

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

00-559

SYNOPSIS -

AGENDA:

Requesting Council authorization to establish the 2001 Street Paving Program.

DECEMBER 4, 2000

FISCAL IMPACT -

SUBJECT:

Funding for the preliminary work on this project is contained in the adopted 2000-01 Capital Improvements Program (CIP). The funding for construction will be included in the proposed 2001-02 CIP budget to be presented to City Council at a later date.

AUTHORIZATION
TO PROCEED ON
THE 2001 STREET
PAVING PROGRAM

RECOMMENDATION -

TYPE:

Receive and file this communication and authorize the City Manager to proceed with the 2001 Street Paving Program process.

RESOLUTION
ORDINANCE
RECEIVE/FILE

BACKGROUND -

SUBMITTED BY:

Since 1964, residential street paving was primarily a staff-initiated effort to pave selected streets following Council policy. The full cost of the pavement, driveway approaches, and storm sewer, as well as design and inspection costs, were assessed. In 1994, the City Council authorized the Public Works Department to proceed with permanent intermediate paving programs and assess only 50 percent of the project costs as a way to increase the number of streets paved within the city.

FLOYD BENTZ, P.E.
CITY ENGINEER

On June 26, 2000, by Roll Call No. 00-1876, the City Council adopted a new policy for paving residential streets in an effort to pave the remaining 50 miles of unpaved streets. This new policy specifies that the Engineering Department pave the majority of remaining unpaved streets with intermediate paving over an improved subbase utilizing private contractors. The Public Works Department would

place non-assessed interim paving only on low-density residential areas or open areas with development pending and no sanitary sewer available.

The intermediate paving would be assessed, but would include only 50 percent of the actual pavement costs, 50 percent of the driveway approach costs, and design and inspection costs limited to 10 percent of the total construction cost. This has resulted in new paving assessments being one-third to one-half of previous paving assessments.

Because of the popularity of this new paving policy, staff recommends that only those streets where property owners have submitted a petition requesting paving be included for consideration in the paving program. Currently, petitions for paving the following three streets have been submitted to Council:

27th Place - Amick Avenue to Euclid Avenue
East 35th Street - Arthur Avenue to East Hull Avenue
SE 35th Street - Scott Avenue to Dead End North

If additional petitions requesting paving are received by City Council, they will be added to the recommended program for Council consideration if there are sufficient funds and time for preliminary survey and design before the project must be bid.

It is recommended the following procedure be used to establish the 2001 Street Paving Program as follows:

1. Council authorization to proceed with preliminary work.
2. Informational Meeting. 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. Preliminary surveys would be completed and some initial design work would begin.
4. Resolution of Necessity. The Resolution of Necessity will be presented to Council for adoption shortly after the informational meetings.

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.

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