

**TO:** City Manger  
**SUBJECT:** Special Assessment Project 2694, 20<sup>th</sup> Avenue Reconstruction:  
32<sup>nd</sup> Street to 34<sup>th</sup> Street  
**DATE:** May 29, 2013  
**NUMBER:** 2013-109

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Enclosed are the following documents related to the special assessment project 2694:

1. First Resolution of the Board of Local Improvements.
2. Minutes of the Public Hearing on the projects held May 23, 2013.
3. Second Resolutions of the Board of Local Improvements.
4. Draft Assessment Roll.
5. A Special Assessment Ordinance for action by the City Council.

The estimated construction cost of Project 2694 is \$313,712.25 and the total estimated project cost is \$415,772.26. The draft assessment roll shows an amount of \$8,008.00 (3%) as the amount to be assessed to the property owners.

**RECOMMENDATION:**

It is recommended by the Board of Local Improvements that the project proceed and that the Special Assessment Ordinance be passed by the City Council.

<b>Submitted By:</b>	Jeffery Eder President Board of Local Improvements	Michael Kane Secretary Board of Local Improvements
	Cynthia Parchert Board Member	Theodore Kutsunis City Attorney
	Randy Tweet Board Member	

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**Approved By:** Thomas Thomas, City Manager

FIRST RESOLUTION by Board of Local Improvements for making one improvement by improving:

**20<sup>th</sup> Avenue: 32<sup>nd</sup> Street to 34<sup>th</sup> Street**

**BE IT RESOLVED BY THE BOARD OF LOCAL IMPROVEMENTS  
OF THE CITY OF ROCK ISLAND, ILLINOIS THAT:**

1. A local improvements shall be made in the City of Rock Island, Illinois, the location, nature, character and description of said improvement being as follows:

Location: **20<sup>th</sup> Avenue: 32<sup>nd</sup> Street to 34<sup>th</sup> Street**

Nature: Reconstruction

All references to station points, etc., in the above location description can be located on right-of-way as shown on plans for Job 2694, which is herein made a part of this resolution as if copied word for word and line for line by specific reference.

Nature, Character and Description of Improvement: **The improvement shall consist of reconstruction.**

A general description of said improvement being:

The proposed work is located within the City of Rock Island on 20th Avenue from 32<sup>nd</sup> Street to 34<sup>th</sup> Street. The construction generally consists of the removal of existing pavement and replacement with new PCC pavement. There will be some storm sewer work.

The plans and specifications clearly explain in further detail the nature, character and description of this project, and are made a part hereof by specific reference.

2. An itemized list showing the estimated cost of this improvement has been submitted by the City Engineer. That said estimate is hereby made part of the record of this Board, and further that said estimate is hereby incorporated into this resolution by specific reference as if copied word for word herein, and further that said estimate is hereby approved by this Board.
3. That the cost said improvement estimated to be \$415,772.26 shall be paid for by Special Assessment. The exact amount to be assessed against the City of Rock Island and the exact amount to be assessed against the properties benefited shall be determined as

provided by law.

4. That the plans, profiles, detailed drawings and project specifications governing the construction of this project are those as approved by the Board of Local Improvements on this date, together with "The Standard Specifications for Road and Bridge Construction" adopted by the Department of Transportation of the State of Illinois, on January 1, 2012, which are made a part of the project specifications by specific reference and said project specifications are hereby made part of the record of this Board. That all parts of said plans, profiles, detailed drawings and project specifications as well as "The Standard Specifications" relating to the construction of this improvement as aforementioned in this resolution are hereby incorporated into this resolution as if copied word for word and line for line by specific reference.
5. This resolution, plans, profiles, detailed drawing, project specifications, "Standard Specification" and estimate is available for public inspection during business hours in the Office of the City Engineer of the City of Rock Island located at 1309 Mill Street, City of Rock Island, Illinois. The aforementioned plans, profiles, detailed drawing project specifications are known in the City Engineer's office as **Job 2694**.
6. And further resolved that there shall be public hearing on the question of making this improvement on the **23<sup>rd</sup> day of May, 2013** at the hour of **5:30 p.m.**, in **Rock Island City Hall Council Chambers** and notice of this hearing which shall be not less than ten (10) days after the adoption of this resolution shall be sent by mail to the person who paid the general taxes for the year preceding on land fronting said improvement at least five (5) days before said meeting as required by law.

Passed this **26<sup>th</sup> day of April, 2013**.

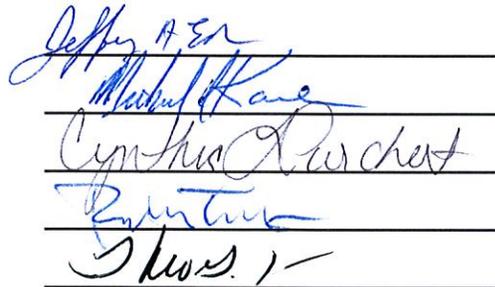
Jeffery Eder, President

Michael J. Kane, Secretary

Cynthia Parchert

Randy Tweet

Ted Kutsunis

  
Jeffery Eder  
Michael Kane  
Cynthia Parchert  
Randy Tweet  
Ted Kutsunis

# CITY OF ROCK ISLAND

## Public Works Department - Engineering Division 20th Avenue Reconstruction, 32nd Street to 34th Street Job No. 2694

Item No.	Description	Quantity	Units	Unit Price	Total
1	Earth Excavation	588	yd <sup>3</sup>	\$15.00	\$8,820.00
2	Geotextile Fabric for Ground Stabilization	2,814	yd <sup>2</sup>	\$1.25	\$3,517.50
3	Aggregate Base Course, Type A	1,045	ton	\$21.00	\$21,945.00
4	Pavement Removal	2,740	yd <sup>2</sup>	\$13.00	\$35,620.00
5	PCC Pavement with Integral Curb, 7"	2,814	yd <sup>2</sup>	\$40.00	\$112,560.00
6	Driveway Pavement Removal	129	yd <sup>2</sup>	\$12.00	\$1,548.00
7	PCC Driveway Pavement, 6"	131	yd <sup>2</sup>	\$45.00	\$5,895.00
8	Sidewalk Removal	1,621	ft <sup>2</sup>	\$1.75	\$2,836.75
9	PCC Sidewalk, 4"	2,614	ft <sup>2</sup>	\$5.00	\$13,070.00
10	PCC Pedestrian Curb Ramp	1,085	ft <sup>2</sup>	\$15.00	\$16,275.00
11	Sodding	1,335	yd <sup>2</sup>	\$7.00	\$9,345.00
12	Removing Catch Basin to Maintain Flow	6	ea	\$300.00	\$1,800.00
13	Inlet and Pipe Protection	6	ea	\$250.00	\$1,500.00
14	Catch Basin Single, to Be Adjusted W/New Frame & Type C Grate	1	ea	\$750.00	\$750.00
15	Catch Basin Single	8	ea	\$2,000.00	\$16,000.00
16	Removing Manhole to Maintain Flow	5	ea	\$350.00	\$1,750.00
17	Manhole, Type A, 4' Diameter	4	ea	\$2,500.00	\$10,000.00
18	Storm Sewer, P.V.C., 12"	288	ft	\$45.00	\$12,960.00
19	Pipe Underdrain, Perforated, Corrugated, Polyethylene, 4"	1,471	ft	\$10.00	\$14,710.00
20	Trench Backfill	20	yd <sup>3</sup>	\$25.00	\$500.00
21	Watermain, 6"	33	ft	\$70.00	\$2,310.00
22	Gate Valve and Box, 6"	3	ea	\$1,100.00	\$3,300.00
23	Valve Box	3	ea	\$500.00	\$1,500.00
24	Valve Box to Be Adjusted	4	ea	\$100.00	\$400.00
25	Fire Hydrant to Be Removed	3	ea	\$500.00	\$1,500.00
26	Fire Hydrant	3	ea	\$2,500.00	\$7,500.00
27	Project Sign	2	ea	\$400.00	\$800.00
28	Traffic Control and Protection	1	ls	\$5,000.00	\$5,000.00
29				Subtotal of Bid Items:	\$313,712.25
30				Construction Contingencies (10% of line #29):	\$ 31,371.23
31				Construction Subtotal=	\$ 345,083.48
32				Estimated Total Contract Amount=	\$ 345,083.48
33				Engineering and Administration (17% of line #32):	\$ 58,664.19
34				Estimated Advertising:	\$ 470.00
35				Special Assessment Commissioner:	\$ 1,650.00
36				Collection Costs (2% of line #32):	\$ 6,901.67
37				4 Months Interest (2.28% of line #32):	\$ 2,622.63
38				15 Days Interest (2.28% of lines #32 thru #35):	\$ 380.29
39				<b>Total Estimated Project Cost =</b>	<b>\$ 415,772.26</b>

  
 Michael J. Kane, P.E.  
 City Engineer

**City Staff Present**

Ted Kutsunis, City Attorney  
Jeffery Eder, CED Director  
Cynthia Parchert, Finance Director  
Randy Tweet, Interim Public Works Director  
Mike Kane, City Engineer  
Robert Horton, Assistant City Engineer  
John Pearson, Engineer Tech  
Susan Wykoff, Office Assistant

**Audience Members Present**

John Callas, 329 18 Street, Rock Island  
Jim McFarland, 1314 23 Avenue, Rock Island  
Teng Chanthoung, 2230 15 Street, Rock Island  
Tom & Mary Kilbride, 2305 12 Street, Rock Island  
Cheryl Gulick, 1245 23 Avenue, Rock Island  
Debra Swanson, 1300 23 Avenue, Rock Island  
Robert Swanson, 1300 23 Avenue, Rock Island  
Michael Halpin, 2100 20-1/2 Avenue, Rock Island  
Fritz Dieudonne, 1310 23 Avenue, Rock Island  
Jack Frey, 3048 37 Avenue, Rock Island  
Joann Love, 3041 37 Avenue, Rock Island  
Judy Linn, 3035 37 Avenue, Rock Island  
Jerry & Karen Murphy, 3024 37 Avenue, Rock Island  
Alice Janssen, 3025 37 Avenue, Rock Island  
Chuck Ledbetter, 3012 37 Avenue, Rock Island  
Dave Heim, 3029 37 Avenue, Rock Island

BLI President, Jeff Eder, called the public hearing to order at 5:30 p.m. on the following projects:

Job 2691 - 23<sup>rd</sup> Avenue Reconstruction: 12<sup>th</sup> Street to 17<sup>th</sup> Street  
Job 2692 - 37<sup>th</sup> Avenue Reconstruction: 30<sup>th</sup> Street to 32<sup>nd</sup> Street  
Job 2694 - 20<sup>th</sup> Avenue Reconstruction: 32<sup>nd</sup> Street to 34<sup>th</sup> Street

Ted Kutsunis reviewed the Special Assessment procedures. It's a way of having projects, road projects, typically done in the City of Rock Island. It's by state statute. Programs for streets to be repaired are done by three ways under the special assessment procedure. It can be requested by a petition of the residents who live along the street. It can be requested by the City Council, and it can be requested by the Board of Local Improvements, of which we are all members.

The projects up for tonight's discussion were selected as a result of a request by the Board of Local Improvements based upon recommendations of the city staff.

In 2008 the city performed what is known as a pavement condition survey on all the streets located in the City of Rock Island. On a scale of zero to 100, with zero being the worst and 100 being the best, the condition of these streets were assessed as follows: 23<sup>rd</sup> Avenue between 12th Street and 17th Street was rated 27. 20th Avenue between 32nd and 34<sup>th</sup> Street was rated at 18. 37th Avenue between 30<sup>th</sup> Street and 32nd Street was rated at 38. The projects were recommended by the Public Works Department staff based upon the Critical Pavement Condition Index Concept.

This concept is based upon a rating of 40 on a scale of zero to 100 being the critical value. The Board of Local Improvements evaluates the requests and makes a recommendation to the City Council for projects to be included in a five-year Capital Improvement Program, which the City of Rock Island has implemented. After the City Council would approve the Capital Improvement Program, which they have, the Engineering Division of the city prepares the preliminary plans, specifications and cost estimates for the project and presents this to the Board of Local Improvements.

After the Board has approved the preliminary work, the Superintendent of Special Assessments is directed to determine assessments for adjacent properties. Once the assessments are received, a public hearing is scheduled and notices are sent to the adjacent property owners. Tonight we are here for the public hearing.

The Board of Local Improvements conducts all public hearings for special assessment projects in accordance with the laws of the State of Illinois. We report the results to the City Council. Minutes of the public hearing are prepared and submitted to the City Council, along with the Board's recommendations, the cost estimate and the amounts to be assessed. After the public hearing has been held, the Board has three options. We can, one, recommend that the City Council pass the Special Assessment Ordinance to continue the project. Two, we can modify the scope of the project. Three, we can drop or disallow the proposed project. If we go forward with either a recommendation or a modification, the public hearing minutes will be considered at the regular City Council meeting. Residents are invited to make further comments at the City Council meeting if they so desire. If the City Council decides to proceed with the project, it passes the Special Assessment Ordinance, starting the formal process for establishing the individual assessments against the adjacent property. The meeting that we intend to have the Council to consider these special projects will be, I believe, the June 3rd meeting.

The special assessment roll is sent to the Rock Island County Circuit Court, who sets the final assessments on each individual property. Notices are sent to properties being assessed, notifying them of the time and date of the court hearing. Residents can appear before the Circuit Court to file an objection if you feel that your proposed assessment is too high. The Court will then set a trial date to hear the evidence regarding the objection. After all objections, if any, are resolved by the Court, the Assessment Roll is confirmed by the judge, and the city is authorized to proceed with construction. If an objection is filed, the project will usually be delayed until the next construction season.

Construction: After the Court has confirmed the Assessment Roll, the Engineering Division finalizes the construction plans and specifications. Bids are received, and the

contract is awarded to the lowest qualified bidder. Most special assessment projects are completed in one construction season, and the Engineering Division provides on-site construction inspection. After the construction work is completed, the final costs, including the engineering and legal costs, are tabulated, and the Assessment Roll is amended by the Superintendent of Special Assessment to reflect the final costs. Individual assessments almost always remain the same, and any difference between the estimated costs and the final costs is applied to the amount that the City is responsible for. Typically, in a special assessment project, the City pays between 70 percent and 90 percent of the total project costs. The amount paid by the City for your project is currently estimated to be about 81, 88, and 97 percent, respectively, placed on the three projects.

The Circuit Court would then set another hearing for comments on the final assessments. Individual notices are not mailed for this hearing, and since the final assessments are always the same as the preliminary assessments, no one usually appears for this hearing. The judge then confirms the Final Assessment Roll. When the judge confirms the Final Assessment Roll, the City is authorized to send assessment bills to the individual property owners. The assessments can be paid in full without interest when received, or they, the homeowners, can spread the payments out over ten years with some interest being applied to the costs. The interest is always set at 70 percent of the commercial prime rate on the date that the City Council passes the Special Assessment Ordinance. The interest is always paid on the remaining balance. Assessment bills are sent out in December. The payment is due in January each year.

Robert Horton is the project engineer for the 23<sup>rd</sup> Avenue Project. Mr. Horton presented an overview of the project. An overview is attached as attachment 1.

Mike Kane is the project engineer for both the 37<sup>th</sup> Avenue project and the 20<sup>th</sup> Avenue project. Mr. Kane presented an overview of both projects. The overviews are attached as attachment 2 for the 37<sup>th</sup> Avenue project and attachment 3 for the 20<sup>th</sup> Avenue project.

Mr. Eder opened the floor for questions and answers, requesting that comments be kept to 5 minutes or less.

My name is John Callas. I am here on behalf of some of the landowners on the 23rd Avenue reconstruction. I know Bob Swanson, one of the residents, is also here. We have a couple of things, and if it's okay with you, we would just kind of like to do it together. I think it will expedite things. Just for point of clarification, my understanding is we are proceeding under 65 ILCS 5/9-2, which is that Subdivision 2 of Article 9.

MR. KUTSUNIS: I believe so, yes.

MR. CALLAS: And then based on my understanding and reading of the blueprints, the City is not -- in this reconstruction the City is not contemplating any taking or condemnation of any property. This is a reconstruction of property that currently exists.

MR. KUTSUNIS: That is correct.

MR. CALLAS: The public notice refers to a project cost of \$1,769,000, and in Bob Baecke's special assessment he talked about \$1.4, and I was just curious, where is the difference?

MR. KANE: The difference was we were able to revise our plans a little bit better between when this was originally turned over to Bob. The original cost estimate was at \$1.7, and then it was revised down to \$1.4.

MR. CALLAS: Okay. Thank you.

MR. SWANSON: As John said, my name is Bob Swanson, and I live at 1300 - 23rd Avenue on the street in question, and also I will just add that I am retired as of last July. Prior to that for 14 years I was the athletic director of Rock Island High School, so I have some familiarity with this from both ends of the street.

The owners on 23rd Avenue are very much appreciative and agree that the road repairs are very necessary. I'm sure you're well aware that we have had more than potholes over the last several years. I would call them sinkholes at times, and it's a very welcome project to see. The owners, however, do disagree with the project being classified as a local special assessment project with primary benefit to the local residents as opposed to the municipality as a whole. The predominant traffic on 23<sup>rd</sup> Avenue is high school generated, in the morning with people dropping children off and in the afternoon picking them up. The attendance at events brings literally hundreds and hundreds of cars on the street. If you travel the street at or near the time the bell rings, either for school to start or school to end, it's almost impossible to get up and down the street because there is so much traffic. It is all high school traffic, certainly not related to the 18 or 19 homeowners that are on that stretch. I think the classification as a local project might have been accurate in years past, perhaps back when the street was previously installed. Since that time, though, there have been some significant changes. Originally there was no parking lot on the north side of the high school. That's been put in in the last 15, 16 years, and that now is the faculty lot where all members of faculty and staff park on the 23rd Avenue side. Another significant change was the installation of the baseball field, which didn't used to be at the high school. We used to play at Douglas Park. Now baseball games are at the high school on that 23rd Avenue side. All the handicapped parking for the Rock Island stadium is on 23<sup>rd</sup> Avenue. Buses, and I can speak to this as the former athletic director, we direct buses to come off Route 67, turn up 25th, and then turn left on 12th Avenue and to go up 23rd, so that when they turn to unload at the stadium, the bus exits are on the stadium side of the street, so that the children don't have to try to cross a very busy 17th Avenue to get into the stadium. So on any occasion -- I don't know if any of you have happened to drive by last week when they had the boys sectional track meet. On 23rd Avenue there was something like 14 large motor-coach-type buses all parked on 23rd Avenue that had come up that hill and parked along the street, along with a number of school buses for local schools.

The owners request that a couple of things happen, if possible. One would be to reconsider the designation as a local project, and instead to consider it a municipal benefit with no assessment. The other, in the alternative, we would suggest that if there is an assessment, that there be an allocation of no less -- or no more than 5 percent on the residents and 95 percent as opposed to the 88. Alternatively to those two, the

owners have signed a petition, otherwise requesting a showing of the specific direct and actual assessed value and appreciation of their respective properties as a result of the project, and I will submit, Mr. Chairman, an original copy of the petition. This has signatures of 17 of the property owners. There is one vacant property. There are two rental properties that are owned by persons that are out of town and otherwise unavailable, and there were three property owners that simply we couldn't contact. They were rentals or not in the project, so I would give you that, and I do have copies I can give for the committee members.

MR. KUTSUNIS: Mr. Swanson, do you want this to be made a part of the record of this meeting?

MR. SWANSON: I think that would be a good idea.

MR. KUTSUNIS: So you want to offer it as an exhibit, I take it?

MR. SWANSON: Yes, let's do that.

MR. EDER: That will be Exhibit A.

MR. SWANSON: That would be great.

MR. CALLAS: I don't know if 25th Avenue was originally done by an assessment basis or not, but I would submit that 23rd is pretty close to 25th in that regard.

MR. KANE: Well, we haven't resurfaced 25th. That was just a street patching project, so that was just handled by City funds. It was done under a maintenance project that we have every year, and there is still quite a bit of significant difference in traffic volume between 25th and 23rd.

MR. CALLAS: I kind of think that the basic challenge, from my point of view, in addition to the local challenge that Bob brings, obviously the public versus private allocation is challenged and, secondly, the individual assessment issues. I do not -- I know Bob Baecke, and I do not believe that he is here today; correct?

MR. KANE: That's correct.

MR. CALLAS: And the City is relying upon Bob Baecke's opinion, I believe, and I guess for the record I had a number of questions regarding Bob's assessment that, obviously I can not get answers to today, but including one of the questions was what effect on the value of the property is there by the traffic that the reconstruction would cause, and, arguably, is it possible and more than likely that we will have a detrimental effect on the adjoining land owners?

MR. KUTSUNIS: Do you mean having a better road would cause more cars to traffic it?

MR. CALLAS: Correct, and increase the school-related traffic that the neighbors object to or don't necessarily think provide benefit.

MR. KANE: On a few of the projects that we have done in the past for roads that were done before and after, there has been shown no significant increases in traffic and/or

speed.

MR. CALLAS: Okay.

MR. KUTSUNIS: On that basis are we assuming that it will not be a public benefit if the road does not get fixed because it was more local in nature, but you are saying that if the road gets improved and more cars are on it there, it would be considered more of a public main thoroughfare? I'm just trying to understand the position.

MR. CALLAS: Correct. That is the argument that would be advanced, but, unfortunately, without Bob Baecke here to answer questions as to how he came with his enhancement to the value, we are unable to go down that road. So with that I will give it over to Mr. Swanson to wrap it up.

MR. SWANSON: Just a couple other things. Maybe the City engineer or Mr. Baecke would be the proper person to respond. The area from the high school to 17th, as I understand the plans, is about a third wider because there is a parking lane in that part of the street, and in the lower part, the downhill part, there is no parking allowed, in fact. Is that factored in somehow in the property owners along the street?

MR. KUTSUNIS: If you will look at the assessed valuation, Mr. Swanson, the high school by far is the highest assessed, \$100,000 of the total \$162,000 private assessment, so, in essence, there, obviously, is going to be an enhanced value to the high school property itself once the road is completed, and that is reflected in their share of the contribution.

MR. SWANSON: Did that also affect the private homeowners along that stretch of the street? Is that factored in?

MR. KUTSUNIS: You mean did that enhance theirs?

MR. SWANSON: Right. Again, with Mr. Baecke not here it's difficult. How did they get these assessments? If you look at linear footage of your lot, it can't be that, obviously, when you look at the plats and you look at the assessments. So then I looked at could it be maybe a percentage of your current market value, if your house is going to go up 2 or 3 percent, and based on that and using assessed values, that was all over, anywhere from some properties 3 percent up, others were less than a half a percent up, so I'm just curious, what all gets factored into that?

MR. KANE: I can probably answer a few of those questions. Again, I don't want to really speak for Bob and stuff, because Bob has been doing these assessments for the City for a very long, long time, some 30, 40 years, somewhere around in that timeframe. I do know that one of the factors he looks at when doing assessments isn't the frontage of the property itself but the total area of the property, and the basis of his assessment is based on what he believes will be the increase in the property value, what the property value will increase due to having a new road instead of having the old worn-out road. Some of the properties also received a partial assessment. Those are the ones on the corner. They will receive a partial assessment, because, again, on 23rd we have a few side streets, 14th, 15th, 16th, to take care of, so those properties that are on those corners received a half assessment because in future years, 15th, 14th and 16th will get

done. Those would also be done as part of a special assessment procedure, so, there are -- they get a reduced assessment because of the liability of that.

MR. SWANSON: I see. Well, let me then just wrap it up by saying that I think if you're at all familiar with that street, there is no possible way that you could call it a typical neighborhood avenue. There are hundreds of cars up and down that street every morning, every afternoon. I noticed on the traffic counts it didn't indicate, I don't think, the days or the times those were taken, but if you took it on a Friday night football game night, you're going to have hundreds and hundreds of cars. If you took it during the summer months when school is not in session, you're not going to have near as much traffic. If you come down our avenue on a Saturday or Sunday, unless there happens to be track meets or dramatic events or other things going on at the high school, there is not much traffic on the street. The heavy use of the street is to the benefit of the community and the high school and citizens dropping off and picking up children. The other factor, too, is -- and it actually dates back to the Columbine issue where school security became important. The high school locks all doors except the one on 23<sup>rd</sup> Avenue and the one on 25th Avenue, so those are the only entrance and egress points for the high school now, and that has dramatically increased the amount of traffic on the 23rd Avenue side because everybody has to go in or out either that door or the door on the other side, and based on where the kids' lockers are, that's where they have mom or dad drop them off. We hope that you will reconsider and review that petition, and thank you for your time.

MR. KANE: I can address the traffic counts. We took two sets of traffic counts, one during the summer months and one was in the middle of August timeframe and stuff like that, so it was while school was in session. So we could compare the two, the two results, and I think we saw an increase of a couple hundred vehicles per day, typically, is what the increase was between out of school and in school as far as the traffic counts go. One of the reasons behind this isn't necessarily -- the term local or residential streets are a little semi-confusing on this. It's been the City policy that we do special assessments for local roads, and local roads are classified as all those that do not have a federal -- that are not designated as a Federal FAU route. A case in point is 25th is designated as a Federal route. 11th Street, 17th Street are Federal FAU routes, so those streets when they are redone are not done typically as part of a special assessment procedure because those -- and this is going back to when they started passing Transportation Highway Acts in the early '80s I believe is when they started doling out the FAU routes -- and downtown streets. So the area kind of bounded by 15<sup>th</sup> to 24th from the river to about 7th, and 7th is kind of pushing it. Usually it's about 5<sup>th</sup> they consider the downtown area or 7th when we redid that, but that is also a Federal arterial.

MR. SWANSON: What would be the rationale for treating the downtown streets differently than the FAU routes?

MR. KANE: That was a designation by City Council probably well before you were even born, so, I mean, it's been the policy going back to almost the beginning of us doing these; that I think that whole designation was just to be able to increase and take care of businesses that were originally located in the downtown region.

MR. SWANSON: I would guess it might have been something to do with citizens all

over the City tend to, at least when stores were hopping down there, went to that area. To me, that would be very similar to the only high school, the only public high school, in the City.

MR. CALLAS: That's all I have. Thank you.

MR. EDER: Thank you.

MS. PARCHERT: Thank you, gentlemen.

MR. DIEUDONNE: My name is Fritz Dieudonne, and as I have expressed, I live on a 23rd Avenue property. When you did your count, is there a special time of the day that you actually did the count? I know you said what months you did the count.

MR. KANE: The traffic counts are done on one 24-hour period, usually starting around 9 or 10 o'clock in the morning and go to 9 or 10 o'clock the next day.

MR. DIEUDONNE: Okay. Well, that's not 24, but I don't see how anyone – regardless of if you count every vehicle, I don't see how anyone could spend two minutes on that street before school and after school and consider it a local residential street. Most of the parents, because the majority of the kids filter through 25th, they can't park on 25th, the parents, to pick up unless they're in the circle. They park on 23rd, and literally you can't get a vehicle down the streets without risking bumping into cars, because they park on both sides. I don't understand how that count could just be a couple hundred. Has anybody on the board actually visually gone and looked at 23rd Avenue at any point to see the traffic flow?

MR. KANE: Yes, I have. My daughter graduated about six years ago from Rock Island and stuff like that, so I was on that road many times during those years.

MR. DIEUDONNE: So I guess by that answer, that's our point. As residents on 23rd we are not the only ones using that street, okay. The majority of the traffic on that street are people dropping off and picking up their students.

MR. KANE: We understand that, and that's also why the City kicks in their share. That part is to take care of those other residents that utilize the street.

MR. DIEUDONNE: Can you clarify the interest when it comes to the repayment?

MR. KANE: We don't have that number quite yet. The road by my house was done by special assessment last year, and the interest rate on that was around like 2.1, 2.3 percent. 2.75 is what it looks like it would be.

MR. DIEUDONNE: Is that fixed, or over the ten-year period that we can repay, will it go up or not?

MR. KUTSUNIS: It's 70 percent of the prime rate at the time when the City Council passes the ordinance to do it.

MR. DIEUDONNE: So once it's approved it's fixed at that rate for the ten-year?

MS. PARCHERT: And you can repay it at the –

MR. DIEUDONNE: Will that come in as a separate bill from the property tax then?

MS. PARCHERT: That bill will be sent out by City ordinance in December, and it depends on when they actually get the rolls registered, so I defer that back to the construction guys to answer. It depends upon when the project actually gets done.

MR. DIEUDONNE: So a bill goes out in December. Is there a timeframe that the homeowner has to pay it within that year?

MS. PARCHERT: And correct me if I'm not saying this correctly for the rest of the Board here, but they go out in December, and they are due I believe it's January 15th or January 31st.

MR. KANE: The 15th.

MR. DIEUDONNE: So you have roughly 45 days to make that payment?

MS. PARCHERT: That installment.

MR. DIEUDONNE: Okay. Are there late fees associated to missing the payment dates? I know you said that you could pay ahead, but –

MS. PARCHERT: I'm sorry, I don't have the answer for that, but I can get that for you.

MR. DIEUDONNE: I would appreciate that.

MR. KUTSUNIS: Just for clarification, if this passes and if it is confirmed by the Court, the job will actually not be done until 2014, which would mean the first bill would not come out until December of 2014. The interest rate, however, then affixed to the installment payment would be set from the date that the City Council would approve the ordinance, which right now this job is over a million dollars, so it's going to require two readings. It will be presented to the City Council on June 3rd, and the final vote would be taken on June 10th. It's that date that the interest rate is set based upon what the prime index rate is.

MR. DIEUDONNE: The last question I have, I know our assessment is based on the projected value increase on our property. Is that the same logic for the school? How can the school have an increased value?

MR. KUTSUNIS: This is what the law says. "The cost of the improvement is assessed against individual properties in an amount not greater than the benefit to the property assessed. In general, the benefit is the increase the repairs have to fair market value of the property that will be brought about by the assessment." So, in other words, the theory is if you have a new road, the value of your property is going to increase.

MR. DIEUDONNE: That's what I'm saying. How did you guys come up with a number for the school? How does that increase the school's value, the property value of the school? How did you come up with the school's number versus the increased value of

my property?

MR. KUTSUNIS: Mr. Baecke would be the one that would, in particular, have to address that. You can contact him, and he would be more than happy to give you that answer.

MR. DIEUDONNE: I guess, in general, school's property values are not going up or down. It's a school.

MR. KUTSUNIS: But any real estate has a certain value, and if this school would not continue on at this location, the school district would probably try to sell it, so there would be a value to the property. So every property has a value whether it's a publicly-held property or privately-owned property.

MR. DIEUDONNE: And then –

MR. EDER: In fact, all the new accounting rules make us put a value on our buildings, our roads, from the state's perspective and I'm sure from the school's perspective, so the school would have had to put a value on all their own properties.

MR. DIEUDONNE: I guess I do have one more question. The sidewalk is that on the north side of 23rd? I didn't catch that.

MR. KANE: The new sidewalk that's going in between 12th and 14th will be on the north side of 23rd, and it will remain at its current location along the south side between 14th and 17th.

MR. DIEUDONNE: And that's not considered a property loss for those owners?

MR. KANE: That work will still be done within the existing City right of way.

MR. DIEUDONNE: There's not a sidewalk there, so obviously you're going to be cutting through the yards to put the sidewalk, or is the sidewalk going to be where the street is currently at?

MR. KANE: There will be a new sidewalk behind the existing curb, yes, and, again, that is presented to Mr. Baecke, and he takes those into account.

MR. DIEUDONNE: So the sidewalk will be placed where somebody's yard is at?

MR. KANE: Correct.

MR. KUTSUNIS: But the sidewalk will be considered on the public right of way. In essence, we have every right, the City, the local entity, has every right to use that for the benefit of people. That's why the sidewalk is built.

MR. DIEUDONNE: The entire City, hence that's why 23rd Avenue should not have a special assessment, because you are only putting the sidewalk there for the kids to safely walk up that street to get to school instead of walking in the street, which they currently do. That's the only reason you're putting a sidewalk there. The homeowners

are not asking for a sidewalk. We don't use the sidewalk. Okay, and I will sit down, and you can ask, but if you put a sidewalk there for the benefit of the students that are going up and down that street, obviously you guys realize that street is used primarily to feed the school, so then a special assessment should not be added.

MR. KANE: The sidewalk on that street isn't just for the school. The reasoning behind that is about five or six years ago the City Council passed a kind of pedestrian walkways plan, and in that they directed us that whenever we do street reconstructions, that we install new sidewalk along streets that there is none currently existing.

MR. DIEUDONNE: And the reason behind that?

MR. KANE: That was the City Council's directive to us. I think the whole thing was just trying to make more of a walking environment for the citizens of Rock Island.

MS. PARCHERT: They are not adding a sidewalk because you're by the school. That's just regardless of what street you live on, they would be adding a sidewalk.

MR. DIEUDONNE: Thank you.

MR. LEDBETTER: I'm Chuck Ledbetter. I live at 3012 - 37th Avenue. In looking at the drawing you guys have here, again, going back to the sidewalk, there is no sidewalk on either side of our street now, and this looks like it's going to be on the other side, and is that correct?

MR. KANE: I believe that's correct.

MR. LEDBETTER: I mean, again, why are they putting in a sidewalk there? First of all, we need the new street. I've been there 13th years, and some of the people that came with me tonight have been there a lot longer than me. It's needed, and we appreciate that, but does that take away value, or is that something that I have to ask Bob?

MR. KANE: Actually, along 37th it was just luck of the draw. Going back to that pedestrian walkway plan that I mentioned, they said we are to install sidewalk along one side of the project, so along this stretch of 37<sup>th</sup> it was just luck of the draw as far as that goes, as far as it being on the south side as opposed to the north.

MR. LEDBETTER: Is that going all the way up? Are you doing 30th to 32nd?

MR. KANE: It will go right now from 30th to 32nd. When we do the rest of 37<sup>th</sup> sometime in the future, that section will be added at that time.

MR. LEDBETTER: Dealing with the assessments, like I said, again, we need the street. It's horrible. There is a lot of traffic there, too, but I guess I'm oblivious to this because the assessment, everybody's is different, probably, because of the value of the houses, what they own; right? I would assume that everybody's would be a little bit different.

MR. KANE: Yes.

MR. LEDBETTER: I guess why are we paying at all? Is it because -- is it the law that it

has -- that you charge us, the homeowners, and you guys assessed us, and you charge us and you guys take what? 80 percent or 85 percent? Is that what you guys are covering, the City?

MR. KANE: I think this one is close to 81 percent, and the reason why this road was selected to be part of the special assessment procedure is because it's not classified as a Federal arterial route. So, therefore, it's classified as a local route, and by City policy the local streets are done by special assessment procedure.

MR. FREY: You said assessment is based on the property tax or the frontage on the street?

MR. KANE: It doesn't have anything to do with frontage or the property tax.

MR. FREY: Is the assessment based either on property tax or the frontage on the street?

MR. KANE: Neither.

MR. FREY: Well, then, what's it based on?

MR. KANE: It's based on what the special assessment. Sir, could you step to the mike and introduce yourself and give us your address please.

MR. FREY: Wait a minute. You're jumping way ahead. I pay taxes. I have lived on that street --

MR. KANE: Sir, could you introduce yourself?

MR. FREY: My name is Jack Frey. I live at 3048 - 37th Avenue. I have lived there for over forty years. I have never seen that street worked on except once. The City has not paid much attention to it. It was bad when I moved in there. I'm more worried about a couple things. I asked you, what is the assessment from? What some guy thinks it should be or what the property taxes that I paid? Or is it so much per footage on the frontage to the road? That's what I'm asking. If you don't know the answer, I suggest that you find the answer.

MR. KANE: Bob Baecke is a real estate appraiser. He has been appraising real estate since the Korean War, so he has been doing this for close to --

MR. FREY: He's a real estate agent?

MR. KANE: Not a real estate agent, but a real estate appraiser.

MR. FREY: A real estate appraiser?

MR. KANE: Yes, and he has been appraising real estate --

MR. FREY: Well, I don't agree with that.

MR. KANE: -- for over sixty years. As a part of his formula to come up with his appraisal rate, one of the factors that he considers is the total lot area, not just frontage, but the total lot area.

MR. FREY: Are you going to base it on the taxes that we pay?

MR. KANE: No, not on the taxes that you pay but how big of a lot you have.

MR. FREY: You mean if I have a small lot, I get the benefit of the brand-new street for less money? Is that what you are saying to me?

MR. KANE: That's part of it. That's part of his formula.

MR. FREY: I will ask you this question. What happens when they take up that street and they find sinkholes? Is that going to add to the cost of my assessment?

MR. KANE: Once your assessment is set, it will not change. Any additional costs are borne by the City.

MR. FREY: Now, is this figure that you quoted me in the letter for my assessment to be, is that solid, or is that somebody's imagination?

MR. KANE: That is what the appraiser said.

MR. FREY: So it has been appraised already?

MR. KANE: Yes.

MR. FREY: What happens if the bid comes in and it doesn't match what you appraised?

MR. KANE: If the costs are higher, then the additional amount is paid by the City.

MR. FREY: And if it's lower?

MR. KANE: And then if it's lower, then the City's share goes down.

MR. FREY: The City's share goes down?

MR. KANE: Correct.

MR. FREY: And mine stays the same?

MR. KANE: Correct.

MR. FREY: In other words, it's win/win for the City and the property owner gets it in the neck? Is that it?

MR. KANE: I would --

MR. FREY: I'm asking you, is that it?

MR. KANE: That's the way the procedures work.

MR. FREY: I just wondered, because I'm not worried about paying the assessment. I found out that the loan institution will be the American Bank. I hoped they were doing the assessment, not somebody that I never heard of.

MS. PARCHERT: Actually, the City finances that. American Bank just happens to service those payments for us, but just for the record, the City pays for the project.

MR. LEDBETTER: You did answer a couple questions there that I had about the assessment part, but like I said, there is no doubt that it needs to be redone. Another question I had that my wife told me to ask. Anyway, we are getting to redo our driveway. Does it have to be a curb, or can be it a flat, or is it law that the City has to put the curb?

MR. KANE: We will take care of -- which property are you?

MR. LEDBETTER: 3012, Ledbetter. Do you see Ledbetter? I mean, we are in the process of getting bids for a driveway, and I actually --

MR. KANE: So you're this property here?

MR. LEDBETTER: Right.

MR. KANE: You can see the red section. That's, basically, the section that the City will replace. The reason behind that is in order to be able to set forms for the street itself and stuff like that, we need to remove that section of the driveway to take care of that, so that section will typically be -- it will be removed and replaced as part of this section. If you remember part of the cross-section, we're going with the standard barrier curb, which is more of a four-inch barrier curb instead of the rollover curb, and then you will have a depressed curb which is usually --

MR. LEDBETTER: So it won't be as high?

MR. KANE: Yeah, it is usually about a quarter inch.

MR. LEDBETTER: Okay, and my other question then is I own like six feet over. My driveway is pretty skinny. If I pay extra, pay the City extra or whatever it was because we wanted to widen it, can we widen it now, even though we don't do the driveway yet?

MR. KANE: The way these things are done, a lot of residents also have their driveways repaired, and they contact whoever the contractor is at the time to get a quote, because a lot of times you can get a little bit better value because they are already there to do the street, and they just mobilize a crew and all of that. So we will replace, like I said, the section that you see in red, and any work that is south of that property line or driveway line would be your responsibility.

MR. LEDBETTER: Would be our responsibility. What I'm saying, though, is if you guys start the project and I don't have my driveway done yet, I hadn't started it, can you guys widen it for me if I pay THE extra?

MR. KANE: You won't even have to pay extra. You just tell us how wide you want that approach to be.

MR. LEDBETTER: I think that's it. I appreciate it.

MS. GULICK: My name is Cheryl Gulick, and I live at 1245 -23rd. I'm a homeowner there, so I have some questions. You said that the -- I know there was a difference from this last letter sent out to the proposed amount on the page that you guys presented tonight.

MR. KANE: That is correct.

MS. GULICK: Now, that won't change our assessment then?

MR. KANE: In reality, the actual assessment is based off that \$1.4 million estimate. We just didn't get it changed on that letter.

MS. GULICK: Okay. I have another concern and question. If something happens to the main water line and it causes problems and it backs up into my home and there's major damage, is that covered by you guys within the City, or is that going to be a huge deficit or something I'm going to have to be responsible for?

MR. KANE: I don't envision any problems with that. If something like that occurs during construction, we will take a look at each property.

MS. GULICK: Well, what if it causes problems and that it goes into my home and causes problems?

MR. KANE: If it is something that was caused by our project, we will fix it.

MS. GULICK: But is that going to be something that's going to be wrote out, that it's going to be covered for the homeowners down the street?

MR. KANE: Would you please repeat that?

MS. GULICK: Is that going to be something that will be written, so that I have assurance that if something were to go bad within my water system from the road, that you would take care of it?

MR. KANE: Typically, we don't do that.

MS. GULICK: Yeah, so I notice there has been some mail that has been coming recently with water line insurance that hasn't come before. It's just like a new thing coming like this last year.

MR. KANE: Right. We do have two programs. One is a water service repair program, and the other is a sanitary sewer repair program, and that's, basically, what those projects or programs are for are, is to kind of provide a benefit if anything occurs with your sanitary sewer or your water main service.

MS. PARCHERT: We have actually had those programs for several years. What you may be getting -- are you referring to on --

MS. GULICK: I have been there about seven and a half years, and I just started getting them the last year.

MS. PARCHERT: There are private companies that have been mailing those to residents, but this particular -- the City also offers those programs for water and sewer, and if that's something that you're interested in, you can pick up applications down in the finance department, and you can sign up for it there.

MS. GULICK: All right. And then I have another question. Since I've lived there, that main road is used at least 90 percent with the high school. I have a high-schooler there, and I have had more than a dozen phone calls and people saying, Your road is terrible. I have had family from out of town. My driveway has a foot concave area that goes in once you go into my driveway. I have had struts replaced, lots of mechanical stuff on my car because of the road and driveway. I have concerns because I have a foundation wall on the side of the driveway, so I can't really tell like if you're talking about putting in a sidewalk how far that -- are you guys going to have to dip into the foundation wall, because the way you guys made it sound, the width of the sidewalk, it's going to cause a problem with the foundation wall.

MR. KANE: I don't think it's shown on that one.

MS. GULICK: So from the existing curb now, so it will dip into the foundation line or the wall that I'm talking about.

MR. KANE: That is correct.

MS. GULICK: I'm concerned with it being a problem with anything going on later when

MR. KANE: It's --

MR. CALLAS: So you guys will take care of that if something goes wrong, because I have one income? I just have a concern about that.

MR. KANE: If it's something that's due to our project, we will fix it. Typically on this, they will have to remove sections of that wall, anyway, so our contractor will make sure that things are fixed up before he leaves.

MS. GULICK: I'm sure there are many more. I have called down before, and they have said that they are just talking about it, but who would I contact if I had further questions. Who would I call in particular?

MR. KANE: It's the --

MS. GULICK: Would it be the contracting person?

MR. KANE: Probably the best person to talk to would be Bob, just because of the fact that he is the project engineer on that thing, so if there is anything dealing with the --

how things are being constructed and anything like that, Bob would be the best one to contact on that.

MS. GULICK: Thank you.

MR. HORTON: Here's my card.

MR. McFARLAND: Good afternoon, my name is Jim McFarland, and I live on 23<sup>rd</sup> Avenue. First off, thank you to the other residents that have come forward. Pretty much the other speakers for 23rd Avenue covered the points I was interested in. I have been in the house in this property for 22 years, tax paying for 22 years, and I had no idea when it came along time to fix the street that they were going to ask me to help pay for it. I thought that what all my property taxes and assessments had been for. Also the calculation I don't feel comfortable with or agree with how they have assessed the value to charge me at my property. I don't see how the width of my yard – the width of the back of my yard goes into a ravine, and I don't see how that can be part of a calculation for an assessment to help offset some of the payments for the street. So I also would like to request that they reconsider an assessment for this municipal improvement. Of the 10 or 16 homeowners, we make up 5 percent of any of the traffic or anything that goes on in that area. I know it's not our heavy vehicles that have worn down the street in the 22 years I've been there, and I have to agree with most of the other people that have gotten up to speak so far that the degrading nature of that area has not been something that the neighbors have caused themselves. It happens to be in the proximity to all the hundreds of people which traverse that street daily to take their kids to school or pick them up. Thank you for letting us speak tonight.

MS. PARCHERT: Thank you, sir.

MR. EDER: Does anybody else want to get up and speak? Seeing no additional residents, I will go ahead and close the public hearing portion of this meeting.

Meeting was closed at 6:37 PM.

Respectfully submitted,

Susan Wykoff  
Office Assistant III  
Engineering Division

(note – the question and answer portion is an actual transcript taken by a certified court reporter,)

Attached: Exhibit A

# 23<sup>rd</sup> Avenue Reconstruction Between 12<sup>th</sup> Street and 17<sup>th</sup> Street, Job No. 2691

March 2013

To: City of Rock Island Board of Local Improvement, Mayor Pauley, and Rock Island City Council

We, the undersigned owners of real estate on 23<sup>rd</sup> Avenue between 12<sup>th</sup> Street and 17<sup>th</sup> Street, object to the reconstruction project's classification as a special assessment. We agree that improvements to 23<sup>rd</sup> Avenue are needed. Nonetheless, we request that the Board of Local Improvements or the Rock Island City Council either:

- 1) drop the classification as a special assessment;
- 2) reallocate to a higher percentage the public benefit portion of the project to no less than 95%;
- 3) or otherwise justify the specific, direct benefit to each property owner.

As the subject property owners, we attest that the 23<sup>rd</sup> Avenue traffic flow does not reflect a typical neighborhood and that the repeated and frequent flow of heavy traffic to and from Rock Island High School, including busses for sporting and other school events, demonstrates that improvements to 23<sup>rd</sup> Avenue benefit the general public and that reconstructions costs should be paid by the general public.

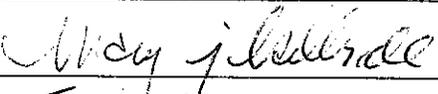
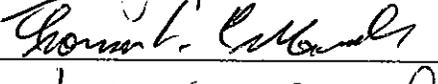
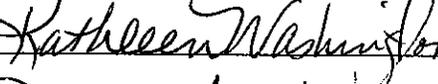
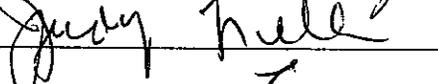
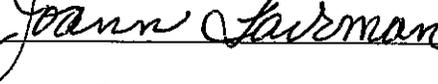
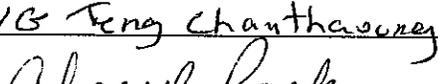
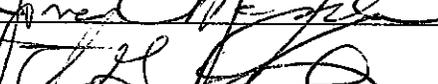
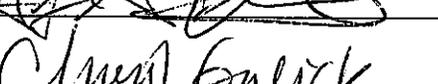
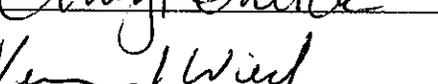
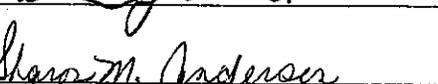
Name (Printed)	Signature	Address (Rock Island, IL)
Mary J Kilbride		2309 12 <sup>th</sup> St.
Thomas L. Kilbride		2305 12 <sup>th</sup> St.
Kathleen WASHINGTON		1623-23 AVE
Judy Fuller		2225-16 <sup>th</sup> St.
JOANN FAIRMAN		2227 15 1/2 St.
TENG CHANTHAVONG		2230 15 <sup>th</sup> street
CHERYL PARK		2234-14 <sup>th</sup> St.
James C McFARLEN		1314 23 <sup>rd</sup> Ave
Fritz Deubonno		1310 23 <sup>rd</sup> AVE
Cheryl Gulick		1245-23rd AVE.
Vernon J. Wicch		1203-1205 23rd Ave
Sharon M. Anderson		1501-23 Ave R.I
JASON A. NELSON		1345 23 <sup>rd</sup> AVE, RI

Exhibit A



23rd Avenue Reconstruction  
12th Street to 17th Street  
General Information

A. Proposed Construction Sequence:

- 1) Remove full width of the existing street pavement, sidewalks, and portions of the existing driveways.
- 2) Install new sanitary sewer, watermain, catch basins, storm sewer, fire hydrants and laterals, and 4" pipe underdrain.
- 3) Regrade the street. Improve soil subgrade with stabilization fabric and an aggregate base course.
- 4) Pave the new street with portland cement concrete. The new pavement will be (7") thick with a (6") high curb on each side. Pavement width will vary 25' to 36'.
- 5) Regrade and restore portions of the driveways to match the new street. Construct sidewalks and pedestrian ramps. Most of this work will be done on the public right-of-way.
- 6) Regrade and resod any disturbed lawns.

B. Traffic Control & Protection:

- 1) Access to all streets will be maintained using phased pavement replacement.
- 2) On-street parking, within the construction zone, will be prohibited.
- 3) Driveway access shall be maintained as much as possible.

C. Estimated Cost:

Construction Costs	\$1,528,134.04
Engineering, Finance, and Legal Costs	<u>\$305,231.04</u>
	\$1,833,365.08

D. Tentative Construction Schedule:  
(If no objections are filed in court)

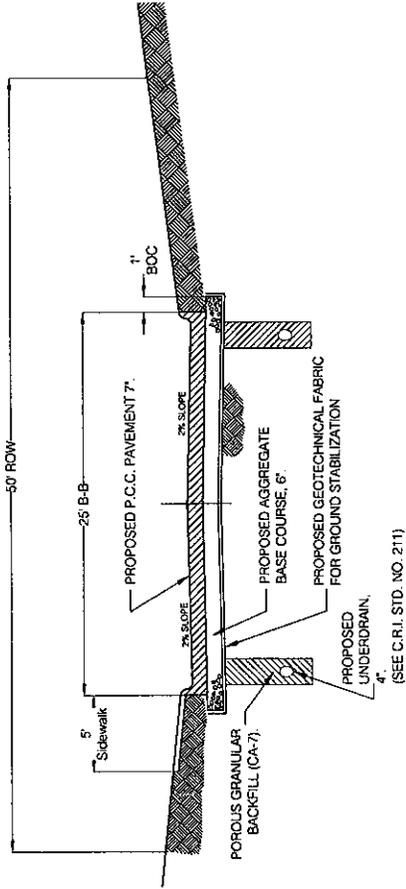
Projected Bid Opening	Summer 2013
Projected Start Date	Fall 2013
Projected Completion	Spring 2014

Attachment 1

23rd Avenue Reconstruction  
12th Street to 17th Street

TYPICAL PAVEMENT CROSS-SECTION

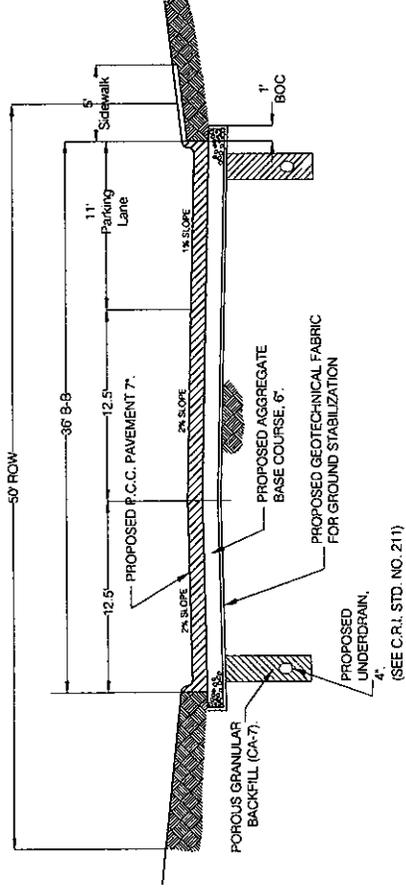
Sta. 0+41 to Sta. 9+15



23rd Avenue Reconstruction  
12th Street to 17th Street

TYPICAL PAVEMENT CROSS-SECTION

Sta. 9+15 to Sta. 23+58.45



Typical Sections

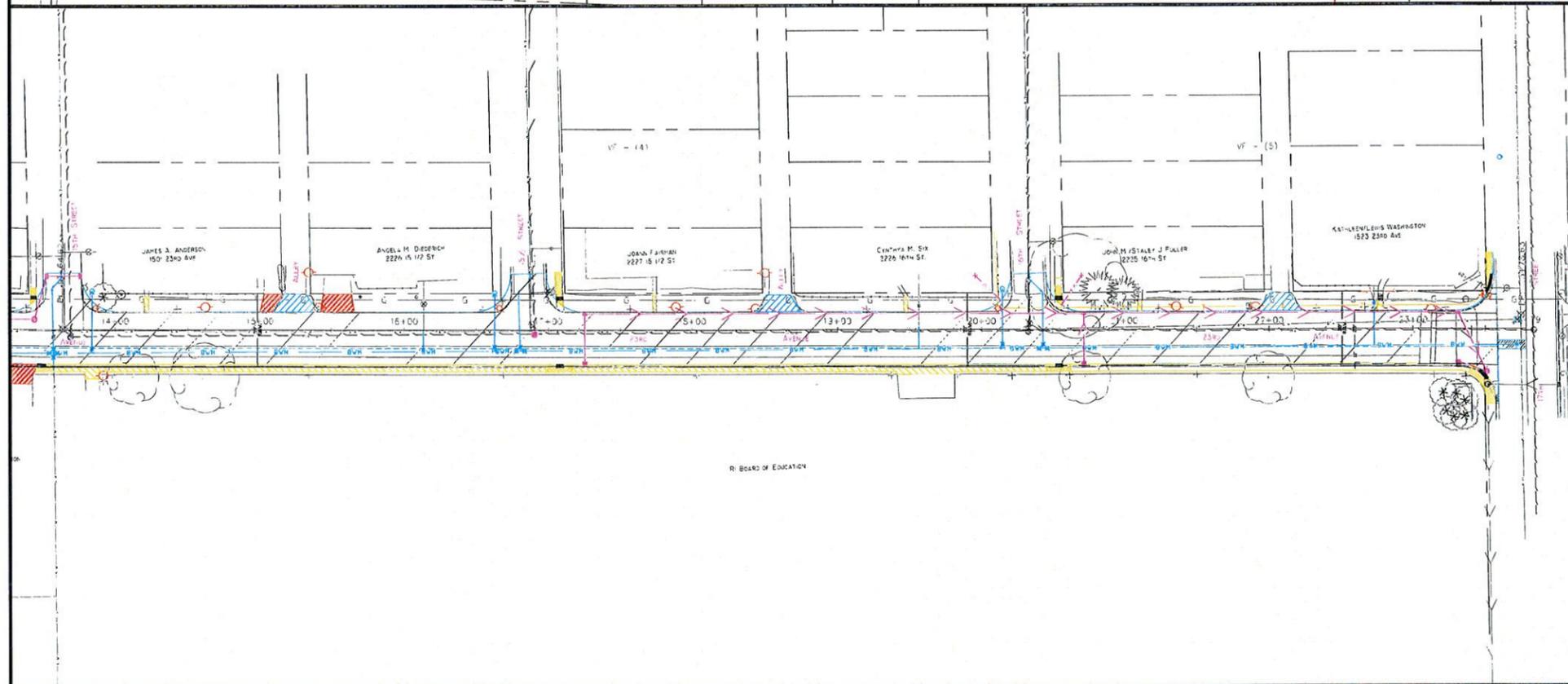
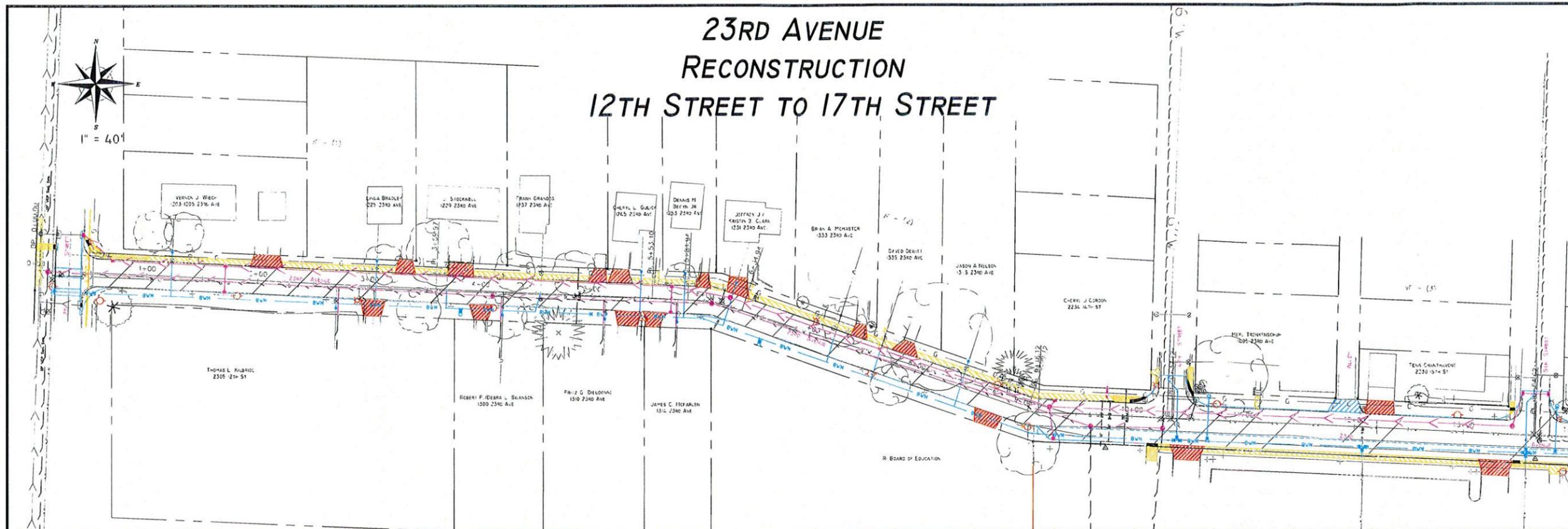
CITY OF ROCK ISLAND  
ENGINEERING DIVISION  
23rd Avenue Reconstruction  
12th Street to 17th Street

Project Number: 2691  
Scale: 1" = 4'-0"

DATE: 11/14/11  
DRAWN BY: [Signature]  
CHECKED BY: [Signature]  
APPROVED BY: [Signature]

Sheet 2 of 4

# 23RD AVENUE RECONSTRUCTION 12TH STREET TO 17TH STREET



**LEGEND**

- UTILITY CONTROL POINT
- TREE
- FIRE HYDRANT
- PROPOSED 12" FIRE HYDRANT
- WATER VALVE
- PROPOSED WATER VALVE
- PROPOSED 12" TEE
- PROPOSED 12" x 24" TEE
- PROPOSED 12" x 18" TEE
- PROPOSED FLANGE
- DOMESTIC WATER VALVE
- GAS VALVE
- STORM HYDRANT
- PROPOSED STORM MANHOLE
- SANITARY MANHOLE
- PROPOSED SANITARY MANHOLE
- ELECTRIC MANHOLE
- POWER POLE
- STREET LIGHT
- BOX
- SINGLE CATCH BASIN
- DOUBLE CATCH BASIN
- PROPOSED SINGLE CATCH BASIN
- PROPOSED 12" PAVEMENT WITH INTEGRAL CURB T
- PROPOSED 12" PAVEMENT REMOVAL & REPLACEMENT
- PROPOSED 6" CONCRETE SURFACE & PCC BASE COURSE REPLACEMENT
- PROPOSED CONCRETE CONCRETE 12" LURE AND QUARTER REMOVAL & REPLACEMENT
- PROPOSED 12" WALK REMOVAL & REPLACEMENT 4
- PROPOSED 12" DISTRIBUTION GRID RAMP REMOVAL & REPLACEMENT 6
- PROPOSED 12" WALK REMOVAL & REPLACEMENT 5
- PROPOSED WATER MAIN
- EXISTING WATER MAIN
- PROPOSED 12" SEWER
- EXISTING 12" SEWER
- PROPOSED 12" SANITARY SEWER
- EXISTING 12" SANITARY SEWER
- PROPOSED 12" GAS LINE
- EXISTING 12" GAS LINE
- PROPOSED TELEPHONE CONDUIT
- EXISTING TELEPHONE CONDUIT

**CITY OF ROCK ISLAND**  
**ENGINEERING DIVISION**

23rd Avenue Reconstruction  
12th Street to 17th Street

Job Number <b>2691</b>	Date 5/24/2012
Computer Drawing Name /Jobs/2691plan	By mdw
Sheet 1 of 1	

37th Avenue Reconstruction  
30<sup>th</sup> Street to 32<sup>nd</sup> Street

General Information

A. Proposed Construction Sequence:

- 1) Remove full width of the existing street pavement, sidewalks, and portions of the existing driveways.
- 2) Install new catch basins, storm sewer, fire hydrants and laterals, and 4" pipe underdrain.
- 3) Regrade the street. Improve soil subgrade with stabilization fabric and an aggregate base course.
- 4) Pave the new street with portland cement concrete. The new pavement will be (7") thick with a (6") high curb on each side. Pavement width will be 25'.
- 5) Regrade and restore portions of the driveways to match the new street. Construct sidewalks and pedestrian ramps. Most of this work will be done on the public right-of-way.
- 6) Regrade and resod any disturbed lawns.

B. Traffic Control & Protection:

- 1) Access to all streets will be maintained using phased pavement replacement.
- 2) On-street parking, within the construction zone, will be prohibited.
- 3) Driveway access shall be maintained as much as possible.

C. Estimated Cost:

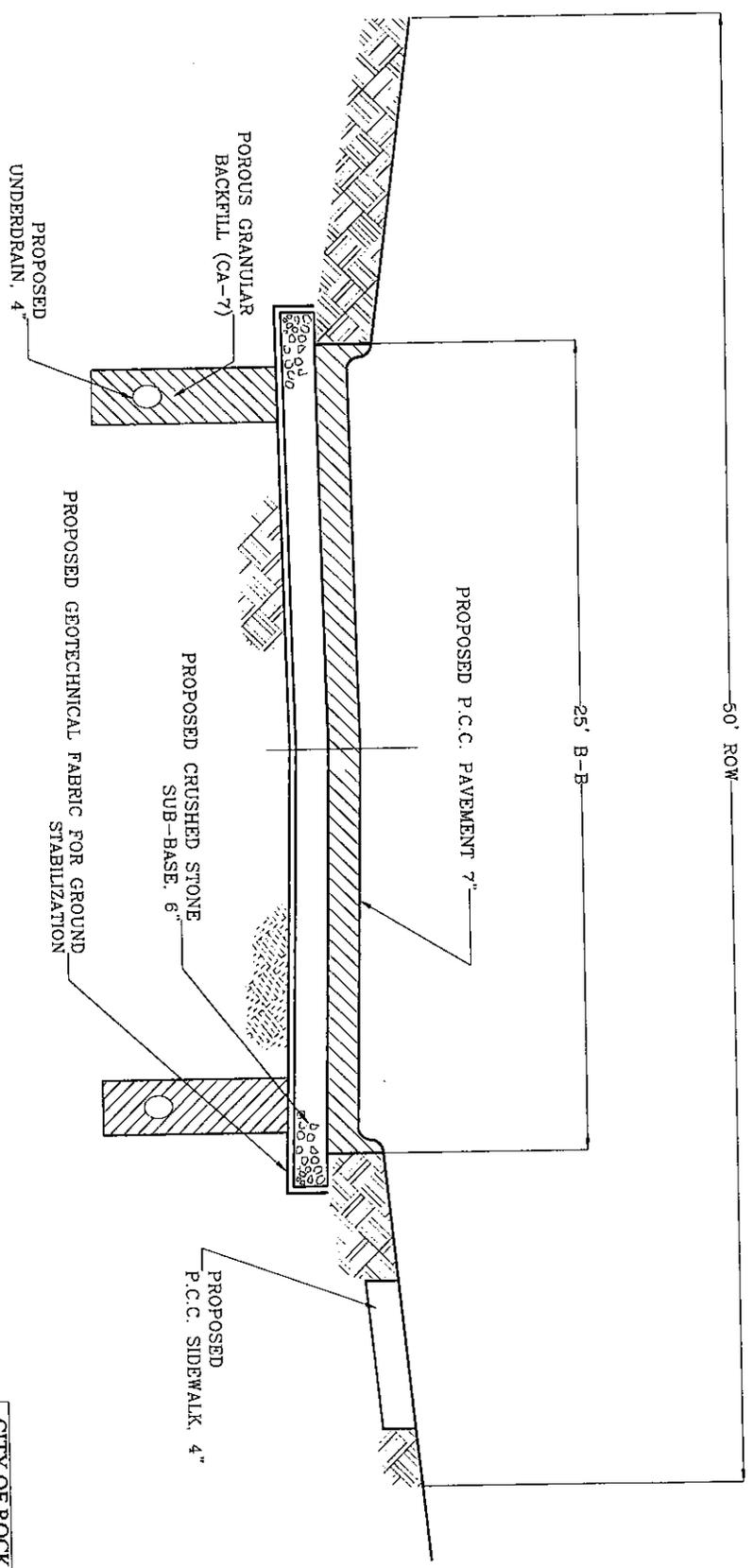
Construction Costs	\$231,449.63
Engineering, Finance, and Legal Costs	<u>\$48,110.17</u>
	\$279,559.80

D. Tentative Construction Schedule:  
(If no objections are filed in court)

Projected Bid Opening	Summer 2013
Projected Start Date	Fall 2013
Projected Completion	Fall 2013

# 37th Avenue Resurfacing 30th Street to 32nd Street

## TYPICAL PAVEMENT CROSS-SECTION



**CITY OF ROCK ISLAND**  
ENGINEERING DIVISION

37th Avenue Reconstruction  
30th Street to 32nd Street

26972  
Rock Island

2012  
2

9



20th Avenue Reconstruction  
32<sup>nd</sup> Street to 34<sup>th</sup> Street

General Information

A. Proposed Construction Sequence:

- 1) Remove full width of the existing street pavement, sidewalks, and portions of the existing driveways.
- 2) Install new catch basins, storm sewer, fire hydrants and laterals, and 4" pipe underdrain.
- 3) Regrade the street. Improve soil subgrade with stabilization fabric and an aggregate base course.
- 4) Pave the new street with portland cement concrete. The new pavement will be (7") thick with a (6") high curb on each side. Pavement width will be 25'.
- 5) Regrade and restore portions of the driveways to match the new street. Construct sidewalks and pedestrian ramps. Most of this work will be done on the public right-of-way.
- 6) Regrade and resod any disturbed lawns.

B. Traffic Control & Protection:

- 1) Access to all streets will be maintained using phased pavement replacement.
- 2) On-street parking, within the construction zone, will be prohibited.
- 3) Driveway access shall be maintained as much as possible.

C. Estimated Cost:

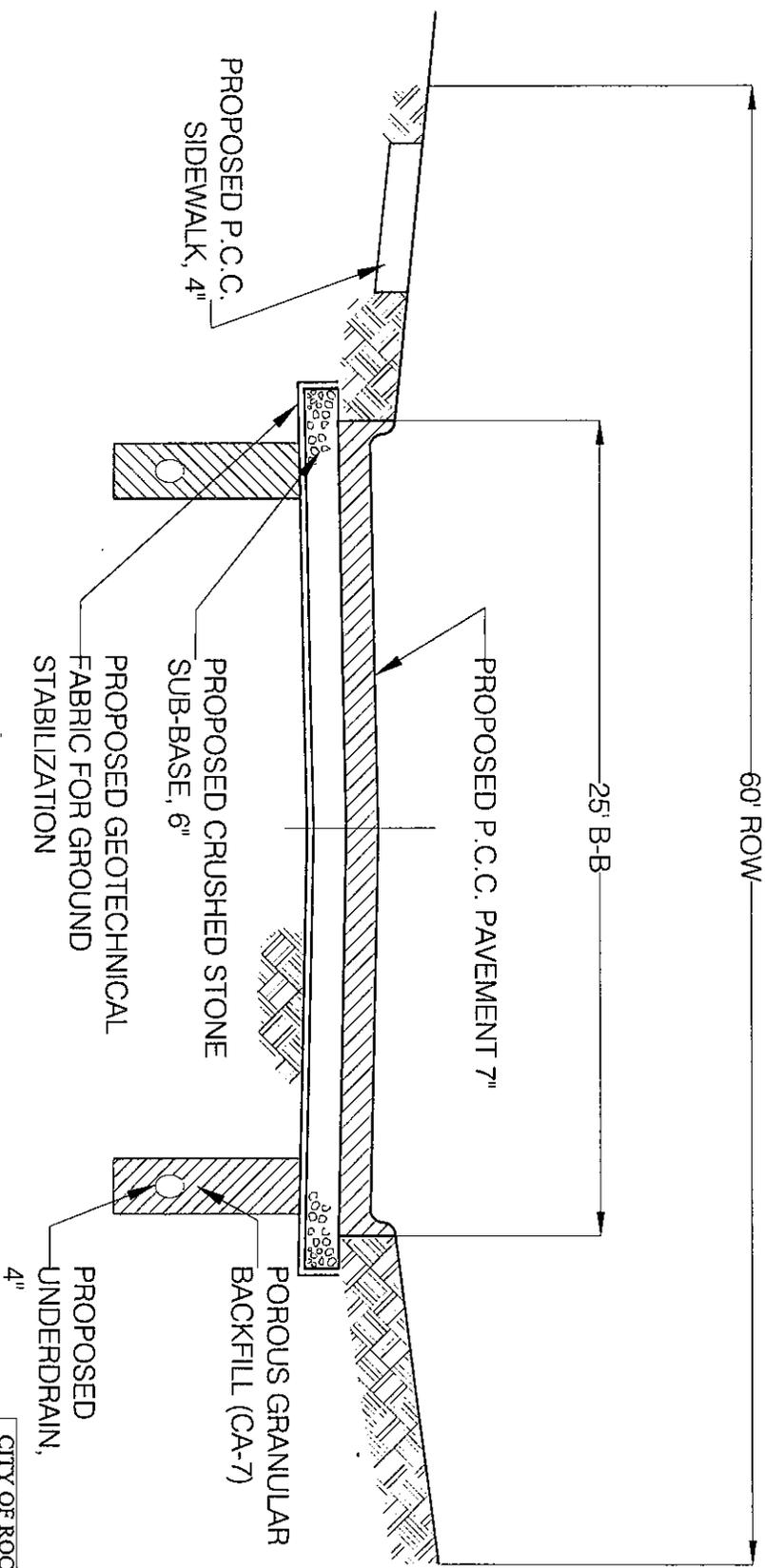
Construction Costs	\$345,578.48
Engineering, Finance, and Legal Costs	<u>\$70,787.15</u>
	\$416,365.63

D. Tentative Construction Schedule:  
(If no objections are filed in court)

Projected Bid Opening	Summer 2013
Projected Start Date	Fall 2013
Projected Completion	Fall 2013

# 20th Avenue Reconstruction 32nd Street to 34th Street

## TYPICAL PAVEMENT CROSS-SECTION



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<b>CITY OF ROCK ISLAND ENGINEERING DIVISION</b>	
20th Avenue Reconstruction	
32nd Street to 34th Street	
3/6/04	Date: 12/3/2011
<b>RI</b>	Sheet: 7
Rock Island	16



SECOND RESOLUTION by Board of Local Improvements for making one improvement by improving:

**20<sup>th</sup> Avenue: 32<sup>nd</sup> Street to 34<sup>th</sup> Street**

**BE IT RESOLVED BY THE BOARD OF LOCAL IMPROVEMENTS  
OF THE CITY OF ROCK ISLAND, ILLINOIS THAT:**

1. A local improvement shall be made in the City of Rock Island, Illinois, the location, nature, character and description of said improvement being as follows:

Location: **20<sup>th</sup> Avenue: 32<sup>nd</sup> Street to 34<sup>th</sup> Street**

Nature: **Reconstruction**

All references to station points, etc. in the above location description can be located on right-of-way as shown on plans for Job 2694 which is herein made a part of this resolution as if copied word for word and line for line by specific reference.

Nature, Character and Description of Improvement: **The improvement shall consist of reconstruction.**

A general description of said improvement being:

**The proposed work is located within the City of Rock Island on 20<sup>th</sup> Avenue from 32<sup>nd</sup> Street to 34<sup>th</sup> Street. The construction generally consists of removal of existing pavement and replacement with new PCC pavement. There will be some storm sewer work.**

The plans and specifications clearly explain in further detail the nature, character and description of this project, and are made a part hereof by specific reference.

2. An itemized list showing the estimated cost of this improvement has been submitted by the City Engineer. That said estimate is hereby made part of the record of this Board, and further that said estimate is hereby incorporated into this resolution by specific reference as if copied word for word herein, and further that said estimate is hereby approved by this Board.
3. That the cost said improvement estimated to be \$415,772.26 shall be paid for by Special Assessment. The exact amount to be assessed against the City of Rock Island and the exact amount to be assessed

against the properties benefited shall be determined as provided by law.

4. That the plans, profiles, detailed drawings and project specifications governing the construction of this project are those as approved by the Board of Local Improvements on this date, together with "The Standard Specifications for Road and Bridge Construction" adopted by the Department of Transportation of the State of Illinois, on January 1, 2012, which are made a part of the project specifications by specific reference and said project specifications are hereby made part of the record of this Board. That all parts of said plans, profiles, detailed drawings and project specifications as well as "The Standard Specifications" relating to the construction of this improvement as aforementioned in this resolution are hereby incorporated into this resolution as if copied word for word and line for line by specific reference.
5. This resolution, plans, profiles, detailed drawing, project specifications, "Standard Specification" and estimate is available for public inspection during business hours in the Office of the City Engineer of the City of Rock Island located at 1309 Mill Street, City of Rock Island, Illinois. The aforementioned plans, profiles, detailed drawing project specifications are known in the City Engineer's office as **Job 2694**.
6. And further resolved that the Board of Local Improvements has held a Public Hearing on the 23<sup>rd</sup> day of **May, 2013**, on the herein before described improvement, and due notice was given to all the persons who paid the general taxes for the year preceding on the land fronting or abutting said improvement at least five days before said meeting as required by law.

Passed this 23<sup>rd</sup> day of May, 2013.

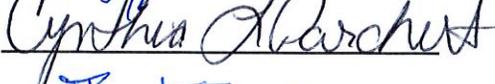
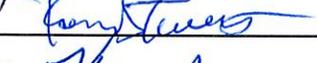
Jeffery A. Eder, President

Michael Kane, Secretary

Cynthia Parchert

Randy Tweet

Ted Kutsunis

  
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Job 2694 20th Avenue Reconstruction  
32nd Street to 34th Street

Draft Assessment Roll

\$ Amount	Name	PROPERTY ADDRESS	CITY STATE	PARCEL#	LEGAL DESCRIPTION
\$135.00	Michael & Regina Hendricks	1852 32 ST	ROCK ISLAND IL 61201	967	LOTS 16 17 AND 18 EMMA C CAMPBELLS SUB DIV CAMPBELLS 2ND ADD L 16 AND 17
\$900.00	Wendell Loder (estate of )	1855 32 ST	ROCK ISLAND IL 61201	694	LOT 1 O J BRIENS SUB DIV OF LOTS 24 AND 25 CAMPBELLS 2ND ADD
\$865.00	Erica Bell	1856 33 ST	ROCK ISLAND IL 61201	705	LOT 12 O J BRIENS SUB DIV OF LOTS 24 AND 25 CAMPBELLS 2ND ADD
\$1,860.00	RI Soodl District 41	3300 18 AVE	ROCK ISLAND IL 61201	4017	SUPVR ASST MAP LOT 75 SHEET 8A WASHINGTON
\$190.00	Rosemary Schild Montez	1861 34 ST	ROCK ISLAND IL 61201	2789	LOT 45 PARIDON BROS ADD
\$173.00	Jerry Klungseth	2001 34 ST	ROCK ISLAND IL 61201	2817-1	LOT 28 PARIDON BROS 2ND ADD W 70 FT
\$833.00	John Diamond Jr.	2002 34 ST	ROCK ISLAND IL 61201	1006	LOTS 29 AND 30 BLOCK 2 SUB DIV OF OUT LOT 1 CAMPBELLS 2ND ADD
\$1,250.00	Barbara Peters	3300 20 AVE	ROCK ISLAND IL 61201	1002	LOT 2 BLOCK 2 SUB DIV OF OUT LOT 1 CAMPBELLS 2ND ADD LOT 1 AND N .50
\$833.00	Timothy & Shan Thompson	2002 33 ST	ROCK ISLAND IL 61201	1001	LOT 30 BLOCK 1 SUB DIV OF OUT LOT 1 CAMPBELLS 2ND ADD
\$833.00	M. Whiteside & K. Becker	2003 32 ST	ROCK ISLAND IL 61201	987	LOT 1 BLOCK 1 SUBD OF OUT LOT 1 CAMPBELLS 2ND ADD
\$136.00	Douglas Krouth	2000 32 ST	ROCK ISLAND IL 61201	3880	LOT 1 WASHINGTON SCHOOL ADD
<b>\$8,008.00</b>					

Ordinance Number 13-\_\_\_\_

AN ORDINANCE PREPARED AND TRANSMITTED AND ITS PASSAGE RECOMMENDED BY THE BOARD OF LOCAL IMPROVEMENTS OF THE CITY OF ROCK ISLAND, ILLINOIS, PROVIDING FOR THE IMPROVEMENT OF 20<sup>th</sup> Avenue, 32<sup>nd</sup> Street to 34<sup>th</sup> Street.

BE IT ORDAINED BY THE CITY COUNCIL OF ROCK ISLAND, COUNTY OF ROCK ISLAND, AND STATE OF ILLINOIS:

Section 1: That a local improvement shall be made in the City of Rock Island, County of Rock Island, and State of Illinois, the nature, character, locality and description of which local improvement is as follows, to-wit:

Remove existing pavement and replace with new PCC concrete. There will be some storm sewer work. Regrade and restore necessary driveways and sidewalks, regrade and resod disturbed portions of right-of-way.

The plans and specifications on file in the office of the City Engineer of the City of Rock Island, Illinois, clearly explain in further detail the nature, character and description of this project, and are made a part hereof and incorporated herein by specific reference.

Section 2: That the recommendation to the Council by the Board of Local Improvements of the City of Rock Island, provided for said improvement together

with the estimate of the cost thereof made by the City Engineer and Engineer of the Board of Local Improvements of the City of Rock Island, both hereto attached be and the same are hereby approved.

Section 3: That the recommendation of the Board of Local Improvements of the City of Rock Island, Rock Island County, State of Illinois, providing for said improvement, and the estimate of the cost of said improvement made over the signature of the Engineer of the Board of Local Improvements of said City, and presented to the City Council of said City with this ordinance and hereto attached, be and the same are hereby approved and by reference made a part hereof.

Section 4: That the improvement herein provided for shall be made and the whole cost of said improvement, being the sum of \$415,772.26, as shown by the estimate of the City Engineer of said City of Rock Island hereto attached and made a part hereof, including the sums \$12,024.59, being the amount included in the estimate of said City Engineer as the cost of making, levying, and collecting the assessment therefore, and court costs, attorney's fees and lawful expenses attending the same, including the sum of \$58,664.19 being the amount included in the estimate of said City Engineer as the cost of engineering, inspection, and supervision, be paid for by Special Assessment to be levied upon the property specially benefited to the amount the same may be legally assessed therefore, in accordance with the provisions of Article 84 of an act of the General Assembly of the State of Illinois, known as the Revised Cities and Villages Act, approved August 15, 1941, in force January 1, 1942, and all acts amendatory thereof and

supplementary thereto; and that the sum of \$12,024.59 shall be applied towards paying the lawful cost of making, levying, and collecting said assessments and court cost, attorney's fees and lawful expenses attending the same, and said sum of \$58,664.19 , shall be applied towards paying the cost of engineering, inspections, and supervision incident to said improvement, all as provided in and by said act to the General Assembly, and all acts amendatory thereof and supplementary thereto.

Section 5: That the aggregate amount herein ordered to be assessed against property and each individual assessment, and also the assessment, if any, against the City of Rock Island on account of property owned by said City and for public benefits, if any shall be divided into ten annual installments in the manner provided by law, such division to be made so that all installments shall be equal in amount, and each multiple of one hundred dollars (\$100.00). The first installment shall be due and payable on the second day of January next after the date of the first voucher issued on account of work done, and the second installment one year thereafter, and so on annually until all installments are paid and it is hereby made the duty of the Board of Local Improvements to file in the Office of the Clerk of the Court in which such assessment may be confirmed a certificate signed by its Secretary, of the date of said first voucher and the amount thereof, within thirty days after the issuance thereof. Each installment shall bear interest at the rate of \_\_\_\_\_( %) per annum, as provided by law. Interest on assessments shall begin to run from the date of first voucher issued on account of worked done as provided by said act of said General Assembly, and all acts amendatory thereof and supplementary thereto.

Section 6: All proceedings hereunder or in this ordinance provided for, as well as all things provided for herein, shall be in conformity with the provisions of Article 84 of an act of the General Assembly of the State of Illinois know as the Revised Cities and Villages Act, approved August 15, 1941, in force January 1, 1942, and all acts amendatory thereof and supplementary thereto.

Section 7: That for the purpose of anticipating the collection of the second and succeeding installments of said Assessment for said improvement provided for in this ordinance, bonds shall be issued by the said City of Rock Island payable out of said installments, bearing \_\_\_\_\_( %) per annum, payable annually, as provided by law, and signed by the Mayor of said City of Rock Island, and attested by the Clerk of said City under the corporate seal of said City. Said bonds shall be issued in the sum of One Hundred Dollars (\$100.00) each, or some multiple thereof, and shall in all respects be issued in accordance with, and shall in all things conform to the provisions of Article 84 of an Act of the General Assembly of the State of Illinois known as the Revised Cities and Villages Act, approved August 15, 1941, in force January 1, 1942, and all acts amendatory thereof and supplementary thereto.

Section 8: That the Attorney of the City of Rock Island, Rock Island County, be and he is hereby directed to file a petition in the County Court of Rock Island County, Illinois, in the name of the City or Rock Island, praying that steps be taken to levy a special assessment to pay the cost of improvement herein provided, to be made in accordance with the provisions of this ordinance and the laws of the State

of Illinois.

Section 9: That all ordinances or parts of ordinance in conflict with the provisions of this ordinance shall be and the same are hereby repealed.

Section 10: That this ordinance shall be in full force and effect immediately and forthwith upon its adoption by the City Council and its approval by the Mayor as provided by law.

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Dennis Pauley, Mayor

Passed: \_\_\_\_\_

Approved: \_\_\_\_\_

Attest: \_\_\_\_\_