

**COUNCIL ACTION FORM**

**SUBJECT: 2015/16 ARTERIAL STREET PAVEMENT IMPROVEMENTS (13<sup>TH</sup> STREET FROM FURMAN AQUATIC CENTER TO UNION PACIFIC RAILROAD)**

**BACKGROUND:**

This annual program utilizes current repair and reconstruction techniques to improve arterial streets with asphalt or concrete. These pavement improvements are needed to restore structural integrity, serviceability, and rideability. Targeted streets are reaching a point of accelerated deterioration. By improving these streets prior to excessive problems, the service life will be extended. **The location for this project is 13<sup>th</sup> Street from the Furman Aquatic Center access drive to the Union Pacific Railroad tracks.**

On March 22, 2016 City Council awarded this project to Con-Struct, Inc. of Ames, Iowa in the amount of \$1,324,632.00. Three change orders were administratively approved by staff. **Construction was completed in the amount of \$1,345,852.93.**

Revenue and expenses for the project are summarized below:

	<u>Revenue</u>	<u>Expenses</u>
2015/16 Arterial Street Pavement Improv.		
G.O. Bonds	\$ 400,000	
STP Funds	\$ 1,060,000	
2015/16 Accessibility Enhancement Program		
Local Option Sales Tax	\$ 25,000	
2015/16 Traffic Signal Program		
Road Use Tax Funds	\$ 25,000	
2013/14 CyRide Route Pavement Improv.		
G.O. Bonds	\$ 60,000	
2015/16 Storm Sewer Improvement Program		
Storm Sewer Utility Funds	\$ 30,000	
Construction		\$1,345,852.93
Engineering and Administration		\$ 254,120.00
	<hr/> \$ 1,600,000	<hr/> \$1,599,972.93

**ALTERNATIVES:**

1. Accept the 2015/16 Arterial Street Pavement Improvements (13<sup>th</sup> Street from Furman Aquatic Center to Union Pacific Railroad) project as completed by Con-Struct, Inc. of Ames, Iowa, in the amount of \$1,345,852.93.
2. Direct staff to pursue modifications to the project.

**MANAGER'S RECOMMENDED ACTION:**

This project was completed in accordance with the approved plans and specifications. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, as described above.