

DRAFT

SUMMARY OF ENGINEERING RECOMMENDATIONS

Ohio Street Paving Project
City Project No. 12-T-1365
State Aid Project No. 164-244-002

Report Prepared – 12/09/11
Public Hearing –

PROJECT

The project seeks to improve safety on **Ohio Street between George Street and Isabel Street** by reconstructing the street and installing traffic calming devices. The traffic calming devices include bump-outs and intersection re-alignments.

EXISTING CONDITIONS

Ohio Street between George and Congress was originally paved in 1958, the existing street width is 40' to 44'. Ohio Street between Congress and Isabel is currently 32' wide and was last paved in 1976. The pavement is in fair to poor condition, Pavement Condition Index ranges from 7 to 49 out of 100.

PROPOSED IMPROVEMENTS

It is proposed to narrow the street between George and Congress to 38' wide. This would still accommodate 2 lanes of traffic and parking on both sides. Parking is currently banned on Ohio between Congress and Isabel. It is proposed to narrow that section to 28' wide to match the abutting section of Ohio to the north.

The project will replace the existing curbs and roadway surface. The intersections at Isabel St., Congress St. and Winifred St. will be re-aligned. Bump-outs will be installed at Robie St. The project also includes the installation of lantern style street lighting and minor sidewalk replacement.

In addition, appropriate sanitary sewer repairs will be made, lead water services in the right of way will be replaced, and storm sewer and sanitary sewer connections will be made at the request of property owners.

ALTERNATES

To do nothing would not fulfill the neighborhood's desire for a calmer, safer environment for vehicles and pedestrians.

POSITIVE BENEFITS

General improvement of the public right-of-way will enhance and add quality to the neighborhood. The newly rebuilt roadway will improve drivability of the neighborhood while re-aligned intersections will improve safety for vehicles and pedestrians. Increased green space and lantern style street lighting will enhance neighborhood safety and esthetics.

ADVERSE EFFECTS

Normal problems associated with construction such as noise, dust, reduced access to the neighborhood, and general disruption will be present.

EFFECTS ON TREES

Ash trees and stumps will be removed. New trees will be planted as part of the boulevard restoration.

TIME SCHEDULE

The project will begin in the spring of 2012 and will be completed by the fall of 2012.

COST ESTIMATE

| | | |
|----------------------|-----------|------------------|
| Construction | \$ | 1,100,000 |
| Engineering | \$ | 275,000 |
| Miscellaneous | \$ | <u>25,000</u> |
| PROJECT TOTAL | \$ | 1,400,000 |

ESTIMATED FINANCING

| | | |
|---------------------------------|-----------|------------------|
| SIB (Capital Improvement Bonds) | \$ | 1,144,000 |
| MSA (Municipal State Aid) | \$ | 135,000 |
| Assessments | \$ | <u>121,000</u> |
| PROJECT TOTAL | \$ | 1,400,000 |

The 2012 assessment rates are yet to be determined.

The 2011 assessment rates for residential street paving and lighting are:

\$44.45 per ASSESSABLE FOOT for street paving

\$7.87 per ASSESSABLE FOOT for lantern style street lighting.

SOURCE OF ADDITIONAL INFORMATION

For additional information, contact the Project Engineer, Barb Mundahl, at 266-6112.

SUMMARY AND RECOMMENDATION

The Department of Public Works feels that this is a worthwhile project, and the Engineering Recommendation is for approval of the project and financing.

Respectfully submitted,

Barbara Mundahl