City Engineer Report December 31, 2013

2012 SIDEWALK REHABILITATION:

Preliminary assessments have been calculated and notices to affected property owners have been mailed. The contract for the assessment project was awarded to Curtis Contracting of Ely, Iowa. The contract is now in hand.

2013 SIDEWALK REHABILITATION:

Repairs by the property owners are continuing with work on street corners occurring where necessary to accommodate resident repairs.

U.S. HIGHWAY 30 CORRIDOR IMPROVEMENTS:

The entire project is now open to through traffic. Finish grading and seeding on the Iowa Highway 1 intersection will be accomplished in the spring of 2014. Temporary erosion control measures are in place for the winter season in this area. Local survey control has been located by City staff and "as built" utility structure locations will be surveyed by City staff and updated on the GIS utility maps.

EIGHTH AVENUE QUIET ZONE:

Correspondence continues with UPRR and Quiet Zone technologies with the goal of filing a notice of intent for a quiet zone and track crossing improvements for a full concrete plank crossing including pedestrian accommodations within UPRR right of way.

IOWA HIGHWAY 1 H.M.A. RESURFACING PROJECT

The IDOT will be opening bids in January 2014 for the Hot Mix Asphalt (HMA) pavement resurfacing for Iowa Highway 1 through Mount Vernon. The project will consist of full depth patching, existing pavement milling, and HMA resurfacing. Construction will occur in the summer of 2014.

U.S. HIGHWAY 30 BYPASS

Snyder and Associates are in the process of preparing plans for the U.S. Highway 30 Mount Vernon – Lisbon Bypass. Preliminary plans and design centerline alignment geometrics have been provided by the design engineer and City staff has transferred GIS coordinates into Iowa State Plane North coordinates and drafted onto a City Map.

COMPREHENSIVE PLAN

Maps and infrastructure information have been provided to Chad Sands to aid with the development of a Mount Vernon Comprehensive Plan update. This information includes the proposed U.S. Highway 30 alignment.

CITY MAP UPDATES

City Zoning and Utility maps in both GIS and CAD are being updated to show recent city infrastructure work. City utility locations from the Eighth Avenue reconstruction project have been surveyed in the field and the GIS maps have been updated. Once the utility locations been surveyed and downloaded, they will also be added to the City GIS maps.

STRUCTURE REPLACEMENT PROGRAM

Every year the City has a contractor remove and replace designated sanitary and storm structures. This year a larger number of structures (14) have been designated for replacement. A list with locations has been tabulated and will be sent out to Contractors.

STREET PROJECTS:

SEVENTH STREET FROM EIGHTH Ave. NW TO FIFTH Ave. NW

The scope of the project design is:

Complete removal of the existing seal coat surface and P.C.C. curb & gutter

Core out existing natural subbase, compact, construct and construct a 6" drainable granular sub-base with longitudinal subdrain.

Replace existing 4" CIP Watermain with a new 8" PVC watermain, valves, and fire hydrants.

Construct a new P.C.C. pavement with full 6" curb & gutter

Sidewalk replacement that is necessary due to grade adjustment and intersection replacement will be included in the project. Necessary sidewalk repairs not generated from this project will be left to the property owners.

Council decisions that need to be made are:

7" Thick pavement or 8" thick pavement

Pavement width:

24' width (Existing)
28' width (Normal Local Street)
31' width (Arterial and Collector)

FIFTH Ave. NW FROM FIRST St. W TO EIGHTH St. NW

The existing pavement is most P.C.C. concrete, most likely 6" thick on natural sub-grade. Although the pavement from First St. to Second St. is generally structurally sound, cracking displacement and spawlling have decreased the level of service to a marginal or poor condition. An asphalt (HMA) overlay could economically bring the pavement surface to a much more acceptable level of service and extend existing pavement service life while avoiding the cost and headaches of a full depth reconstruction.

The remaining pavement is in need of patching and curb repair prior to cracking, seating and HMA overlay.

The proposed scope of the project design is:

New 6" PVC watermain installed longitudinally in the "parking area"

Storm and sanitary structure replacement where necessary

Full depth patching where needed

Cracking and seating the entire area of the P.C.C. pavement except the curb & gutter

2" to 3" Asphalt (HMA) overlay on engineering fabric

THIRD Ave. NW FROM FIRST St. W TO SEVENTH St. NW

The existing pavement is most P.C.C. concrete, most likely 6" thick on natural sub-grade. The pavement is generally structurally sound, cracking, displacement, pop outs and spawlling have decreased the level of service to a marginal condition. An asphalt (HMA) overlay could economically bring the pavement surface to a much more acceptable level of service and extend existing pavement service life while avoiding the cost and headaches of a full depth reconstruction.

Storm structure replacement where necessary

Full depth patching where needed

Cracking and seating the entire area of the P.C.C. pavement except the curb & gutter

2" to 3" Asphalt (HMA) overlay on engineering fabric