



# University Avenue Reconstruction FAQ - Frequently Asked Questions

May 2017

As construction continues on the University Avenue corridor, the following list of frequently asked questions (FAQ's) are intended to provide information about the construction process and the progress of the overall project.

**1) What are the limits of Phase 1, Phase 2, and Phase 3? What are the proposed construction schedules of each phase?**

Phase 1 (Grove Street to McClain Drive): Construction ends in fall 2017

Phase 2 (McClain Drive to Midway Drive): Construction in 2017 and 2018

Phase 3 (Main Street to Grove Street): Construction planned for 2019 or 2020.

[www.cedarfalls-universityaveproject.com/information-center](http://www.cedarfalls-universityaveproject.com/information-center)

**2) Who can I contact if I have construction questions?**

For any construction or project related questions, please contact the following individuals:

Phase 1 – Tyler LeClair: 319-297-2091

Phase 2 – Michael Fahrer: 319-243-2704

**3) Are the contractors under any kind of performance bond to complete the work in a specific time frame?**

All construction projects with the City require a Performance Bond from the contractor to ensure completion. Each construction contract with the City also has a specified number of days allowed for the contractor to complete the work. Rain and other unforeseen delays can impact a completion date.

**4) Where can I find information on the project going forward?**

The project website at [www.cedarfalls-universityaveproject.com](http://www.cedarfalls-universityaveproject.com) is the primary source to keep the public informed with the latest project news, information, and events related to the University Avenue Reconstruction Project. You can find layouts of the project, drone flights of the construction progress, traffic simulations, educational materials and other information. On the website, you can also sign up to be automatically notified when new information is posted onto the project site.

**5) How will I be updated to changes in traffic due to construction?**

The City will send out public notices for major traffic changes during construction. Information will also be posted on the project website and will be sent to individuals that have signed up to receive notifications.

**6) Where can I find information on how to drive and/or walk a roundabout?**

Educational materials are available under the “Information Center” section of the project website. Click here: [www.cedarfalls-universityaveproject.com/information-center](http://www.cedarfalls-universityaveproject.com/information-center)

**7) How much will the project cost?**



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The City's fiscal year 2017-2022 Capital Improvements Plan lists a total of \$42.2 million, which combines University Avenue and a previously separately listed project for University Avenue frontage roads. This was done because both are occurring at the same time. The project estimate increased in early 2016 due to several essential improvements being added, easement and land acquisition costs, and applying the construction bid for Phase 1 to update estimates for the entire project. The City and its design consultant are working to keep the costs down yet complete all necessary improvements for remaining phases.

### **8) Will University Avenue be closed to construct the Phase 2 segment?**

No. As was the case with Phase 1, the project will be constructed under traffic, meaning there will be at least one lane of traffic in each direction during construction.

### **9) Will I have access to my property during Phase 2 construction?**

Yes. As was the case with Phase 1, the goal of the project will be to maintain access to all properties throughout the construction of this project. In isolated circumstances, there exists the possibility of short-term access interruptions for the contractor to complete necessary construction efforts. In these cases, the contractor and/or the City staff will notify and coordinate with property/business owners to best alleviate inconvenience, including completing the work during off-hours, nights or weekends.

### **10) Why is there not a roundabout at Rownd Street?**

Consideration to use a roundabout versus a traffic signal is a case-by-case decision that must take into account elements such as traffic volumes, land use, topography and other characteristics of the corridor. A roundabout was considered at this location but for multiple reasons it was determined to use a traffic signal.

### **11) Why is there not a roundabout at Midway Drive?**

A roundabout was considered at this location. This intersection is located on the border between Cedar Falls and Waterloo and the final decision required mutual agreement from both City's. The decision was made to use a traffic signal after discussions between the City of Cedar Falls and the City of Waterloo determined a traffic signal was the option that best met each community's respective vision for this location.

### **12) Why can't traffic signal be used at University Avenue and Highway 58?**

The University Avenue design considered the traffic operations through the entire corridor. Rebuilding the intersection at Highway 58 as it is now would negatively impact the traffic operations of both the University Avenue corridor and the exit ramps of Highway 58. A group of vehicles leaving a signal at the same time would approach the roundabout at the same time and cause delays. A steady traffic flow, where gaps in traffic develop, work best with roundabouts.

### **13) Who will be responsible for clearing snow from the trail and sidewalks?**

The current City policy is the property owner is responsible for clearing the 5 foot sidewalks and the City is responsible for clearing the 10 foot trail.



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### **14) If there are no traffic signals, how will pedestrians cross University Avenue?**

At intersections with roundabouts, there are designated crosswalks for pedestrians to cross the roadway. Pedestrians need to look for traffic from the left before entering the crosswalk. When there is a sufficient gap in traffic and it is safe to cross, walk through the crosswalk to the splitter island. Before continuing, look for traffic from the right. When there is a sufficient gap in traffic and it is safe, continue through the crosswalk to the other side of the road.

Roundabouts are pedestrian friendly. The splitter islands provide a space for pedestrians in the middle of each crossing. Therefore, pedestrians only need to cross one direction of traffic at a time. The pedestrian crosswalks are set at least one full car length back from the yield line. That way, pedestrians do not have to cross in front of drivers that are looking for their gap in traffic. Experience has shown that the stopped vehicle one car length back from the yield line is more aware of pedestrians.

Vehicle operators should remember to observe all the pedestrian crossing locations because pedestrians always have the right-of-way when they are in the crosswalks. Vehicle operators should never stop in the crosswalk while waiting for their turn at the yield line. Pedestrians should always use the crosswalks; and make sure the vehicle operators see him/her before entering the crosswalk.

Review the “How to Walk a Roundabout” brochure on the project website under the “Information Center” section.

[www.cedarfalls-universityaveproject.com/information-center](http://www.cedarfalls-universityaveproject.com/information-center)

### **15) How does the pedestrian crossing near Dallas Drive work?**

The pedestrian crossing at this location will have signing and flashing lights to indicate to motorists when a pedestrian wants to cross. The pedestrian will push a button to activate the flashing lights and that will signal to motorists to stop for pedestrians crossing the road.

### **16) What about snow removal at roundabouts?**

A number of communities in Iowa and other snowbelt states have installed roundabouts. All have indicated that while there is some initial adjustment in procedures for snowplow crews, roundabouts generally present no major problems for snow removal.

### **17) What should I do when I'm in a roundabout when an emergency vehicle arrives?**

If the roadway in the roundabout is wide enough, vehicle operators should pull as far to the right as possible and allow the emergency vehicle to pass. However, it is generally better to completely clear the intersection and pull off to the side past the roundabout.