

**CITY COUNCIL COMMUNICATION 98-046
FEBRUARY 16, 1997 AGENDA**

SUBJECT:

**1997-98 CIP AUTHORIZATION
TO PROCEED ON VARIOUS
PROJECTS**

SUBMITTED BY:

**HAROLD E. SMITH
CITY ENGINEER**

SYNOPSIS –

Council authorization to proceed with design is requested for the following projects. Construction contracts will be presented to Council for approval after adoption of the 1998-99 Capital Improvements Program and subsequent bond sale for the General Obligation Bond funded projects.

1. Frisbie Park Sanitary Pump Station
2. Jackson Street Sanitary Pump Station
3. Northeast Interceptor Connection
4. 1998 City-Wide Sidewalk Replacement Program
5. 1998 Concrete Paving Restoration Program - Public Works
6. 1998 PCC Pavement Replacement Program
7. New Fire Station No. 6 and No. 10

FISCAL IMPACT –

Total cost for the projects is estimated to be \$3,625,000 for 1997-98 and 1998-99. Funding for design of projects 1-6 is included in the adopted 1997-98 CIP. Funding for design of the new fire stations is included in the proposed 1998-99 CIP.

RECOMMENDATION –

Authorize the City Manager to proceed with the projects as outlined herein.

BACKGROUND

On March 3, 1997, by Roll Call No. 97-735, the City Council adopted the 1997-98/2002-2003 CIP. I hereby request Council authorization to proceed with these Capital Improvements Projects.

1. Frisbie Park Sanitary Pump Station - page 225 in the adopted Capital Improvements Program - \$300,000 estimated project cost in 1997-98.

This project includes the construction of a sanitary sewerage pumping station in the 6000 block of Winona Avenue to provide protection to the Frisbie Park Area from the impact of sewer surcharges of the trunk sewer system during extremely wet weather conditions.

The homes in the Frisbie Park area currently experience sewerage entering the basements during extremely wet weather conditions. The Frisbie Park area is a low lying part of the city and is located very close to the major trunk sewers serving parts of the city of Des Moines and western suburbs. During extremely wet weather conditions, the trunk sewers surcharge due to large flows entering the sewer system from higher areas of the city. A sanitary sewerage pumping station would provide a means of isolating this area from the effects of this trunk sewer surcharging. A consultant will be utilized to design this project.

2. Jackson Avenue Sanitary Pump Station - page 228 in the adopted Capital Improvements Program - \$300,000 estimated project cost in 1997-98.

This project includes the construction of a sanitary sewerage pumping station at S.E. 9th Street and Jackson Avenue to provide protection to the Columbus Park area from the impact of sewer surcharges of the trunk sewer system during extremely wet weather conditions.

The homes in the Columbus Park area currently experience sewerage entering the basements during extremely wet weather conditions. The Columbus Park area is a low lying part of the city and is located very close to the major trunk sewers serving a large portion of the city of Des Moines and western suburbs. During extremely wet weather conditions, the trunk sewers surcharge due to large flows entering the sewer system from higher areas of the city. A sanitary sewerage pumping station would provide a means of isolating this area from the effects of this trunk sewer surcharging. A consultant will be utilized to design this project.

3. Northeast Interceptor Connection - page 231 in the adopted Capital Improvements Program - \$1,265,000 estimated project cost in 1997-98.

This project would include the construction of a 36 inch sanitary sewer trunk beginning at the connection point of the 21 inch and 30 inch Northeast Interceptor Trunk sewers to the 48 inch Four Mile Trunk sewer and extending to the south 4,200 feet and reconnecting to the 54 inch Four Mile Interceptor sewer at S.E. 34th Street and Vandalia Road.

The Northeast Interceptor Trunk sewers connect to the Four Mile Trunk sewer at a point where the Four Mile Trunk does not increase in capacity. Also, the 21 inch trunk was constructed with a temporary sewerage pumping station to lift the flow to the Four Mile Trunk. This pumping

station was intended to be temporary until the Four Mile Interceptor was constructed through this area. As a cost saving measure, the Four Mile Interceptor was constructed on a different routing which left this pumping station in service. The savings in the alternate routing of the Four Mile Interceptor were sufficient to make the construction of this proposed sewer cost effective. The pumping station now requires significant upgrades and equipment replacement if it is to remain and provide reliable service. This project will eliminate the temporary sewerage pumping station and maintain the capacity required in the Four Mile Trunk sewer. It is anticipated that this project will be designed in-house.

4. 1998 City-Wide Sidewalk Replacement Program - pages 265 and 266 in the adopted Capital Improvements Program - \$185,000 estimated project cost in 1998-99.

This project would provide for replacing sidewalks on a city-wide basis to supplement work done by the Public Works Department. These are sidewalks which have been condemned by the Public Works Department. After a sidewalk has been condemned, the property owner is given 30 days in which to make necessary repairs. If these sidewalks are not repaired within the 30 day period, these condemned sidewalks are then presented to City Council for authorization to repair these sidewalks as a public nuisance. Once approval has been received to repair these sidewalks, Public Works initiates repair of these sidewalks with City crews. If the workload becomes too large for City crews to handle in a timely manner, some of the sidewalk replacement will be performed by contract through the Engineering Department.

The amount to be assessed on this project will vary depending on the amount of walk replaced which is the City's responsibility - primarily walks adjacent City property and at street intersections.

5. 1998 Concrete Paving Restoration Program - Public Works - page 284 in the adopted Capital Improvements Program - \$725,000 estimated project cost in 1998-99.

This project provides for preventative maintenance on portland cement concrete streets on primarily residential streets in an effort to extend their service life. This work includes full depth patching along with joint cleaning and resealing. Streets included in this program will be selected city-wide on an as-needed basis. No consultant will be utilized on this project. The work will be done by the City Public Works Department.

6. 1998 PCC Pavement Replacement Program - page 305 in the adopted Capital Improvements Program - \$350,000 estimated project cost in 1998-99.

This project provides for replacement and/or resurfacing entire sections of portland cement concrete streets, including associated subgrade work and any necessary subdrain installation. Also included are major repairs of brick streets. This type of repair is necessary once the streets have progressed beyond the preventative maintenance situation. Streets proposed to be included in the 1998 Pavement Replacement Program are:

Druid Hill Drive - Casady Drive to S.W. 18th Street
Parmer Drive - S.E. 1st Court to Fairlane Drive

27th Street - Forest Drive to Grand Avenue (brick)
Capitol Avenue at E. 23rd and E. 25th Streets (brick)

7. New Fire Stations - page 100 in the proposed 1998-99 Capital Improvements Program - \$500,000 estimated project cost.

The proposed location for Fire Station No. 6 is in the vicinity of S.E. 14th Street and Hartford Avenue. The replacement of the current Fire Station No. 6 with the new Fire Station No. 6 is being proposed due to recommendations from TriData Corp. and the deteriorating condition of the current Fire Station No. 6. The existing Fire Station No. 6 is being considered for a possible training facility.

The proposed location for Fire Station No. 10 is near the intersection of Indianola Avenue and E. Leland Avenue (a portion of Ewing Park). This location is considered to better serve this portion of Des Moines and is as recommended by TriData Corp.

Fire Station No. 6 and No. 10 are to be small 2-3 bay facilities located in residential settings. The structure/finish characteristics are to be as follows: slab on grade, continuous footings or grade beam, wood frame, pitched roof, shingles, partial masonry veneer, suitable interior finishes. Parking and drives as required.