

Proposed street projects  
for FYE 2019 and FYE  
2020 including projected  
balances for Road Use  
Tax Fund

2018-2023  
City of  
Camanche  
Street  
Projects

Andrew S. Kida – City Administrator  
Mark Hilgendorf – Public Works Director

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# 2018-2020 City of Camanche Street Project Proposal

Trevor Willis – Mayor

City Council

Dave Bowman

Brent Brightman

Marty Schnoor

Paul Varner – Mayor Pro Tem

Danny Weller

Andrew S. Kida - City Administrator

Mark Hilgendorf – Public Works Director

Submitted August 7, 2018

Updated November 3, 2020

Recently, Mark Hilgendorf and I toured the City to assess the condition of streets. We have developed a two year plan of attack. Our current Road Use Tax (RUT) fund is carrying a large balance. Some of that is due to the delayed work from last fiscal year. Some other of the funds are committed to a project we just approved. We still have a large balance to appropriate. I have developed this proposal based off of our assessment of street conditions as we drove them. There may be some other streets to address in the near future, but this plan is only for the two years. Other streets which may need attention can go into the next plan, which should be a five year plan.

The current balance in RUT cash \$748,126. The following projects are yet to be paid.

9<sup>th</sup> Ave \$99,304

7<sup>th</sup> Ave \$54,409

15<sup>th</sup> PI \$58,826

Blackhawk Ln \$21,560

Scott Ct \$13,843

16<sup>th</sup> PI \$31,314

Milling \$40,770

Manhole Adjustments \$4,200

Total yet to be paid is \$324,226

Balance = **\$423,900**

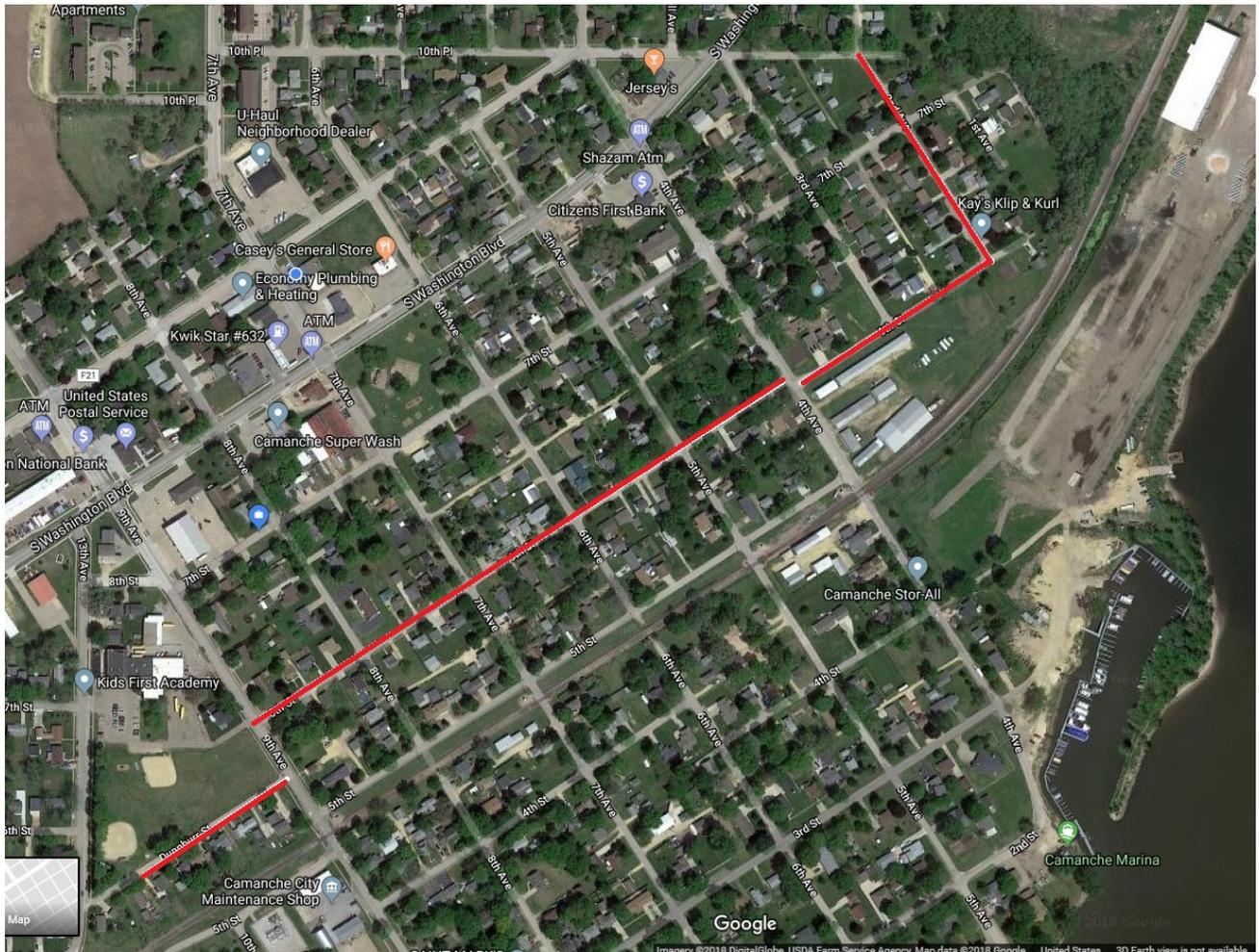
This 2 year plan will allow for funds to accumulate for complete accomplishment of the plan as well as have enough RUT funding for variables that may pop up along the way. It is important to note that these numbers are estimates based off of previous data. The purpose of this plan is to provide guidance as to what roads are on the agenda for the next two years, and how we anticipate the ability to fund these projects. We currently receive a little over \$46,400 per month in RUT on average (past 2 years). For estimating purposes, I've rounded it down to \$45,000 per year which comes out to about \$540,000 per year. \$30,000 per year is set for maintenance, leaving a balance of \$510,000 per year for these projects. This makes the base number for the purposes of this project as monthly revenues of \$42,500 for RUT. The plan builds in a final balance of \$212,267, which is about a 15% contingency if the figures vary from projection. We have already received our July 2018 payment of \$42,420. Over the next two years, the projected total balance in RUT is \$1,401,480 through June 2020.

Work for Phase 1 can begin right away. It is possible that we could get this done in the Fall as the funding is currently available. If we end up doing it in the Spring, we will have plenty of excess funds in RUT. The proposal for phase 1 is as follows:

# Phase 1

Resurface:

## Phase 1 Part 1

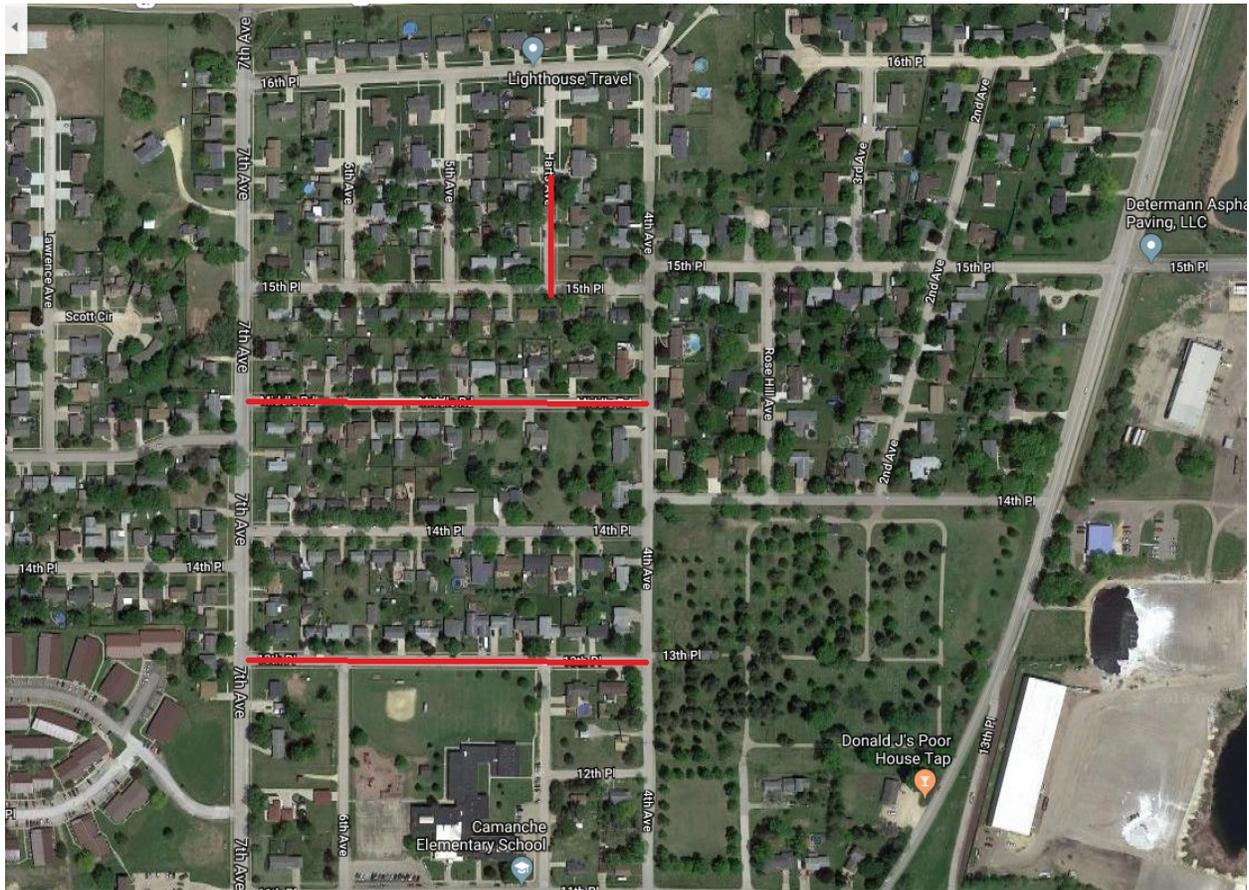


2<sup>nd</sup> Ave from 10<sup>th</sup> place to 6<sup>th</sup> St = 500' = \$26,000 (Completed)

6<sup>th</sup> St from 2<sup>nd</sup> Ave to 9<sup>th</sup> Ave = 2,476 = \$126,276 (Completed)

Dunburr = 500' = \$26,000 (Completed)

## Phase 1 Part 2



Middle Rd East side of 7<sup>th</sup> Ave pave other half = 570' = \$27,000 (Completed)

13<sup>th</sup> Place East side of 7<sup>th</sup> Ave pave other half = 570' = \$27,000 (Completed)

Harts Ave = 270' = \$14,000 (Completed)

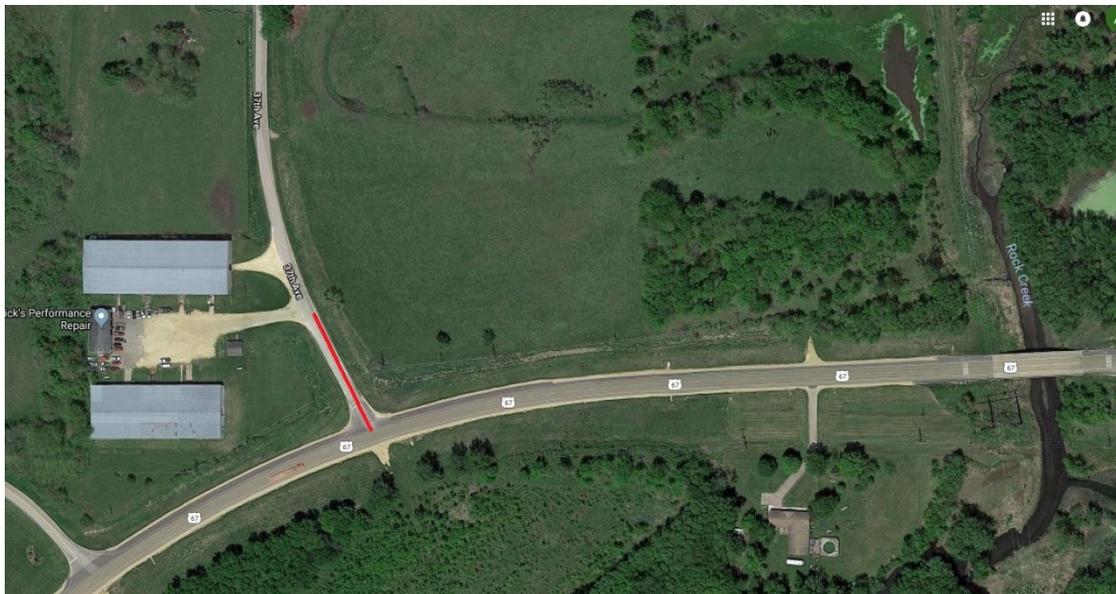
**Phase 1 Part 3**



15<sup>th</sup> Ave South of tracks = 415' = \$25,000 (Completed)

Brion PI = 794' = \$41,000 (Completed)

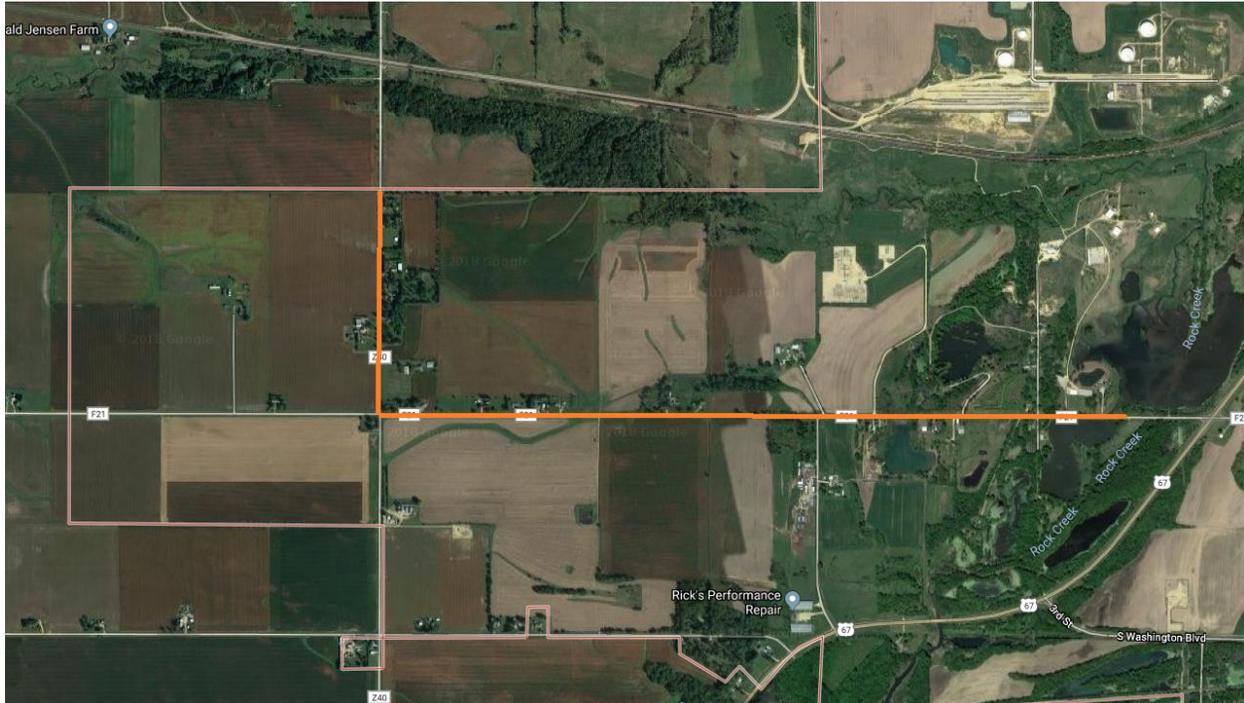
**Phase 1 Part 4**



37<sup>th</sup> Ave entry = 100' = \$10,000 (Completed)

Resurface Estimate total = \$322,276

## **Tar & Chip**



9<sup>th</sup> St (country area) from bridge to 49<sup>th</sup> Ave = 1.7 mi = 8,796' = \$55,776 (Partially completed from bridge to 31<sup>st</sup> Ave. Flood related damages with FEMA funding assisting the overall cost)

49<sup>th</sup> Ave from 9<sup>th</sup> St to City Limits = 2,662' = \$25,054 (Amended. Patch work on compromised asphalt areas)

Tar & Chip estimate total = \$68,748

## **Crack Seal:**

4<sup>th</sup> St 13<sup>th</sup> Ave to 15<sup>th</sup> Ave

Anthony

37<sup>th</sup> Ave after entry to 9<sup>th</sup> St

2<sup>nd</sup> Ave from 14<sup>th</sup> St to 16<sup>th</sup> St

3<sup>rd</sup> Ave from 14<sup>th</sup> St to 16<sup>th</sup> St

Rosehill

4<sup>th</sup> Ave from 14<sup>th</sup> St to 16<sup>th</sup> St (Completed)

11<sup>th</sup> Pl by school (gravel along shoulder areas) (ongoing maintenance)

14<sup>th</sup> PI from 7<sup>th</sup> Ave to Hiawatha

Woods Ave from Middle to 16<sup>th</sup> St

Middle Rd from 7<sup>th</sup> Ave to 19<sup>th</sup> Ave (Completed)

Projected estimate: \$15,000

**Phase 1 total cost estimate = \$418,106**

**Proposed RUT balance after Phase 1 (Fall) = \$133,294**

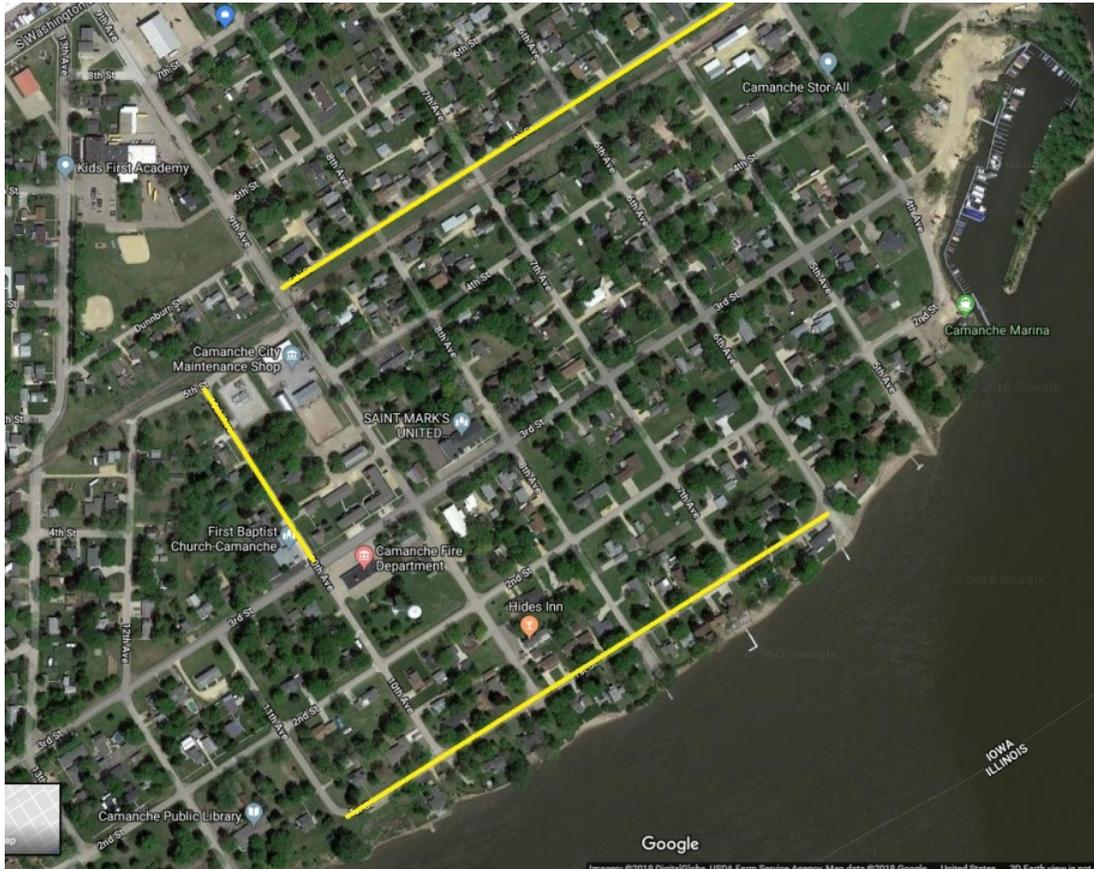
This number assumes 3 more months of RUT revenues and a payout for these projects in October.

**Proposed RUT balance after Phase 1 (Spring) = \$473,294**

This number reflects an additional 8 months of projected RUT revenues and the work being finished by June 2019.

# Phase 2 (All Resurface Projects)

## Phase 2 Part 1



1<sup>st</sup> St from 6<sup>th</sup> Ave to 11<sup>th</sup> Ave (when construction of homes are complete) = 1,800ft = \$90,000

5<sup>th</sup> St from 4<sup>th</sup> Ave to 9<sup>th</sup> Ave = 1790' = \$91,290

10<sup>th</sup> Ave from 5<sup>th</sup> St to 3<sup>rd</sup> St = 657' = \$33,507

**\*Amendment to Phase 2 of the Street Improvement Plan**

REMOVE: 1<sup>st</sup> St from 6<sup>th</sup> Ave to 11<sup>th</sup> Ave (when construction of homes are complete) = 1,800ft = \$90,000

REMOVE: 10<sup>th</sup> Ave from 5<sup>th</sup> St to 3<sup>rd</sup> St = \$33,000

ADD: 9<sup>th</sup> Ave from 3<sup>rd</sup> Street to the North side approach to the Canadian Pacific rail crossing to include drainage tile on the westerly side of 7<sup>th</sup> Avenue. Water drainage near the community center and the mobile sanitary receptacle has been a regular problem since the addition of the fire department driveway at the community center. Estimate for this project is \$76,000

**Phase 2 Part 2**



7<sup>th</sup> St. : 8<sup>th</sup> Ave to 7<sup>th</sup> Ave + 5<sup>th</sup> Ave to Lum Park = 2,208' = \$112,608

4<sup>th</sup> Ave from RR Tracks to 3<sup>rd</sup> St = 1,053' = \$54,000

### Phase 2 Part 3



5<sup>th</sup> St from Washington Blvd to 16<sup>th</sup> Ave = 653' = \$33,304

Total estimate Phase 2 = \$367,709\* (Amended to reflect removal of 1<sup>st</sup> Street, 10<sup>th</sup> Ave and addition of 9<sup>th</sup> Ave)

Proposed RUT balance after Phase 2 (Fall 2019 if Love's road not needed) = \$303,809\*

\*Adjusted to actual = \$280,732 (September)

Proposed RUT balance after Phase 2 (Spring 2020 if Love's road needed) = \$166,585

It is important to note that if the Love's plan doesn't require the additional access, then there will be a \$375,000 surplus in the RUT by the Spring. That would mean we commit to Phase 2 in the Fall of 2019 and add some work to be performed in the Spring of 2020.

There are some other considerations for this project.

- 1) These numbers are based on projections off of previous work. There are also variables at play with figures like this as the amount can change based on the number of manholes to repair, drive accesses to surface, and other variable road issues to repair once the base is uncovered.
- 2) ~~We are still in discussions with a development that may require adding a road. We would be applying for a RISE grant on such a road, but due to the nature of the jobs being added, we would only have a 50% grant. The projection on that project is about \$750,000 in total.~~
- 3) We also need to have Approximately \$75,000 for the 9<sup>th</sup> Ave project in July of 2020. We received a \$305,000 award from RPA for that project. It is payable in FY2021 which means it will be ready in July of 2020.

Projected RUT funds May of 2020 = \$500,000

Projected balance RUT after Phase 2 as amended = \$132,291

We are proposing the placement out for bid for Phase 1 of this project right away. This will require amending the budget, but we will be amending the budget already due to the 7<sup>th</sup> Ave and 9<sup>th</sup> Ave project delays into the current fiscal year. Phase 2 can go out for bid next year depending on the status of the Love's project.

Phase 1 can go out for bid immediately. The bid process takes a minimum of 14 days and it will request all work be completed by November 15, 2018. If the bids are in by August 22, then the bids can be awarded at the first council meeting in September, or we can have a special council meeting strictly for the bid opening in late August, which would provide the winning contractor additional time to schedule the project.

Thank you for your consideration of these projects. We consider them to be very beneficial to the future of Camanche.

Respectfully,

Andrew S. Kida  
City Administrator

Mark Hilgendorf  
Public Works Director

## Phase 2 Amendment:

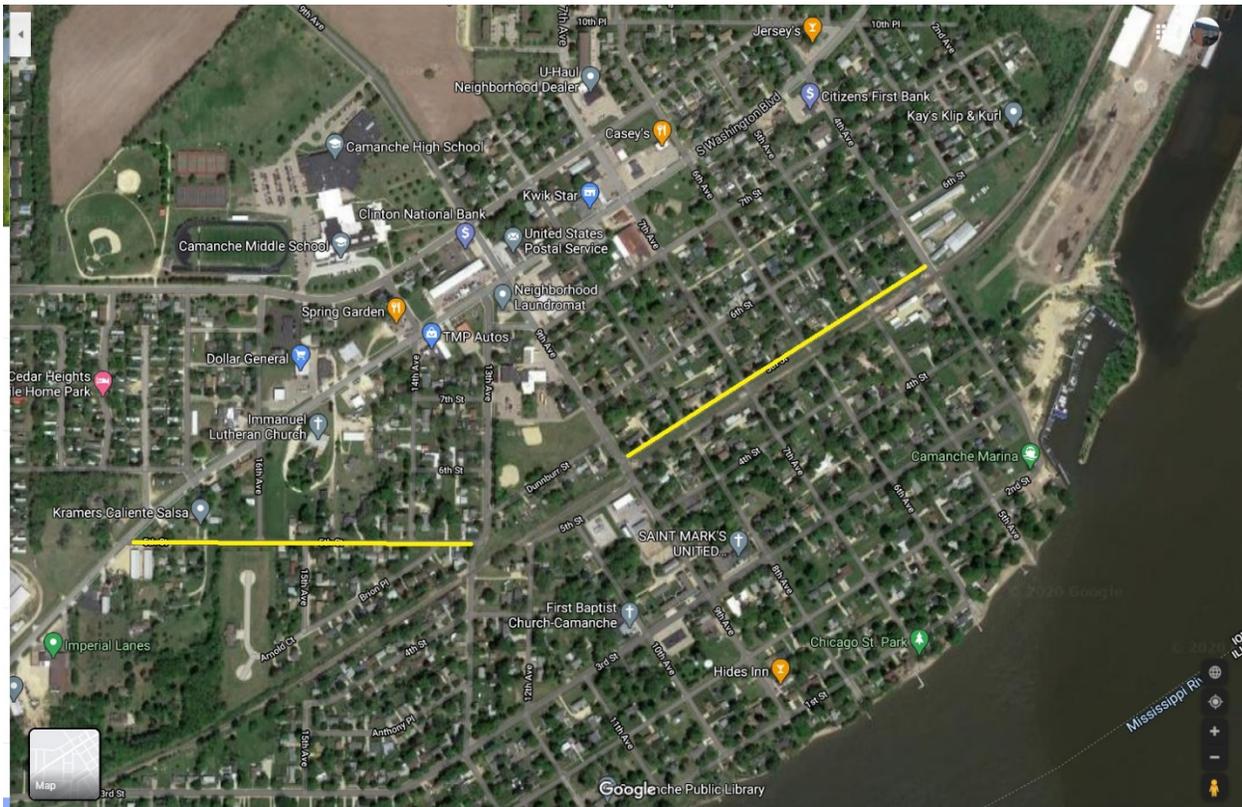
Removing 5<sup>th</sup> Street from Phase 2 and moving it to Phase 3 prevents the overuse of the RUTF and keeps it at a more comfortable balance at the end of the year. In its place, we suggest the following work be performed:

10<sup>th</sup> Place from Washington Blvd to 7<sup>th</sup> Ave Estimate: \$54,000

## Phase 3

### 5<sup>th</sup> Street Repave

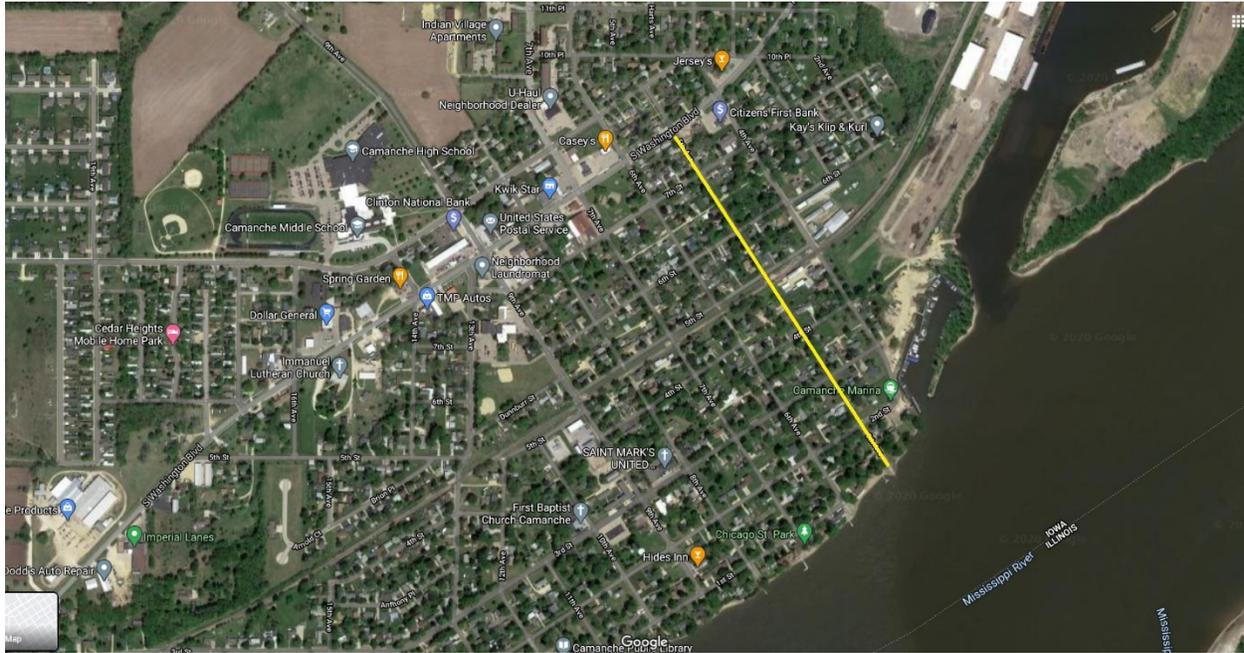
This will include the portion of 5<sup>th</sup> Street, which is removed from Phase 2. Added will be the remainder of 5<sup>th</sup> Street. This improvement impacts 27 residences with direct access to their homes from 5<sup>th</sup> Street. On portion omitted is the area between 9<sup>th</sup> Avenue and 12<sup>th</sup> Avenue. There are no service points for residences on this stretch and the condition does not warrant resurfacing.



Approximate length of improvements = 3,500 linear feet.

Estimate cost \$178,500 – Source (RUT)

## 5<sup>th</sup> Avenue Repave and Repair



Repave 5<sup>th</sup> Ave from the boat ramp to the train tracks. Repair and crack seal portions of 5<sup>th</sup> Ave from 5<sup>th</sup> Street to Washington Blvd.

Estimated cost \$76,000 repaving \$6,000 patch and crack seal.

Source funding: RUT



Additional consideration for this project includes storm water drainage and utilities. There are two fire hydrants and one catch basin in the area which may need to be moved. Also in consideration is the attention to storm water collection and disbursement. This would include the potential installation of culverts and drainage tile.

Funding sources:

1st Street repaving: \$92,000 – RUT

Bike Path Addition: \$110,000 – Trails grant 80/20 (\$88,000 trails / \$22,000 GF)

**Total Phase 3**

RUT: \$346,000

Alternate Sources: \$88,000

#### Phase 4:

This phase will see a large portion of the Capital Improvement Plan enacted with work to be performed on 9<sup>th</sup> Street. The projection for this project is FYE2023

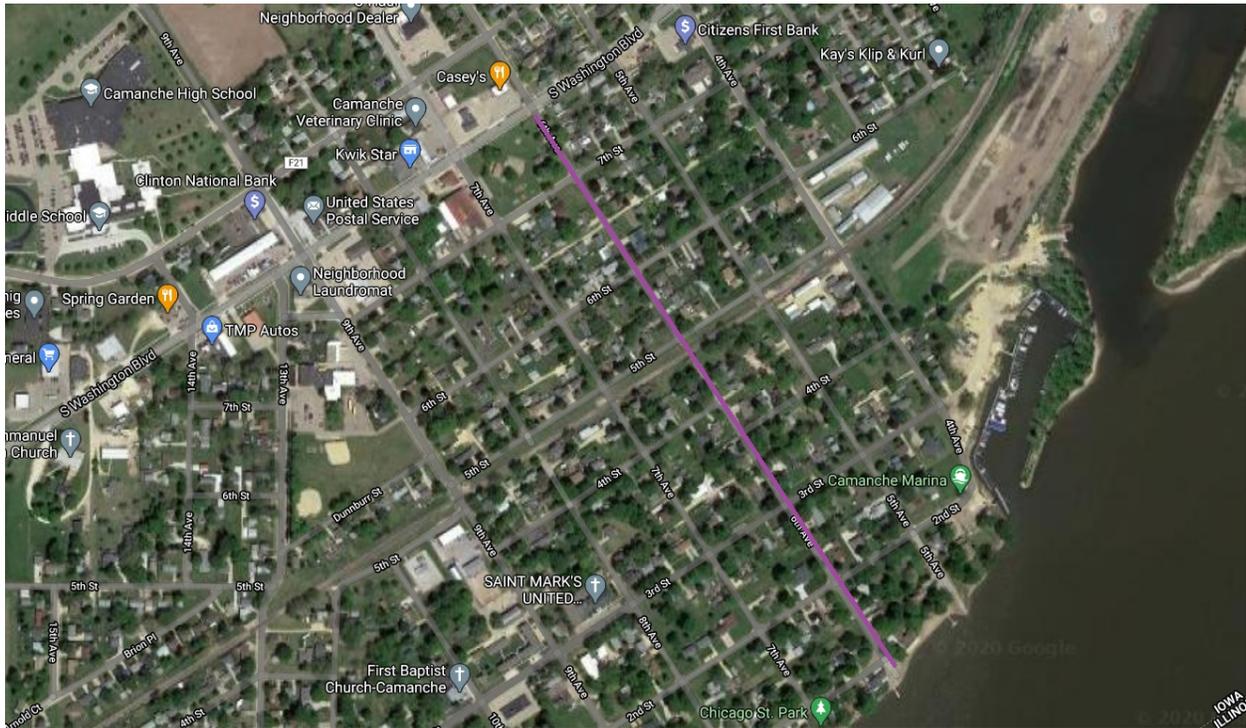


The estimate for this project is \$1,821,550. Source funding will include a bond issuance for individual portions of the project similar to the method used to improve Washington Blvd. The funds can come from RUTF or General Fund obligations. Should the City enact a storm water utility, the portions of the debt incurred by expenses for that project can be borrowed against the storm water utility revenues.

Erosion & Traffic Control	\$20,000
Pavement Removal	\$76,000
Excavation Class 10	\$95,000
Storm Sewer Pipe	\$288,000
Storm Sewer Inlets	\$130,200
Modified Subbase	\$60,000
8" PCC Pavement with C&G	\$415,000
6" PCC Driveways	\$31,350
Mobilization	\$110,000
Contingency 10%	\$123,000
Inflation	\$108,000
Preliminary Engineering	\$146,000
10%	
Construction Engineering	\$219,000
15%	

A request for funding from the RPA will be submitted in March of 2021. The maximum amount of funding from RPA is \$310,000.

## 6th Avenue



Similar to the 5<sup>th</sup> Avenue project, 6<sup>th</sup> Ave will consist of repaving from the CP line to 1<sup>st</sup> Street. The portions of 6<sup>th</sup> Ave from the CP line to Washington Blvd will perform well with crack sealing and small repair areas.

Estimated resurfacing cost: \$76,500

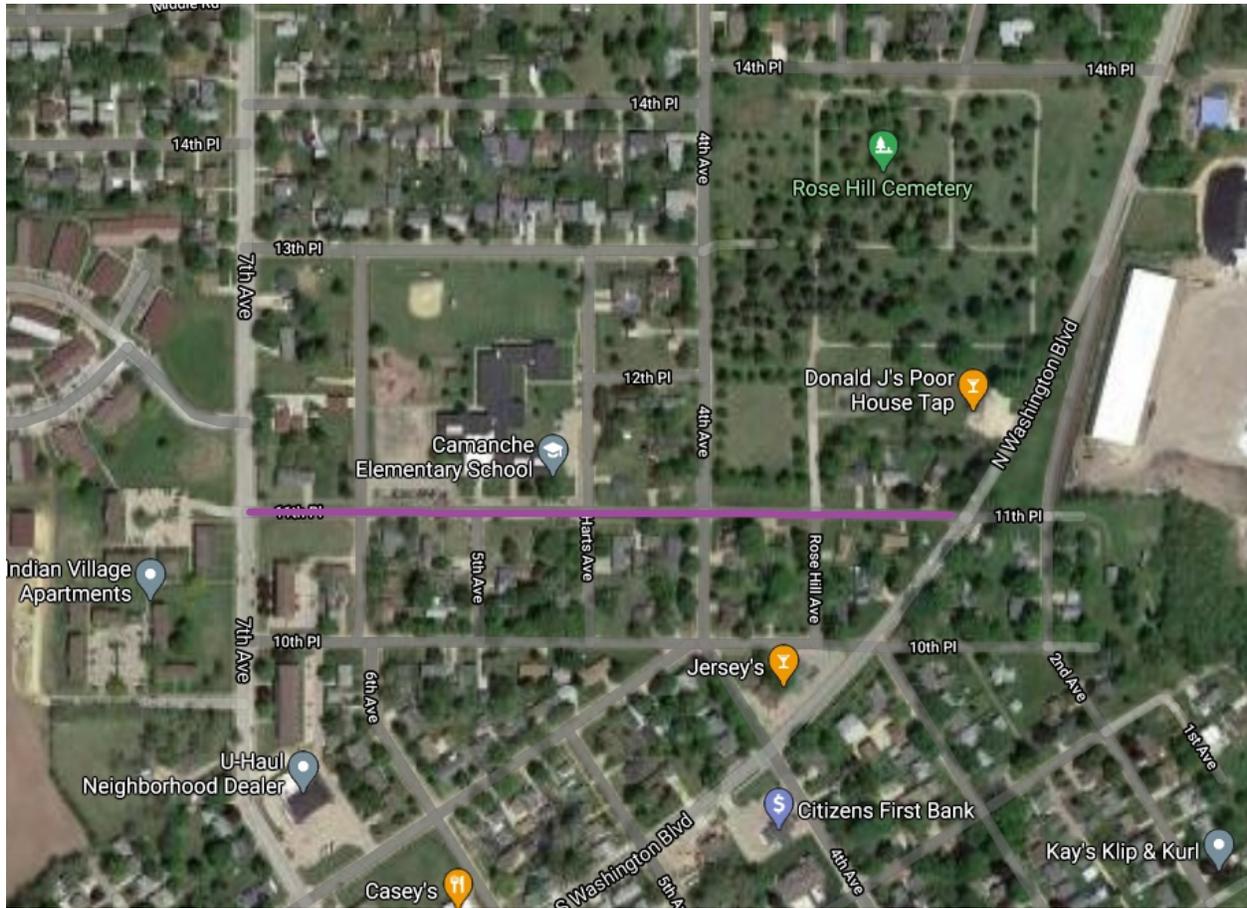
Estimated crack seal and repairs: \$6,000

Total \$82,500

Source: RUTF

## 11<sup>th</sup> Place

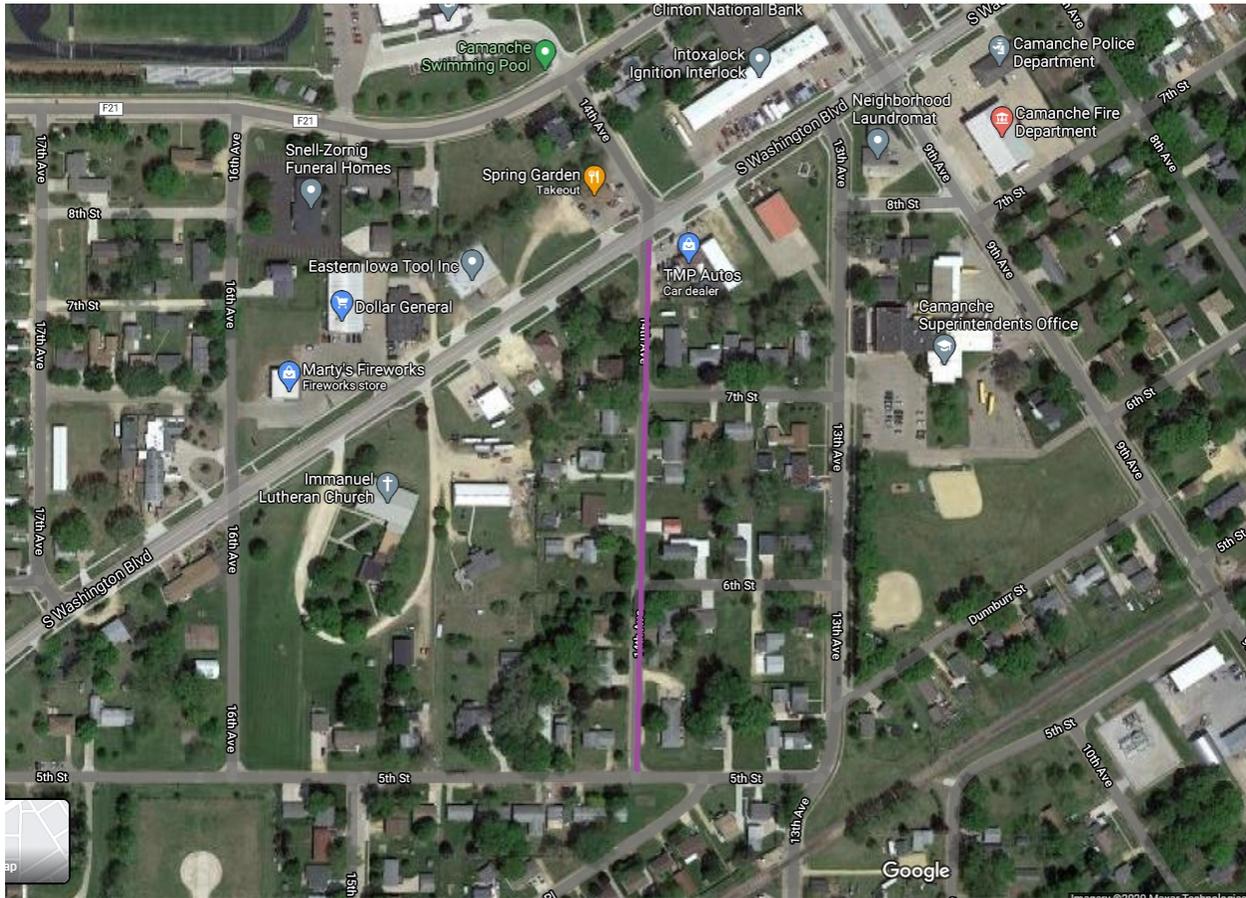
Resurfacing of 11<sup>th</sup> Place from Washington Blvd to 7<sup>th</sup> Avenue. It should be noted that 411 11<sup>th</sup> Place is a frequent sanitary sewer concern. The City main should be video recorded to see if any other repairs are needed to the system.



Estimated cost \$62,000

Source: RUTF

## 14th Avenue



Resurface 14<sup>th</sup> Avenue from Washington Blvd to 5<sup>th</sup> Street.

Estimated cost: \$45,000

Source: RUTF

Total Phase 4:

Total Expenses: \$2,011,050

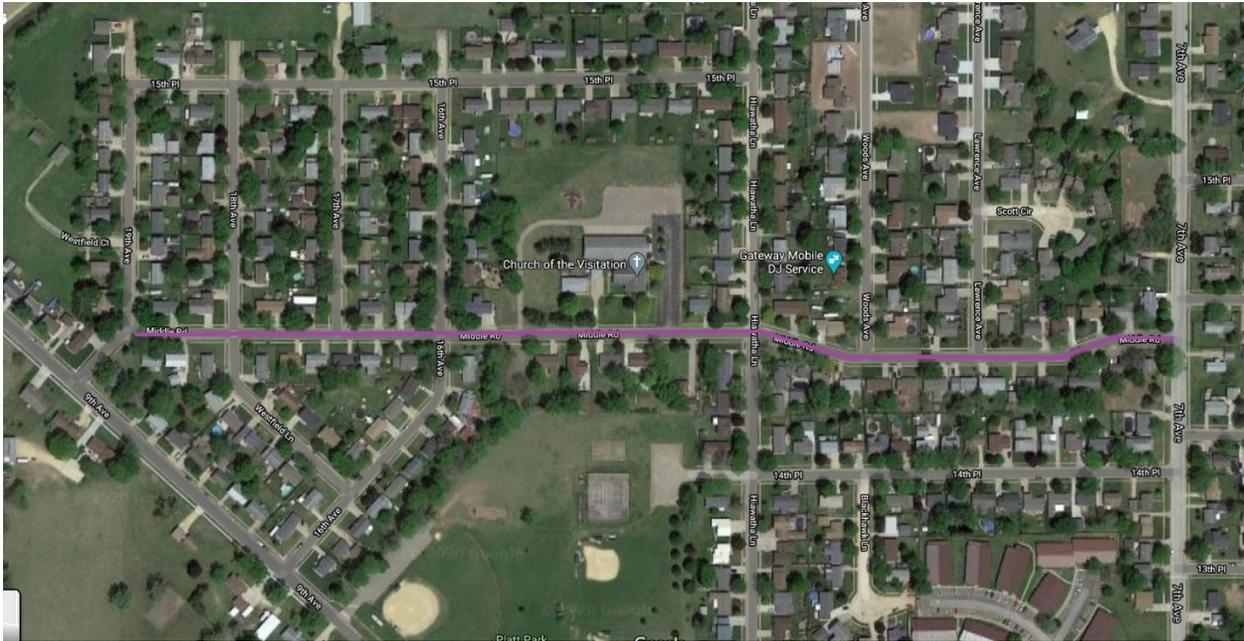
RUTF portion: \$189,500

RPA funding: \$310,000

Debt Obligation: \$1,511,550

## Phase 5

Middle Road from 7<sup>th</sup> Avenue to 19<sup>th</sup> Avenue. This stretch was crack sealed in 2018. This project could include the addition of storm sewer between Woods Ave and 19<sup>th</sup>/9<sup>th</sup> Avenue.



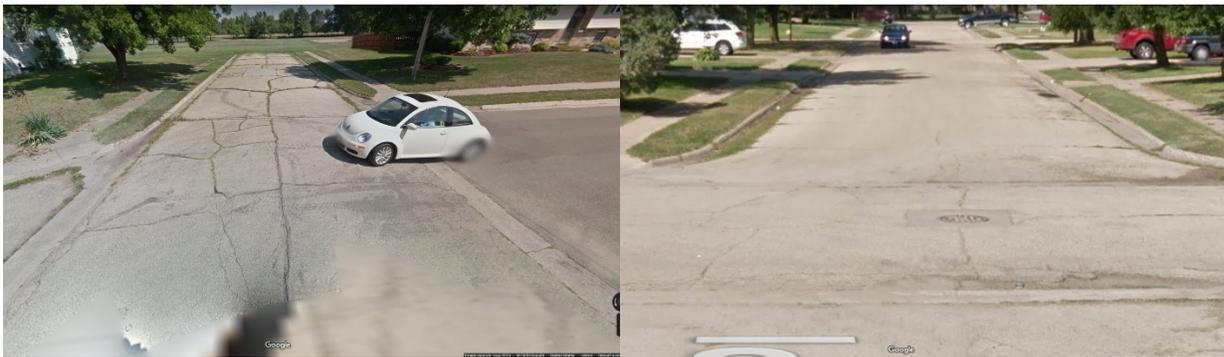
Estimated paving cost: \$132,600

Storm Sewer cots: TBD

Source – RUTF

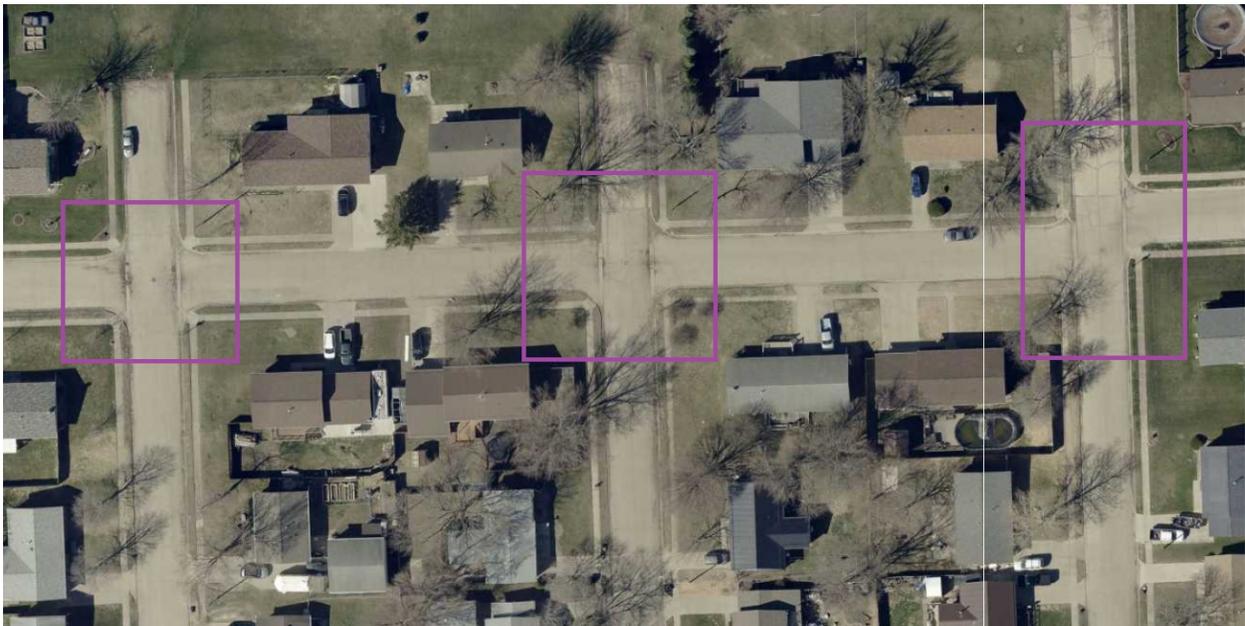
### Intersections on 15<sup>th</sup> Place and 16<sup>th</sup>, 17<sup>th</sup> & 18<sup>th</sup> Ave

Both of these intersection have extreme crowns with storm water guttering in the street. Traveling along 15<sup>th</sup> place and crossing these intersections is challenging. These act as speed tables. The first picture is grabbed from Google street view. You can see how large a gap there is between the middle of the vehicle and the gutter. For lower riding vehicles, crossing this intersection is a risky maneuver.





The proposal would be to repair the intersection and widen the gap between the surface of 15<sup>th</sup> Place and the crossing avenues. The intersections should be repaved. If budget permits, the remaining sections leading into the intersections should also be repaved. Crack sealing of the dead end stubs is necessary. Attention must be paid to the storm water runoff which occurs in this area.



Estimated cost: Unknown. Requires engineering.

Source: RUTF or potential storm water sourcing.