



**CITY COUNCIL
COMMUNICATION:**

98-138

AGENDA:
APRIL 20, 1998

SUBJECT:
PROPOSED 1998
INTERMEDIATE
PAVING PROGRAM

TYPE:
RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:
JOHN BELLIZZI
PUBLIC WORKS
DIRECTOR

REVISED

ITEM _____

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

SYNOPSIS –

Several streets have been proposed for inclusion in the 1998 Intermediate Street Paving Program. Those streets which are tentatively recommended for inclusion in the program are:

Street	From	To	Length	Width
14th	College	Clark	610	25
Orchard Lane	Ravina Drive	300 feet east	300	19
Shawnee	6th	11th	1,950	30
East 25th	Guthrie	Sheridan	1,280	25
Carrie	SW 14th	Cul-de-sac west	1,150	25

All of these streets, except 14th Street, have existing curb. Fourteenth Street will be constructed with an asphalt curb. Attached for your reference is a list of definitions of terms, the City of Des Moines’ permanent pavement designs, and a copy of the information letter to property owners.

FISCAL IMPACT –

Funding for this program will be derived from assessments to benefited property owners in the amount of 50 percent of total project costs and the remaining 50 percent from funds included in the Public Works Department’ s operating budget.

RECOMMENDATION –

To initiate and refer to the Chief Civil Engineer the streets proposed for inclusion in the 1998 Intermediate Paving Program to be assessed at 50 percent of total project costs for design, labor, materials, equipment, and administration.

BACKGROUND –

By Roll Call No. 96-896, dated March 4, 1996, Council adopted a policy of assessing 50 percent of total intermediate paving project costs to benefited property owners. Intermediate paving was initiated in the mid 1980' s by the Public Works Department as an alternative for low traffic residential unpaved streets with existing curb and gutter, although it has been performed on streets without curb and/or gutter by constructing asphalt curb. The objective of this initiative was to reduce the permanent paving assessment and to serve as an alternative (approximately 35 percent less cost) to contracted full depth construction {6 inches of portland cement concrete (PCC) or 8 1/2 inches of asphaltic cement concrete (ACC)} for eligible unpaved residential streets.

Intermediate paving is a 7 inch thick pavement with a design life of 25 years, during which required repairs are completed without further assessment. Since the Public Works Department performs the construction, the assessed cost does not include 10 percent for default and deficiency, and engineering/administration costs are reduced. The Public Works Department also offers abutting property owners the opportunity to have their driveways replaced on an assessed basis.

Public Works' crews place intermediate paving in a very expedient manner to minimize inconvenience to residents. Once started, construction can be completed within 6 to 10 days. The affected property owners have expressed an unusually high degree of satisfaction with the overall management, expeditious construction, and final results.

The intermediate paving program has been shown to be a viable alternative to unpaved streets. It is a low cost permanent paving alternative which significantly improves the quality of a street and the neighborhood in which it is located. For the property owner, the program eliminates the recurring assessments associated with asphalt stabilization.

Recommended Procedure

The recommended procedure for establishing the 1998 Intermediate Street Paving Program would be as follows:

1. Council approval of the process and tentative schedule of proposed streets, and direction to the Chief Civil Engineer to assist the Public works Department in developing a preliminary design with cost estimates and assessment schedules, and to proceed with preparation of the Resolution of Necessity hearing.
2. Notification of property owners by letter to inform them of the intermediate paving program prior to the Resolution of Necessity hearing. The notification letter will offer the opportunity for an informal neighborhood meeting.
3. Hearing for the Resolution of Necessity scheduled for Council approval.

Attachments