



Covington Public Works/Utilities

DIRECTOR OF PUBLIC WORKS

City of Covington

Public Works Meeting

City Hall

Downstairs Board Room 4:00 P.M.

April 2, 2024

- 1. Bridge replacement Burnett Lane. (See Attached)**
- 2. Speed hump request for Hatchie Street. (See Attached)**
- 3. MEAC 30 year prepay gas deal information. (See Attached)**
- 4. Well 5 is back online.**
- 5. Spring spraying has been completed.**
- 6. Grass cutting season.**
- 7. Employee staffing update.**

Other Business:

- 1. Code Division monthly report: (See attached)**

Adjourn:



BRIDGE EVALUATION REPORT

Location:

Tipton County

Date:

March 12, 2024

Bridge ID No.:

840A1210001

Location No.:

84-0A121-1.71

Route:

NFA 0A121 (Burnett Lane)
over Branch

Bridge Geometry:

Roadway Width:

25'-0"

Structure Length:

30'-0"

Span Lengths:

1 @ 30'-0"

Type of Construction:

This structure consists of one simply supported concrete channel beam span with a concrete deck and asphalt wearing surface. The substructure is timber.

Commentary

We have completed the inspection and evaluation of the subject bridge. The following are noted deficiencies:

1. Timber pile "C" at Abutment 2 has severe crushing at mid height that has rendered the pile ineffective. With this condition, the timber cap beam has no live load carrying capacity.
2. The timber cap beam at Abutment 1 has moderate decay over Pile "A" measuring 4" high x 9" wide x 1" deep. In addition, the cab beam has moderate decay on the right-side overhang measuring 2" high x 6" wide x 4" deep.
3. Timber pile "A" at Abutment 1 has moderate decay up to 4" high x 6" wide x 2" deep.
4. Timber piles "B", "C", and "D" at Abutment 1 have up to 1.5" deep shell rot for the full height of the piles.
5. Concrete channel beams "A" and "G" have heavy spalling with reinforcement exposed. In addition, the exposed reinforcement has moderate corrosion with section loss present.

Bridge ID: 840A1210001
Tipton County

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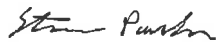
6. The timber wingwalls and breastwall at both abutments have boards with decay present.
7. The Abutment 2 breastwall has minor backfill erosion present.
8. The approach guard rails are nonexistent and the bridge railing does not meet current standards.

At the time of inspection, the bridge was posted for a weight limit of 9 tons for single unit vehicles and 17 tons for multi-unit vehicles.

Recommendations

1. Close the bridge to all traffic with proper signs and barricades. (See attached Bridge Closing Alternatives for proper signs and barricades).
2. Repair or replace timber pile "C" at Abutment 2.
3. Repair or replace timber pile "A" at Abutment 1.
4. Repair or replace the timber cab beam at Abutment 1.
5. Repair or replace timber piles "B", "C", and "D" at Abutment 1.
6. Repair or replace concrete channel beams "A" and "G".
7. Replace the decayed wingwall and breastwall boards at both abutments.
8. Repair the backfill erosion at Abutment 2.
9. Install adequate bridge railing and approach guardrails.

At the minimum, Recommendation Item 2 shall be satisfactorily completed to re-open the bridge to traffic. After the repairs have been completed, the bridge shall be re-inspected and re-evaluated to determine the adequacy of the repairs and the load carrying capacity of the bridge.



(for) Ted Kniazewycz, P.E.
Director of Structures

Speed Hump Policy

To help control and enforce speed limits, the City of Covington has established a policy for the design and installation of speed humps on certain residential streets. For a street in a subdivision to be considered for speed humps, the property owners along this street or a homeowners association must submit a request to the Public Works Department for review and consideration. Minimum criteria for speed humps include:

Investigation:

- The Public Works Director shall be responsible for doing a complete investigation after a request has been made to install speed humps.
- The investigation will start by monitoring speed to collect data and determine if there is a speeding problem.
- Once the data is collected confirming a speeding problem it will be turned over to the Covington Police Department to enforce the speed limit.
- If it is determined by CPD that speed control can't be achieved through enforcement, and it be determined there would be no disruption of emergency response equipment or other essential services, speed humps may be a viable option.

Installation:

- Speed humps can only be located on local roadways in a subdivision or street that connect with major arterial or collector streets per the City of Covington's major road plan.
- The roadway must be a two lane street (less than 30 feet wide and with grades less than 6.0%).
- The posted speed limit is 30 M.P.H. or less with measurable speed problems.
- At least 2/3 of the residents living within 1,000 feet of the proposed humps must support the installation through means of a written petition.
- Due to the cost of the speed humps, they must remain in place for a minimum of three years once placed.
- The Public Works Committee must review and approve said request, and then it will go to Board for final approval.
- Generally, speed humps should be installed in multiples of 3-5 to be effective in controlling speed.

If you have any questions about the program, please contact the Public Works Director at 476-9531 ext. 127.

Speed Hump Petition

Public Works Department

Dear Resident:

By signing this petition you will indicate that you have reviewed the Speed Hump Policy.

Also, by signing in the appropriate box below, you will give your approval or disapproval. If you are not shown the policy please Do Not Sign, and call David Gray, Director of the City of Covington Public Works Department at (901) 476-9531 ext.127.

Address	Date	Approve	Disapprove

Print Name: _____ One Signature per household

Signature: _____

David Gray

From: Thompson, Derrick <derrick.thompson@symmetryenergy.com>
Sent: Thursday, March 28, 2024 8:47 AM
To: Calvin Johnson; David Gray
Cc: Littrell, Zac; Atkins, Trevor
Subject: MEAC/Tennergy Prepay Repricing

Importance: High

Good Morning Calvin and David,

*The initial discount period for the MEAC/Tennergy/RBC 30 year prepay gas deal ends with the September 2024 gas deliveries. The deal was financed using fixed rate put bonds that must be refinanced before the end of the discount period. Based on current market conditions, it is anticipated that the reset will achieve a savings of approximately **\$0.35-\$0.37**, which is greater than the contractual minimum discount of \$0.23. The next anticipated discount period is expected to be approximately seven years, subject to market conditions at the time of pricing. The timeframe for refinancing the bonds is early June 2024.*

*To extract additional value from the project, the participants will have the option to amend the existing supply agreement to extend gas deliveries out to a full 30 year term (deliveries would extend through December 2054). The economic benefit for the gas system would be an approximately **\$0.07** of additional savings during the next discount period. Extending deliveries will require approval by your governing body before **May 15, 2024** in order to amend the contract. **If you are interested, please send me the dates for your April and/or May board meetings.***

All discount estimates are gross values not including the MEAC Administrative fee.

Please let me know if you have any questions or need any additional information.

Thanks!



Derrick Thompson
Senior Origination Representative
270.314.3151 c.
derrick.thompson@symmetryenergy.com
[SymmetryEnergy.com](https://www.SymmetryEnergy.com)

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CODE COMPLIANCE DEPARTMENT

REPORT: April 2, 2024



TOUCHPOINTS:

Personnel Report: Full Staff

Training: On going in numerous subjects

On Going Projects:

- Blight Grant
- Property Maintenance Concerns
- Disaster Relief/Recovery Assistance/Long-term Recovery group