



## VICTOR'S MUNICIPAL PAVING PROGRAM

Project Report #9

Victor, Iowa

1992

Motorists traveling Interstate 80 through east central Iowa undoubtedly marvel at the lush, scenic countryside with its prosperous agriculture and manufacturing. Little do they realize, however, that three miles north of Interchange 205, nestled among the rolling hills and wooded valleys, is Victor, Iowa (population 1,000) which has achieved a milestone unique among cities and towns, regardless of size. **All 120 blocks of their streets are paved with Portland cement concrete (PCC)!**



In typical fashion during the early 1950's, efforts to provide a dustless surface were tried by using bituminous seal coats, but the annual expense for pothole repair and the necessity to frequently reseal many areas made it an economic burden. This approach was followed in the early 1960's by building concrete curb and gutter units on most streets to control drainage and establish permanent grade lines. Subsequently, relief from high surface maintenance costs was attempted by substituting hot mixed asphalt mats. Except for those pavements 6 in. or more in thickness, these also failed to perform.



In 1979 a three-block section of First Street carried high levels of heavy truck traffic generated by two grain elevators, a ready-mix concrete plant, a fertilizer dealership, the lumber yard and a construction firm. Frustrated by continuing poor street conditions, two businesses came before the Council and offered to pay one-half of the cost if the city would pave their frontage with PCC. When other property owners also petitioned for relief, Hall and Hall Engineers, Inc. of Cedar Rapids prepared a design that called for excavating the old road materials and placing 8 in. of concrete between the existing curb units. In the few areas that had settled or become misaligned, replacement curb sections were constructed and served as forms for the inlay. After this first project was paved by Manatt's, Inc. of Brooklyn, Iowa in 1980, both the businesses and Council were delighted. Five-year General Obligation (G.O.) Bonds were issued to pay the city's half and Revenue Bonds were used to finance the half being paid by the property owners.



During subsequent meetings the Council examined the possibility of paving other streets. Although \$35,000 to \$50,000 was being spent annually to renovate seal-coated streets, there were always a number of blocks which didn't survive the winter and needed work. However, it was determined that by equally dividing costs between the city and property owners, the city could retire future paving obligations by using the same amount of money already being spent to keep up seal coating while maintaining the tax levy at the same level. On this premise, a decision was reached to do more paving. All maintenance work except the most urgent was suspended so the unexpended income could build in anticipation of reducing the future amount that would have to be raised by bonding. Town meetings in 1984 were heavily attended and a new fiscal policy was hammered out to cover future construction costs.

1. All road use tax revenue was dedicated to paving. About 5 years of savings equaled one-fourth of project costs.
2. The city would issue 5-year G.O. Bonds for one-fourth of the project costs, assessable against all real property.
3. Property owners abutting streets scheduled for paving would be assessed one-half its frontage costs.



In 1985, Manatt's, Inc. was again the low bidder for a 70 block paving project. Old bituminous surfaces were removed by rotomill, salvaged and stockpiled, and used to surface alleys or sold to property owners for driveway surfacing. An independent contractor replaced broken or settled curbs so the paver could properly place the new inlay. For those few streets lacking curb units, the paving was poured with an integral curb. No effort was made to tie the existing curb and gutter units to the new pavement. Any needed storm sewers were placed in advance of paving.

The PCC inlays in Victor were of various widths ranging from 22 ft. to 30 ft. in residential areas and 40 ft. through the business district. The pavement design specified 6 in. thick PCC. A longitudinal joint was constructed and tied at centerline for pavements 27 ft. and narrower; on streets 28 ft. and wider, tied centerline and mid-panel longitudinal joints were required. Transverse joint spacings were a maximum of 14 ft.



By 1991 G.O. Bonds for the 1985 project were retired and surplus street maintenance funds had accumulated. During 1992 a project for paving the remaining 50 blocks of Victor's streets was designed by Glen Meisner, P.E., of Hall and Hall Engineers, Inc. and constructed by Manatt's, Inc. As a result of good scheduling and contractor cooperation, few properties suffered any major inconvenience and alternate access was provided for commercial or retail businesses. Residents are pleased with their new streets, city maintenance costs are greatly reduced and all G.O. Bonds are expected to be paid off in 6 years. This will, of course, lead to lower future tax levies for streets. Total contract cost for all three projects was about \$2,000,000.



The City Council credits City Attorney Orville Bloethe with promoting concrete pavement for Victor's streets and developing a highly innovative financing regimen. The commitment of Victor's Councils assured the community of an outstanding concrete street paving program that provided more than low maintenance and long-lasting streets. The concrete streets have enhanced property values and excitement generated by the new pavement has boosted community pride as residents improve their yards and homes.



Additional information may be obtained by contacting the Iowa Concrete Paving Association at (515) 278-0606.

## VICTOR, IOWA CHOOSES CONCRETE



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