

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

98-132

**OFFICE OF THE CITY MANAGER
CITY OF DES MOINES, IOWA**

AGENDA:
APRIL 20, 1998

SYNOPSIS –

It is necessary to begin the process of hearings to establish the 1999 Street Paving Program.

SUBJECT:
1997-98 CAPITAL
IMPROVEMENTS
PROJECT
AUTHORIZATION
TO PROCEED ON
1999 STREET
PAVING PROGRAM

FISCAL IMPACT —

Funding for the preliminary work on this project is contained in the adopted 1997-98 Capital Improvements Program.

TYPE:
RESOLUTION
ORDINANCE
RECEIVE/FILE

RECOMMENDATION —

Receive and file this communication, and authorize the City Manager to proceed with the 1999 Street Paving Program informal hearings.

SUBMITTED BY:
HAROLD SMITH
CITY ENGINEER

BACKGROUND —

The present concept of the Street Paving Program has been in effect since 1964. The City Council authorized paving 1.50 miles of streets for 1998. Attached is the recommended list of paving projects for 1999 totaling approximately 1.16 miles. The 1997-98 Capital Improvements Budget proposes funds for these projects for FY 1998-99. Garfield Avenue has been identified as the last street needing paving within the Accent Neighborhood.

It is recommended the following procedure be used to establish the 1999 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, as per Council Roll Call No. 90-5301, dated 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 rate is recommended for the 1999 Street Paving Program:

PROPOSED 1999 RATE	1998 RATE
.90	.81

If Council desires to amend the Proposed 1999 Street Paving Program, the attached list of streets may be modified.

Attachment