

A BILL TO CREATE A RESOLUTION ENTITLED:

"A RESOLUTION OF THE CITY OF CENTRALIA, MISSOURI, ADOPTING A FORMAL WRITTEN POLICY CONCERNING THE IMPROVEMENT AND MAINTENANCE OF STREETS."

WHEREAS, there exist within the city limits of the City of Centralia several streets which have been platted and accepted by the City, but not yet constructed; and

WHEREAS, since the time of the acceptance of those streets the City has adopted more restrictive standards for the acceptance of streets; and

WHEREAS, since that time, the City has shown a variable attitude towards the construction and improvement of streets and so desires to treat such construction in a uniform manner, and

WHEREAS, the City wishes to maintain existing street improvements in a uniform manner.

NOW, THEREFORE, BE IT RESOLVED that the Board of Aldermen of the City of Centralia, Missouri, hereby adopts the following formal written policy concerning the improvement and maintenance of streets:

CENTRALIA POLICY

No. 4

IMPROVEMENT AND MAINTENANCE OF STREETS

1. Streets in subdivisions platted and accepted by the City after the adoption of the subdivision regulations in the City Code shall be constructed according to the minimum standards set forth in the said subdivision regulations. Those required improvements shall be accomplished at the expense of the subdivider.

2. Streets platted and accepted by the City prior to the adoption of said subdivision regulations, but not yet constructed, shall be treated in the following manner:

A. Construction of such streets is the responsibility of the City, but must be dependent on the financial and manpower resources of the City. The City has complete discretion and control as to the time and manner of improving streets. The City has determined that budgeting constraints, the high number of other construction obligations, and the need to serve the largest number of citizens all create a condition where maintenance of existing streets is the greatest priority for the Highway/Street Department. This condition is projected to last indefinitely.

B. Voluntary cooperative financial arrangements between the City and property owners enable the City to stretch limited resources and, thus, may be a consideration for amending existing priority. Where adjacent property owners of an undeveloped street are willing to share in the cost of street construction, the City will attempt to take advantage of the opportunity in a timely fashion.

C. Streets constructed under such cooperative arrangements should meet certain minimum standards of construction and participation by the adjacent property owners. These include:

(1) The adjacent property owners shall agree to furnish and reimburse the City for materials necessary to build the street. The City shall provide labor and equipment to perform the actual construction. The adjacent property owners shall pay a deposit equal to the estimated cost of materials before any work is performed.

(2) The improved street shall have sub-base and base material spread to a width of 26 feet. A finishing course of asphalt shall provide a driving course of at least 20 feet width.

(3) Where the street right-of-way is insufficient to accommodate drainage ditches, the slopes of such ditches shall extend into the yards of adjacent properties rather than encroaching on the minimum road widths.

(4) The roadway shall be excavated or filled to a grade ten or eleven inches below the final finished grade, depending on the depth of base and paving material selected. Any soft or otherwise unsatisfactory grounds shall be excavated and replaced with suitable sub-base. Sub-base fill shall be placed in lifts of no greater than 8 inch thickness and compacted after each lift. Sub-base earth shall be free of sticks, large roots, and other deleterious material.

(5) Base material and pavement shall be installed according to one of the following options as selected by the adjacent property owners:

- (a) 4 inches of course aggregate,  
4 inches of fine aggregate,  
a tack coat, and  
3 inches of cold mix asphalt; or
- (b) 4 inches of course aggregate,  
4 inches of fine aggregate,  
a cover coat of liquid asphalt and chips,  
a tack coat, and  
2 inches of cold mix asphalt; or
- (c) 4 inches of course aggregate,  
4 inches of fine aggregate,  
a prime coat,  
a tack coat, and  
2 inches of hot mix asphalt.

(6) Finishing street work shall be done after the installation of utilities. Sewer and water lines shall include taps and stubs to an adjacent property line, so that pavement cuts are avoided. (Tap fee may be deferred to the time building permits are issued.)

(7) Street work shall be done in one block increments.

D. Where existing roads lack an asphalt surface, the City may choose as funds permit to add cold or hot mix pavement when such roads are of benefit to the city at large and carry more than local residential traffic. Such roads might include Fairgrounds Road and Columbia Street.

E. In general, however, the City shall maintain streets and street improvements in the condition the City receives them. Gravel streets shall be maintained as gravel streets, and paved streets shall be maintained as paved streets. Existing curb and gutter and storm sewer shall be maintained by the City as funds permit. Ditches shall be maintained by the City as funds and manpower limitations permit. The City shall not be responsible for the maintenance of driveway or entrance culverts or sidewalk, but the City may, as the availability of manpower permits, install culvert or demolish and remove damaged sidewalk, in keeping with City resolutions and ordinances governing culverts and sidewalks.

PASSED this 15th day of February, 1988.

  
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Mayor

ATTEST:

  
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City Clerk