

## The Transfer of Jurisdiction

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### **The How?**

The City and the Iowa DOT have been coordinating on the possibility of a TJ over a period of years. McClure facilitated a meeting with the City and the Iowa DOT District 5 staff on November 27<sup>th</sup>, 2018 to further understand the issues and establish a set of action items to work towards the TJ agreement. The meeting established a general timeline and an informal understanding of future steps to successfully complete the TJ process.

**The timing of the TJs will depend primarily on the programming of the US 63 bypass projects in the Statewide Transportation Improvement Program (STIP) by the Iowa DOT and approval from the Iowa Transportation Commission.**

These are as follows:

- Iowa DOT will proceed with the NW US 63 bypass with the understanding that US 63 within the City and Mahaska County jurisdictions will be transferred to the City and County, respectively.
- Currently, the DOT is proposing ROW acquisition starting in FY 2023 followed by Design and Construction in subsequent years for the next Statewide Transportation Improvement Program (STIP).
- District 5 will consider moving ahead with the US 63 SE Connector once the NW Connector is programmed.
- Tentatively, the DOT anticipates that the TJ of US 63 will be tied to the construction of the NW US 63 Connector while the TJ of IA 92 and IA 23 will be tied with the SE connector project development.
- The City of Oskaloosa expressed their commitment and desire to enter in to a Transfer of Jurisdiction (TJ) agreement with the Iowa DOT for all highways within the City limits.
- The main concern of the City is to ensure that the construction of the bypasses does lead to significant reduction in truck traffic that is currently using State and City roads.
- The City has performed a TEAP study and is considering coordinated signal timings along the US 63 and IA 92 corridors. The City will send the proposed information to the DOT for review prior to making changes.
- The City is interested in making structural changes to the Highways through town for traffic calming and discouraging truck traffic. This includes reducing the width of existing IA 92 for a true 2 lane with a center TWTL and a separated bike path, possible roundabouts, etc.

- City will develop a few concepts and preliminary costs at various locations along the highways in coordination with the Iowa DOT District staff to present at the Commission meeting likely to be held sometime in October 2019.
- District Engineer, District 5 expressed willingness to consider speeding up the SE Connector study for an early TJ for IA 92.
- The timing of the TJs will depend primarily on the programming of the projects in the STIP.
- All parties agreed to work in a spirit of partnership and cooperation towards successful programming of the projects and associated TJs.
- District 5 informed the City of willingness to consider a possible 3R project along IA 92 and include restriping the road to a two lane with a center TWTL in FY 2021. District is willing to reimburse the City for the 3R costs if the City wishes to do the project. District will need to know direction City wishes to proceed by early June 2019. District will support requests for TSIP/USTEP funding if requested by the City for improvements.
- District indicated that they would be willing to consider TJ of US 63 and IA 23 at the same time since IA 23 currently terminates at the IA 92 intersection.

#### Action Items:

- City will develop concepts for US63, IA 92 and IA 23
- City will set up a meeting with Commission member(s) and the Mahaska County Development Group to brief them on the vision, the discussions, and convey the willingness of the City and DOT to work in partnership.
- City to develop a presentation with Iowa DOT to present during Commission tour.
- City to coordinate with Mahaska County to include them in future TJ discussions.

#### The Costs

McClure will work with the City to develop concepts for selected intersections subject to the budget limitations under the current contract. McClure will advise the City of the cost to develop these concepts and will submit an addendum if the City wishes to complete the concept work for all locations identified below.

#### Intersection realignment at the north and south end of the city:

- The north end of the City where the proposed by-pass will meet US-63.
- The south end of the City near the existing interchange of IA-163 and US-63.

#### Traffic Calming measures at the east and west end of the City.

- Traffic calming measures at the west side of diamond interchange of IA-92 and IA\_163.
- Traffic calming measures at the intersection of IA-92 and IA-23.

#### Traffic and pedestrian improvements on Market Street.

- Pedestrian improvements for a raised island (median) that will allow for pedestrian refuge at the mid-block crosswalk on Market Street between High Avenue & 1<sup>st</sup> Avenue;
- Improvements at the mid-block crosswalk on Market Street between Sheriff Avenue and Trueblood Avenue (near William Penn University). Improvements (Traffic calming measures) to slow down traffic before approaching this mid-block crosswalk and pedestrian safety improvements at the mid-block crosswalk.
- Improve the separation distance between sidewalk and traffic.

#### Traffic and pedestrian Improvements on A Avenue West

- Sidewalk and recreational trail connectivity on A Avenue West (between North L Street and Gateway Drive)
- Sidewalk connectivity between North L Street and Gateway Drive. The challenge for sidewalk connectivity is caused by the steep grades near the recreational trail underpass south of the intersection of A Avenue & Highway 432.
- Improve the separation distance between sidewalk and traffic.

#### Improvements on 15<sup>th</sup> Avenue East (between Market Street and South 11<sup>th</sup> Street)

- Traffic calming measures on 15<sup>th</sup> Avenue East to restrict truck traffic.
- Sidewalk connectivity on 15<sup>th</sup> Avenue East from Market Street to South 7<sup>th</sup> Street.

The design and construction costs of these improvements will form a basis of negotiations with the Iowa DOT as discussions for the TJ process move ahead. The amount of dollars the City is expected to receive from the Iowa DOT are unknown at this point and beyond the scope of the current contract.