

OFFICE OF THE CITY MANAGER
DES MOINES, IOWA

ITEM 101

CITY COUNCIL COMMUNICATION 97-021
JANUARY 20, 1997 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
1996-97 CIP AUTHORIZATION TO PROCEED ON 1998 STREET PAVING PROGRAM	◆ RESOLUTION ORDINANCE RECEIVE/FILE	HAROLD E. SMITH CITY ENGINEER

SYNOPSIS —

It is necessary to begin the process of hearings to establish the 1998 Street Paving Program.

FISCAL IMPACT —

Funding for the preliminary work on this project is contained in the adopted 1996-97 Capital Improvements Program.

RECOMMENDATION —

Receive and file this communication and authorize the City Manager to proceed with the 1998 Street Paving Program informal hearings.

BACKGROUND —

The present concept of the Street Paving Program has been in effect since 1964. The City Council authorized paving 1.68 miles of streets for 1995. Because of funding problems, there was no new paving program for 1996 or 1997. Attached is the recommended list of paving projects for 1998 totaling approximately 2.04 miles. The 1996-97 Capital Improvements Budget proposes funds for these projects for FY 1998-99. Nearly 0.6 miles of these streets have been identified as projects within the Accent Neighborhood.

It is recommended the following procedure be used to establish the 1998 Street Paving Program as follows:

1. Tentative Council approval of the Program. Adoption of the resolution on the City Council agenda, amended as desired, to advise the City Engineer of those street projects which have been tentatively approved and should be carried on to the next step in the procedure.
2. Informational Meeting. Upon Council approval of the tentative program, each assessed property owner will receive a mailing from the City Engineer. The mailing will notify property owners of an informational meeting to be held in each neighborhood and will contain general information about the street paving procedure and each owner's estimated assessment.
3. Informal Council Hearings. Notice will be given to all affected property owners so that they may have the opportunity to express their views before the expense of right-of-way acquisition and the preparation of final plans are incurred.

4. Decision to Proceed with Preparation of Design Plans and Specifications. At the Informal Council Hearing, the City Council should decide whether any streets should be deleted from the program and then direct the City Engineer to prepare final plans on all remaining streets.
5. Adoption of Resolution of Necessity. The Resolution of Necessity will be presented to Council shortly after Informal Hearings are held.

The policy of taking alternate bids for asphaltic concrete or Portland cement concrete will again be utilized for the non-arterial streets included in the program. The Engineering Department will exhibit core samples of both asphaltic concrete and Portland cement concrete at the Informal Council Hearings in an effort to explain the qualities of both materials and Council policy as it affects property owners.

As with previous paving programs, a special formula has been developed to establish a maximum assessment point rate for each width of pavement. The purpose of this maximum point rate is to lower the assessment rate on those streets having an abnormal situation, such as an extensive amount of storm sewer, which might result in excessive assessments to the affected property owners. As per Council direction, any streets over a standard width will have a maximum rate at the same rate as the standard width pavement. The standard pavement width is 26 feet B/B in order to conform to the traffic safety-based guidelines in the adopted Metropolitan Design Standards. In addition, by Council Roll Call No. 90-5301 of December 10, 1990, the proposed maximum point rate allows for the increased project cost expected from assessing the cost of paving all driveway approaches. Final assessments for these projects will be based on actual costs after construction is completed, and in most cases, will be less than the maximum rate. The following maximum assessment point rates are recommended for the 1998 Street Paving Program:

PROPOSED 1998 RATE

1995 RATE

.81

.78

If Council desires to amend the Proposed 1998 Street Paving Program, the attached list of streets may be modified.

PROPOSED 1998 PAVING

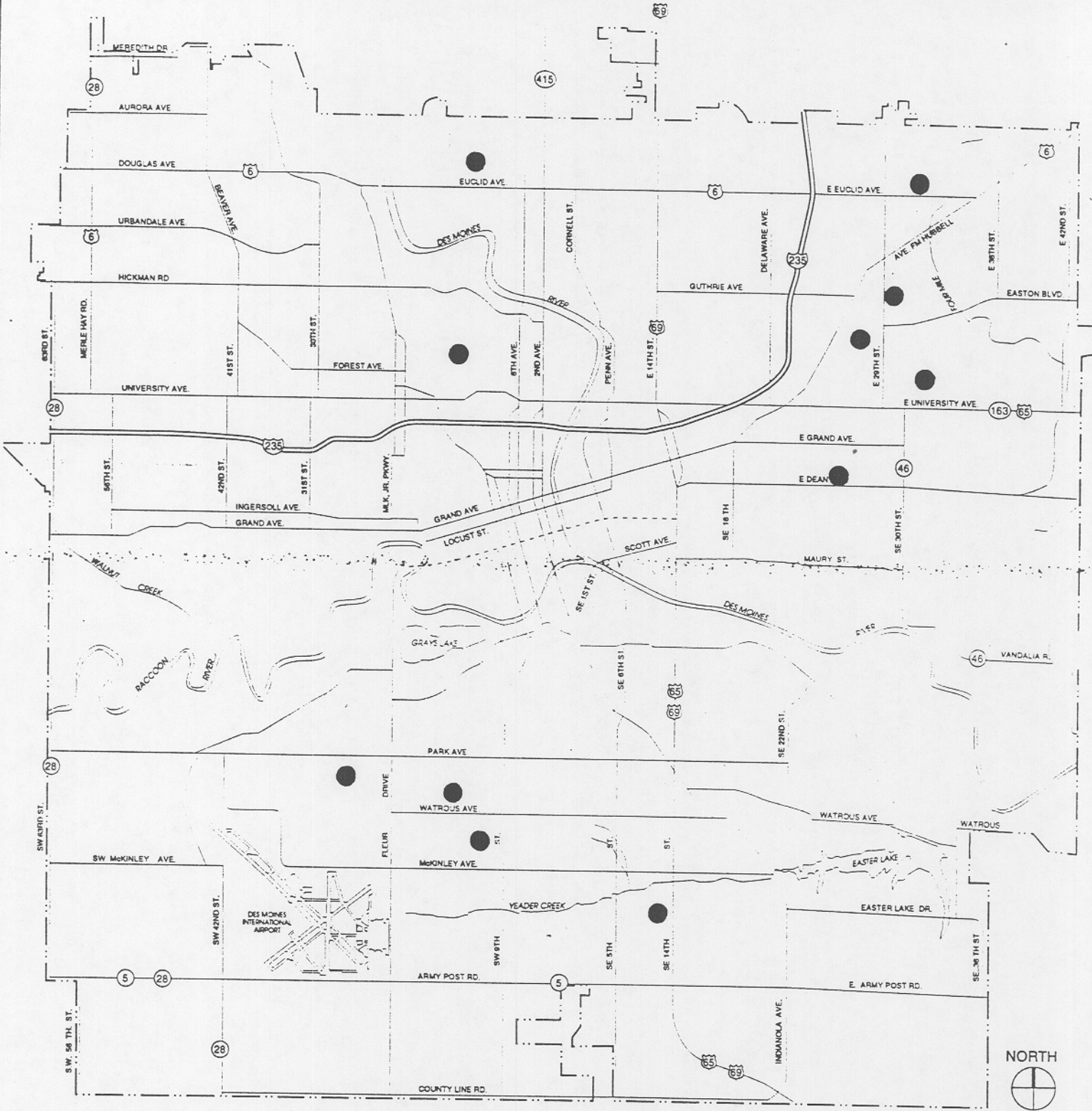
STREET	FROM	TO	(FT.) LENGTH	(FT.) WIDTH	YEAR LAST PROPOSED
Birch Lane	S.W. 12th Street	S.W. 14th Street	1,300	26	1990
*E. Clinton Avenue	E. 31st Street	E. 33rd Street	1,250	26	---
E. Kenyon Avenue	200' E. of S.E. 9th Street	S.E. 14th Street	1,100	26	1985
Guthrie Avenue	E. 29th Street	E. 31st Street	1,000	26	1990
Seneca Avenue	11th Street	12th Street	650	26	---
Thornton Avenue	S.W. 24th Street	S.W. 26th Street	650	26	1989
*S.W. 10th Street	Carrie Avenue	Elder Lane	300	26	1989
*14th Street	Clark Street	College Avenue	650	26	---
*E. 25th Street	Dean Avenue	E. Walnut Street	750	26	---
**E. 27th Court	Cleveland Avenue	Easton Blvd.	1,450	26	---
**E. 32nd Street	E. University Avenue	Cleveland Avenue	<u>1,650</u>	26	---

10,750 Ft.
2.04 Mi

*Deleted from 1995 Asphalt Stabilization Program for consideration of permanent paving

**Accent Neighborhood

CITY OF DES MOINES



PROJECT: PROPOSED 1998 PAVING

● PROPOSED PROJECT LOCATIONS



0 1/4 1/2 3/4 1.0 MILE
APPROXIMATE SCALE