

**City of Dubuque CDBG NDRI Storm Water Improvements: Bee Branch Railroad Culverts, 22nd St./Kaufmann Avenue Storm Sewer Improvements, and 17th St./West Locust Storm Sewer Improvements**

**Status of Funded Activities - Contract #13-NDRI-011**

April 2, 2018

In January 2016, the State was awarded \$95.7 million in Community Development Block Grant National Disaster Resiliency (CDBG NDR) funds. Per the award, the City of Dubuque is to receive funding for storm water infrastructure improvements. In October of 2016, the City entered into a funding contract, Contract #13-NDRI-011 (Contract) with the Iowa Economic Development Authority (IEDA) who is designated to receive, administer, and disburse CDBG-NDR funds. The Contract outlines that the City is to receive \$23.3 million for the Bee Branch Railroad Culverts, 22nd St./Kaufmann Avenue Storm Sewer Improvements, and 17th St./West Locust Storm Sewer Improvements.

Following the July 2011 storms, the City of Dubuque received reports of damage to 200+ homes concentrated in the Bee Branch Watershed flood prone area. Impacts included flooded basements, collapsed foundations, destroyed furnaces and water heaters, and other structural damages. Substantiating data includes city records of calls to pump flooded homes, as well as records of calls for volunteer assistance. The flood prone properties include census tracts 1, 4, 5, 6, and 11.02, representing about 35% of Dubuque's population. Approximately 69% of the people in the flood-prone, at-risk area are at less than 80% median income. This is where the most vulnerable populations live, and the areas most impacted by 2011 flooding. While Dubuque did receive aid, the City has Unmet Recovery Needs that have not been addressed by federal, state, or other sources. The 2011 rainstorm overwhelmed and damaged Dubuque's storm sewer system tasked with conveying floodwaters. The damaged portion of the system, twin 10-foot wide by 11-foot high pipes, occurred where the storm sewer system outlets into the Bee Branch Creek just south of Garfield Avenue, where the sewer crosses under an active Canadian Pacific railroad yard. The 20-foot end section of the storm sewer partially collapsed. Repaired to its pre-disaster condition, the system remains inadequate to handle even storms that are much smaller than the 2011 event. Dubuque's unmet infrastructure needs include three storm water infrastructure projects to safely convey water through, and prevent flood damage to, the "most impacted and most distressed" area of the Bee Branch Watershed, thus meeting one of the HUD national objectives for the CDBG program.

The Contract outlines a budget of \$23,100,000 for the infrastructure improvements and \$193,253.00 for costs associated with administering the grant. Of that, \$35,663.00 was expended and reimbursed to the City as "pre-agreement" administrative expenses. Thus, the remaining budget for administering the infrastructure grant is \$157,500.00. Per the Contract, the City will contribute an additional \$21,600,000 for the improvements as local, Direct Leverage. This is being done through a State Revolving Fund (SRF) loan specifically for the Bee Branch Railroad Culvert Improvements, state sales tax increment through the State Flood Mitigation Program, and local stormwater management utility fees.

**PROJECT STATUS**  
as of March 20, 2018

The City of Dubuque contracted with ECIA for grant administration assistance. The status of administrative expenses is as follows:

<b>Expenses - Administration</b>	<b>Expended to Date</b>	<b>Budget Remaining</b>	<b>Total</b>
Grant Administrator - City Staff	\$29,437.96	\$85,287.04	\$114,725.00
Environmental General Infrastructure	\$17,163.10	\$25,611.90	\$42,775.00
<b>Total</b>	<b>\$46,601.06</b>	<b>\$110,898.94</b>	<b>\$157,500.00</b>

The Bee Branch Railroad Culvert Infrastructure Improvements will augment the storm sewer drainage system damaged in July 2011 that currently conveys storm water through the Canadian Pacific railroad yard at 506 Garfield Avenue. The improvement involves the installation of six 8-foot-diameter culverts using tunneling methods approximately 165 feet through Canadian Pacific Railroad right-of-way to a proposed junction box. It also includes the construction of five 12-foot wide by 10-foot high box storm sewers from the proposed junction box 200 feet north toward Garfield Avenue and the Upper Bee Branch Creek.

The City contracted with Strand to design the improvements. Section 106 environmental clearance has been granted. The City has contracted with Ahlers and Cooney to assist with the acquisition of easements. Title searches have been completed and appraisals have been ordered. Some of the easements are being sought from Canadian Pacific Railway (CPR). A City delegation met with CPR officials to discuss the design of the improvements. CPR must approve the design as a prerequisite to issuing easements. The status of funded expenses related to the Bee Branch Railroad Culvert Infrastructure Improvements is as follows:

<b>Railroad Culverts</b>	<b>Expended to Date</b>	<b>Budget Remaining</b>	<b>Total</b>
Misc.	\$3.04	\$996.96	\$1,000.00
City Staff	\$39,399.28	\$57,039.72	\$96,439.00
Right of Way	\$0.00	\$300,000.00	\$300,000.00
ECIA	\$0.00	\$30,561.00	\$30,561.00
Engineering Design/Survey	\$486,910.00	\$595,090.00	\$1,082,000.00
Legal	\$4,718.61	\$245,281.39	\$250,000.00
Construction	\$0.00	\$7,240,000.00	\$7,240,000.00
<b>Totals</b>	<b>\$531,030.93</b>	<b>\$8,468,969.07</b>	<b>\$9,000,000.00</b>

The 22<sup>nd</sup> St./Kaufmann Avenue Storm Sewer Improvements will provide for a storm sewer designed to handle the 25-year storm and street that will pass the 100-year storm through the Kaufmann Avenue corridor and down 22<sup>nd</sup> Street to Elm Street. High-capacity inlets and up to an

additional 80 standard single-grate inlets will be provided to drain the floodwaters into the proposed box culvert storm sewer. The project requires the reconstruction of the street and the relocation of existing underground utilities along the right-of-way.

The City contracted with IIW Engineers to design the improvements along 22<sup>nd</sup> Street from Elm Street through Central Avenue and up Kaufmann Avenue to Kane Street. The entire length has been surveyed and developed to a preliminary design level. Due to the length of the project, the improvements are being constructed through multiple contracts.

The first segment includes improvements between Elm Street and Central Avenue. The final construction plans have been completed. Section 106 environmental clearance was granted and the City has begun obtaining voluntary easements on properties adjacent to the City right-of-way. The City initiated the public bidding process in March of 2018.

The status of funded expenses related to the 22<sup>nd</sup> St./Kaufmann Avenue Storm Sewer Improvements is as follows:

<b>22nd Street Storm Sewer</b>	<b>Expended to Date</b>	<b>Budget Remaining</b>	<b>Total</b>
Misc.	\$664.79	\$335.21	\$1,000.00
City Staff	\$47,145.99	\$75,982.46	\$123,128.45
ECIA	\$0.00	\$31,000.00	\$31,000.00
Legal	\$0.00	\$100,000.00	\$100,000.00
Engineering Design/Survey	\$639,444.28	\$184,769.27	\$824,213.55
Construction		\$10,420,658.00	\$10,420,658.00
<b>Total</b>	<b>\$687,255.06</b>	<b>\$10,812,409.73</b>	<b>\$11,500,000.00</b>

The 17<sup>th</sup> St./West Locust Storm Sewer Improvements will provide for a storm sewer designed to handle the 25-year storm and street that will pass the 100-year storm along W. Locust Street, down 17<sup>th</sup> Street, under the railroad tracks on Pine Street, to the Bee Branch Creek. The storm sewer under the railroad tracks must be designed to carry the floodwaters from 100-year storm as the railroad tracks on Pine Street act as a dam and will not allow floodwaters to flow overland into the Bee Branch Creek. A combination of high-capacity inlets and standard single grate inlets will be provided to drain the floodwaters into the proposed box culvert storm sewer. The project requires the re-construction of the street and the relocation of existing underground utilities along the right-of-way.

The City contracted with IIW Engineers to design the improvements along 17<sup>th</sup> Street from the Bee Branch Creek to W. Locust Street and up W. Locust Street to Rosedale Avenue. The entire length has been surveyed. Due to the length of the project, the improvements are being constructed through multiple contracts.

Construction of the first segment, from Pine Street to Elm Street, was completed in the fall of 2017. It involved the installation of a large box culvert under the roadway and large, high-

capacity inlets to drain the street. The second segment, from Elm Street to Heeb Street, is at a 90% design. The status of funded expenses related to the 17<sup>th</sup> St./West Locust Storm Sewer Improvements is as follows:

<b>17th Street Storm Sewer</b>	<b>Expended to Date</b>	<b>Budget</b>	
		<b>Remaining</b>	<b>Total</b>
Misc.	\$900.56	\$4,099.44	\$5,000.00
City Staff	\$67,063.76	\$36,936.24	\$104,000.00
ECIA	\$1,557.60	\$13,442.40	\$15,000.00
Legal	\$20,153.07	\$29,846.93	\$50,000.00
Engineering Design/Survey	\$818,954.63	\$512,401.37	\$1,331,356.00
Construction	\$726,615.57	\$368,028.43	\$1,094,644.00
<b>Total</b>	<b>\$1,635,245.19</b>	<b>\$964,754.81</b>	<b>\$2,600,000.00</b>

In addition to the HUD CDBG National Disaster Resilience Grant funding, per the Contract, the City has committed to \$21,600,000 for the improvements as local, Direct Leverage. This is being done through a State Revolving Fund (SRF) loan specifically for the Bee Branch Railroad Culvert Improvements, state sales tax increment through the State Flood Mitigation Program, and local stormwater management utility fees. The status of funded expenses related to these funding sources is as follows:

<b>Other Funding</b>	<b>Expended to Date</b>	<b>Budget</b>	
		<b>Remaining</b>	<b>Total</b>
SRF Railroad - (Railroad Culverts)	\$63,452.81	\$10,124,297.19	\$10,187,750.00
Sales Tax Increment - (22nd Street)	\$0.00	\$3,900,000.00	\$3,900,000.00
Storm Water Utility - (17th Street)	\$0.00	\$1,300,000.00	\$1,300,000.00
Sales Tax Increment - (17th Street)	\$439,069.64	\$6,941,930.36	\$7,381,000.00
<b>Total</b>	<b>\$502,522.45</b>	<b>\$22,266,227.55</b>	<b>\$22,768,750.00</b>