City of Hiawatha

Engineering Department

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To: Mayor and City Council **Date: March 20, 2019**

From: John Bender PE, City Engineer

Re: March 2019

Description: Engineering Department Report

- Working with Public Works on various projects.
- Working with the Community Development Department to review building site plans, final plats, and rezoning requests. Projects under way include the Todd Hills 1st Addition, Sherman Square 9th, Sherman 10th Addition, Dave Wright Expansion, Pecks Landing, and several new commercial site plans.
- We are now have the Village Center engineering design contract approved and have started the work on the extension of "A" Avenue to serve the Oakbrook redeveloped property. The snow storms have slowed the survey phase, but we can now move forward with data collection. We are now looking at the trees that need removed that are in the proposed road ROW. The schedule is to construct this project in 2019.
- We approved a contract with Shive Hattery engineers to start the design work for the new signal at Center Point Road and Willman Street. The staff review of the design has determined that the new signal layout should utilize the "2 signal pole" concept, with mast arms located on only northeast corner and the southwest corner of the intersection. This design will have less impact on any utilities in the area. However, all the existing brick sidewalks and trail no longer meet the current ADA standards. We are now looking at expanding the project to remove and replace the existing crosswalks and sidewalks required to be rebuilt due to the new signal bases and wiring. For that reason, it appears to make sense to replace the entire intersection with new colored concrete and comply with the current ADA specifications. This will increase the construction cost of the project from approximately $200,000 to approximately $450,000. These additional costs have been anticipated and are available with LOST funds. We also want to proceed with ordering the signal poles and mast arms as this material delivery can be as much as 20 weeks. We need to put a quote package together to have the suppliers provide us a price to manufacture the poles.
- The section of Center Point Road between Blair's Ferry Road and Clark Street was resurfaced in 2003. The large traffic volume has taken a toll on the street condition, as we have always anticipated adding

a new surface in this area as the last improvement to the entire Center Point Road corridor. As we consider the large redevelopment projects that are scheduled along this corridor in the next few years, we feel the final stage of Center Point improvements completed would be a benefit to the area. We currently have projects that have been constructed under budget which provides us with capital improvements dollars available to use on other anticipated projects. This will allow us to accelerate the construction schedule of a project of this type. This harsh winter has added several new areas of cracks and potholes on Center Point Road that need repaired. A recent study of the Hiawatha streets by Iowa State University identified the street condition in this area as fair at best. We feel conducting an engineering study on this area to determine the best repair solution would be a good idea at this time. Unused funds from other projects could be used for this construction.

- The sanitary sewer extension project on the east side of Edgewood Road approximately 2000 feet south of Hunt Road and the replacement of the Mitchell drive pressure line will restart this week as the weather improves. Maxwell Construction from Iowa City has the work completed on Mitchell Drive and will start work on Edgewood Road in the next few days. The completion date for the entire project is this spring.

- We have approved a contract with Anderson Bogert Engineers to start the study of railroad crossing "quiet zones" on Center Point Road, Emmons Street, and possibly Blair's Ferry Road. We need to develop a "letter of intent" for these proposed improvements that allow the trains to eliminate the horn warnings at these crossings. We now have a kickoff meeting scheduled for April 22nd with the IDOT, railroad, and the City of Cedar Rapids to start the process of making application for the quiet zone.

- We are moving ahead with the Robins Road Planning Study for the area between the new intersection at Center Point Road and Boyson Road. Our consultant, Bolton Menk of Cedar Rapids, held the 3rd steering committee meeting March 5th. The 4th steering committee meeting is scheduled for April 2nd and the final open house scheduled for the first part of May. The information regarding new concept proposals can be found on the Hiawatha website at www.hiawatha-iowa.com/news/robinsroadstudy.

- The Metropolitan Planning Organization has finalized the Tower Terrace Roadway Corridor Management Study with the full policy Board scheduled to discuss this month. Each agency will be approving the study as a guide to move forward with the planning of this important transportation corridor.

- The new Tower Terrace Interchange design is moving forward. This project is scheduled to start construction in fiscal year 2021. The environmental document for the project has been approved and the recently completed Interchange Justification Report (IJR) has been reviewed and sent to the Federal Highway Administration for approval. The Iowa DOT held the required public hearing on this project February 28, 2019 at the Hiawatha Community Center. Staff attended a field review of the preliminary interchange plans on March 5th. The schedule to submit the preliminary plans of the Tower Terrace Interchange, the new I-380 6-lane project, and the Boyson Road Interchange project is early June. More information can be found at: www.iowadot.gov/pim .

- City Council approved moving forward with Snyder and Associates as the design consultants for the environmental study/NEPA study /preliminary and final design of the City's approximately 2000 feet of Tower Terrace Road reconstruction. We are now in the process to negotiate a scope, schedule, and fee contract in order to proceed with the project. We had planned an agenda item this week to approve moving forward with Snyder and Associates contract. We are not at that stage yet. The main reason is City staff asked for a conference call with the DOT staff and our consultant to receive a final

determination of the possibility of using SWAP funds for our section of Tower Terrace as well as the section west of the new interchange in Cedar Rapids. By using SWAP funds, our level of effort to completed the environment, and archeological and historical reviews will be reduced along with a significant time savings. **Good news**, we just received approval last week that SWAP funds can be used instead of federal funds. Because of that delay, we have not had sufficient time to develop the scope for the design contract.

I am sure there are other projects I failed to include in the report, but feel free to contact me with questions at any time.