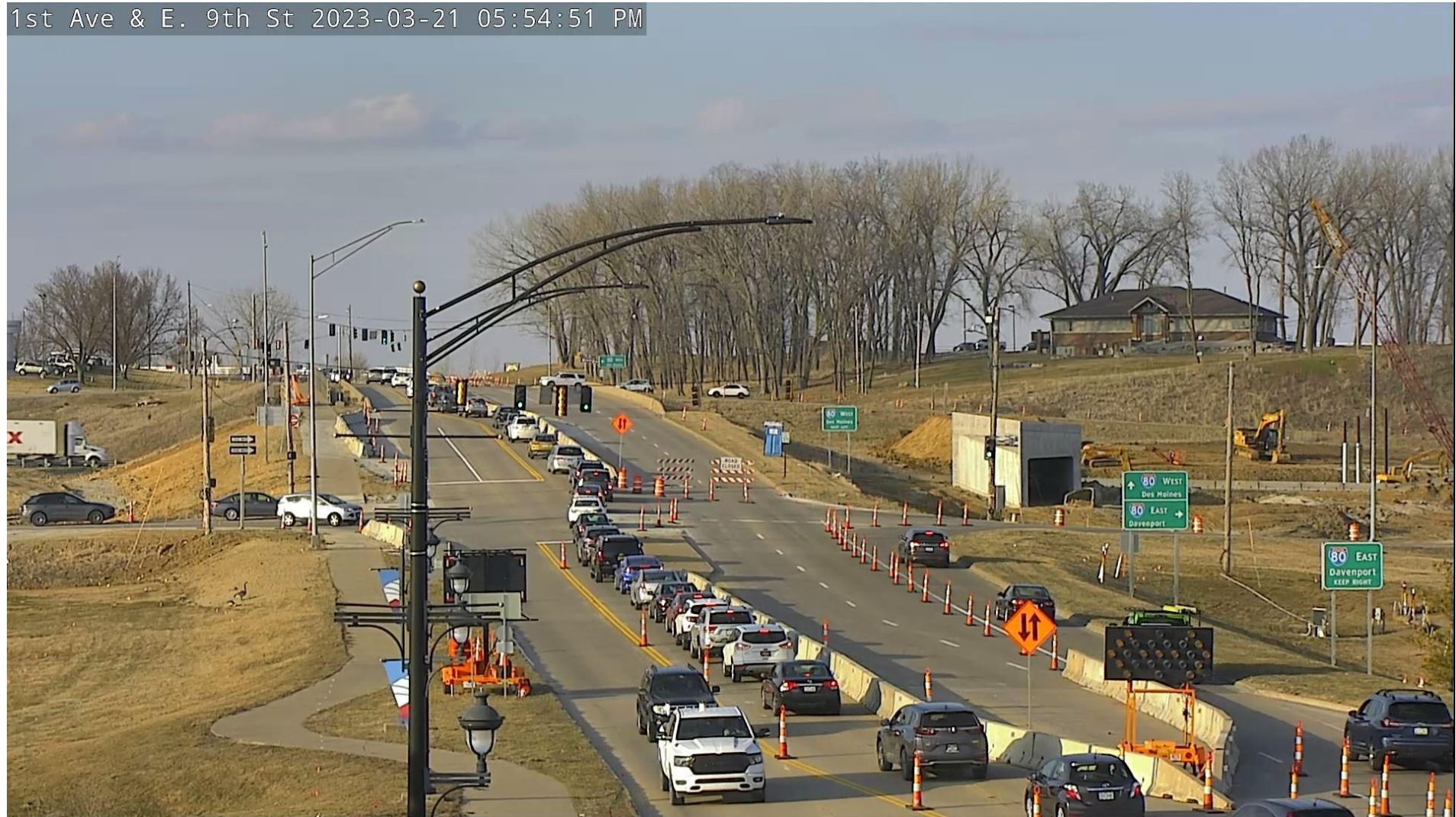
[Set Default Map View](#)

Map Satellite

Iowa DOT 511 Coordination
 Message Sign Displays



1st Ave & E. 9th St 2023-03-21 05:54:51 PM



*Tuesday 3/21/2023 – 5:54 PM
Phase 2 New Switch*

08/22/2023 03:52:35 PM



*Tuesday 8/22/2024 – 3:52 PM
Phase 2 Progress*



Thursday 11/9/2023 – 4:00 PM

Pre Phase 3 Switch

11/13/2023 08:50:15 AM



*Tuesday 11/13/2023 – 8:50 AM
Traffic Control Switch to Phase 3
Note 6' Grade Difference*

11/14/2023 09:30:11 AM



*Tuesday 11/14/2023 – 9:30 AM
Magellen Trucking Terminal
Down during Traffic Control
Switch Day....*

11/14/2023 10:23:17 AM



*Tuesday 11/14/2023 – 10:23 AM
Magellen Trucking Terminal
Down during Traffic Control
Switch Day....*



Tuesday 11/14/2023 – 10:59 AM



*Tuesday 11/14/2023 – 11:25 PM
Advantage of PTZ camera coverage
EB-Off Ramp monitoring*



Tuesday 11/14/2023 – 1:25 PM

*Surprising number of pedestrians/bicyclist
Signal Timing Progression Impacts*

11/14/2023 04:20:10 PM



*Tuesday 11/14/2023 – 4:20 PM
Removal of West Bridge!!*

11/14/2023 04:23:11 PM



*Tuesday 11/14/2023 – 4:23 PM
Advantage of PTZ Coverage*

West I-80 @ Exit 242 (IWZ 3700) 12/22/23 10:52:21



Friday 12/22/2023 – 10:52 AM
Off-Ramp Queueing Primary Focus

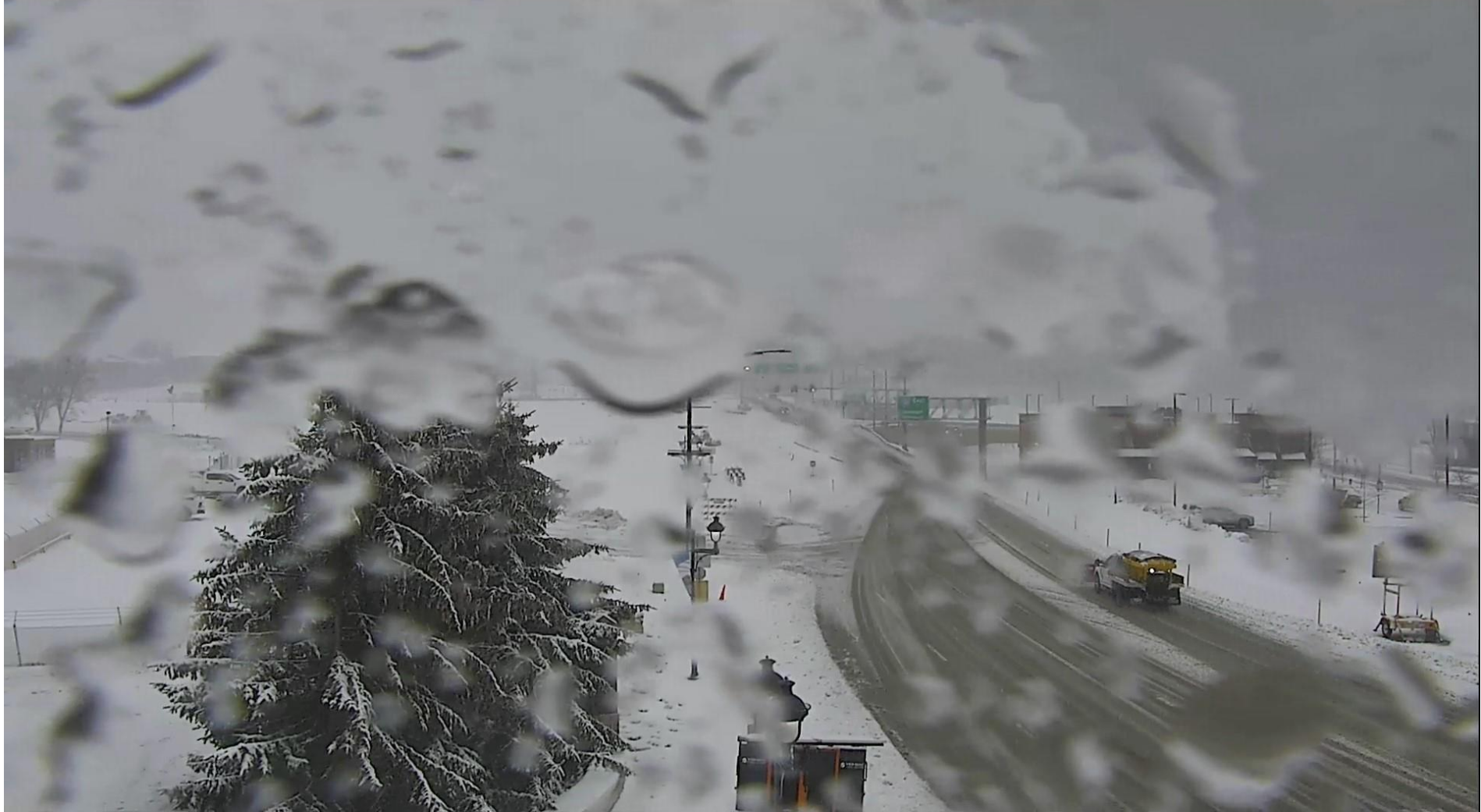
01/09/2024 11:55:15 AM



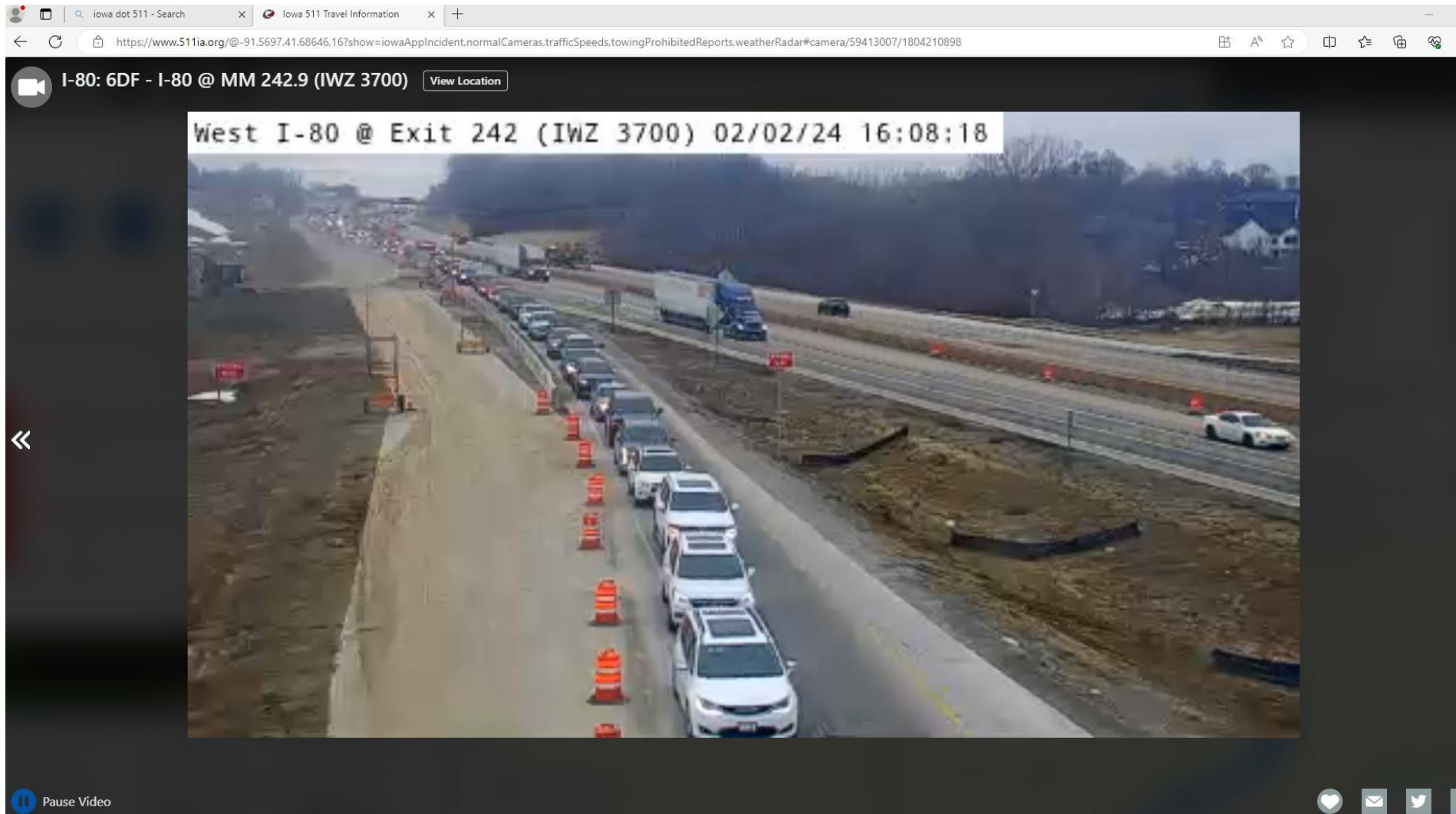
Tuesday 1/9/2024 – 11:55 AM

Weather happens....

01/09/2024 09:42:51 AM



*Tuesday 1/9/2024 – 9:42 AM
Covered cameras when you need them...*



Friday 2/2/2024 – 4:08 PM

Friday – PM Events Trend

State Events at Arena

04/24/2024 04:54:55 PM



Wednesday 4/24/2024 – 4:54 PM

Recent Photo

04/24/2024 04:55:48 PM



Wednesday 4/24/2024 – 4:55 PM

Recent Photo





Communication with Public

Iowa DOT & City of Coralville partner to successfully reach stakeholders:

- Residents
- Commuters
- Businesses
- U of Iowa Community
 - Visitors
 - Athletics
 - Hospitals & Clinics
 - Special Events



Multi-faceted strategy
Media Relations
Online
Social



Keys to Success

- Strong partnership between Coralville, Iowa DOT, consultants, and contractors
- Adaptability to challenges
- Ongoing public conversation during planning, design, and construction
- Planning ahead

I-80 Improvements and Benefits

- Reduced risk to traffic backups onto the interstate
- Grading and bridge clearance for a possible future 4th through lane on I-80
- Aesthetics to complement Iowa River Landing

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Coralville I-80 & 1st Avenue Diverging Diamond Interchange Project



Questions?



Tyler Wiles,
PE, PTOE, LEED-AP
Senior Project Manager
HR Green, Inc.
twiles@hrgreen.com
(515) 657 - 5294



Questions



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Questions



<https://www.youtube.com/watch?v=HZVCvfksFYw>

Safety Considerations



Questions

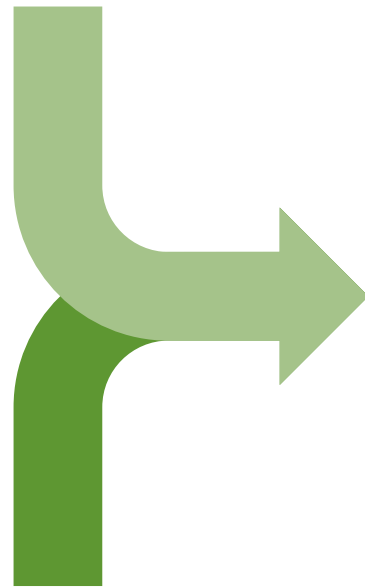


Please contact Tyler Wiles, PE, PTOE, LEED-AP
with any additional questions!

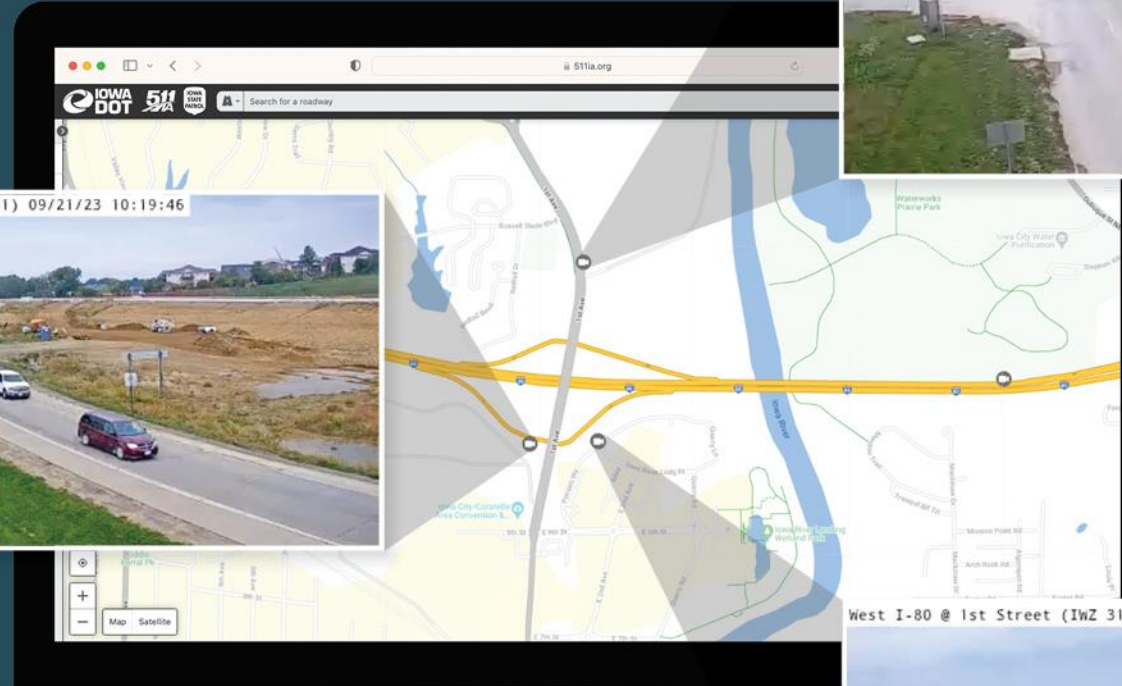
twiles@hrgreen.com

Partners

Work together to apply for BUILD Grant



511 I/A





Materials

LIGHT WEIGHT CONCRETE