CITY OF MARSHALL

COMMISSION AGENDA INFORMATION SHEET:

MEETING DATE: May 14, 2015

PROJECT:
Consider a report on the status of roadway and drainage repairs under the North Franklin Street railroad underpass. (Public Services Director)

DESCRIPTION:
Over the past two weeks, the railroad underpass has been closed to traffic while we attempted to make needed roadway and drainage repairs. The road surface under the bridge was in terrible shape, but could not be repaired properly because of two major issues.

Issue #1 – AT&T had recently installed a new junction box on the northwest side of the underpass; the conduit running from Grand Avenue to the in-ground box had not been sealed and every drop of ground water from upstream was flowing to the box and then out and onto the street and under the bridge. As a result of the 24/7 flow of water, every attempt to patch the road surface was temporary and just served to make the road surface even rougher. The amount of water was equivalent to the volume of a faucet being turned wide open.

Repair #1 – City crews used our zipper machine to remove the top two to three inches of wet and fragile asphalt, so we could apply a new smooth surface, but only after AT&T corrected their water issue. AT&T finally responded to many complaints and hired a contractor to seal the conduit; no water for a week now. The road surface is being resurfaced on Thursday May 7th and will be reopened after restriping.

Issue #2 – Underpass drainage is all stopped up, causing all runoff to collect and flood at the underpass, creating a dangerous issue for the traveling public. The storm water manhole on the southeast side of the underpass, which is approximately four feet tall, is totally stopped up and stays full of standing water.

The storm water inlet on the northeast side of the underpass is stopped up going southward to the storm water manhole, and one of the two 24" outlets from the storm water inlet is stopped up (we were successful in unstopping one). Ironically, the storm water inlet does not have a wall on the west side of the box and has no bottom, allowing water entering the box to circulate in which adds adding more mud to the culverts.

Repair #2 – We could not find drawing of the storm water piping, box, or the storm water manhole; turns out that the drainage system was also part of the railroad company's bridge construction in 1928. I met with a Union Pacific Railroad (UPRR) representative on site May 4th to determine what can be done to correct the drainage and eliminate or greatly reduce flooding under the underpass during heavy rain events. They must have their staff engineer in Little Rock, Arkansas, visit the site before any repairs or activity can be started, because anything we do could possibly affect the bridge structure. They are hopeful of finding a set of drawings of the drain system and piping and coming to Marshall as soon as possible. We will barricade off all of the drainage until it can be addressed by UPRR.

COST:
N/A – Report

FUNDING:	**Acct. Name & No**	**Original Budget**
	N/A	N/A

RECOMMENDED ACTION:
Receive and consider a report on the status of roadway and drainage repairs under the North Franklin Street railroad underpass road surface and drainage repairs. (Public Services Director)

CITY CONTACT:
J. C. Hughes, Public Services Director

ATTACHMENTS:
N/A