



CITY OF THE DALLES
Department of Public Works
1215 West First Street
The Dalles, Oregon 97058

AGENDA STAFF REPORT

CITY OF THE DALLES

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
July 28, 2014	Action Items	

TO: Honorable Mayor and City Council

FROM: Dave Anderson, Public Works Director

THRU: Nolan K. Young, City Manager *nyj*

DATE: July 21, 2014

ISSUE: Supplemental information regarding future street maintenance projects

CITY COUNCIL GOALS: Goal 4, A – Pursue funding options for street projects

PREVIOUS AGENDA REPORT NUMBERS: Agenda Staff Report #14-055

BACKGROUND: At its July 14, 2014 meeting, City Council requested information related to routine street maintenance projects planned to occur in addition to the previously identified projects that represent a backlog of needed street maintenance that was proposed to be funded with an increase in the local fuel tax. Staff had indicated to Council that recent increases in transportation system funding, realized from a combination of annexations, the Oregon's Jobs and Transportation Act of 2009 and the recent transfer of some Northwest Natural Gas franchise fees, would be sufficient to fund routine maintenance. With these sources of revenue, there is \$200,000 to \$300,000 available annually for routine street maintenance activities over the next five years. This report provides a plan to utilize those funds in a routine street maintenance program.

As has been discussed with Council previously, the Public Works Department conducted a pavement condition survey of City streets in 2013. The survey method utilized a 5-step rating system – Very Good, Good, Fair, Poor and Very Poor; a copy of the pavement condition rating criteria is attached.

In developing the routine street maintenance plan for the next five years, it was generally assumed that streets in Very Good condition will need no maintenance (at least in the early years) since, by definition, these streets have no cracking, patching or deformation. Streets in Good condition have minor cracking and patching while streets in Fair condition show more cracking, patching and deformation. The focus of the routine maintenance program is to first maintain the best of the

streets that we have and slow their degradation to lower rating categories. Therefore, streets currently in Good condition were scheduled for maintenance first in the plan, then streets with higher traffic volumes that were in Fair condition. It was generally assumed that streets in Poor and Very Poor condition already required more-significant rehabilitation than was the focus of this routine maintenance plan. Attached to this report is a table summarizing planned routine street maintenance projects for the next five years based upon the results of the 2013 pavement condition survey and projected funding levels.

Crack sealing early in the life of a street, when it is in the Good to early-Fair categories, helps keep water from penetrating the asphalt surface and does much to extend its life. If a street is going to be chip sealed, any needed crack sealing or pre-level paving should be done in the year prior to the chip sealing to ensure complete curing of the crack seal or pre-level paving. If there is significant deformation or rutting in the street surface, pre-level paving may be required before a chip seal could be successfully applied, or an alternative maintenance technique should be considered such as a thin-mix overlay of asphalt (TMO). Because of the difficulties currently being experienced with the chip seals applied to both Dry Hollow Road and Mt Hood Street last year, and the known challenges that heavy traffic and turning movements present to chip seals, the 5-year maintenance plan presented with this report currently assumes greater use of TMO treatments than chip seals. TMOs are about twice the cost of chip seals. There are also some newer maintenance techniques that are being evaluated, such as Hot Chip Seals, which could be viable options for future maintenance projects. Staff will continue to research these issues and amend the routine maintenance plan accordingly to get the most value with the funds available.

BUDGET IMPLICATIONS: None. This report provides more specific information summarizing how currently-allocated and projected future street maintenance funds would be utilized.

RECOMMENDATIONS:

1. Supplemental information only.

PLATE 1
CONDITION - VERY GOOD

Pavement structure is stable, with no cracking, no patching, no deformation evident. Roadways in this category are usually fairly new. Riding qualities are excellent. Nothing would improve the roadway at this time.

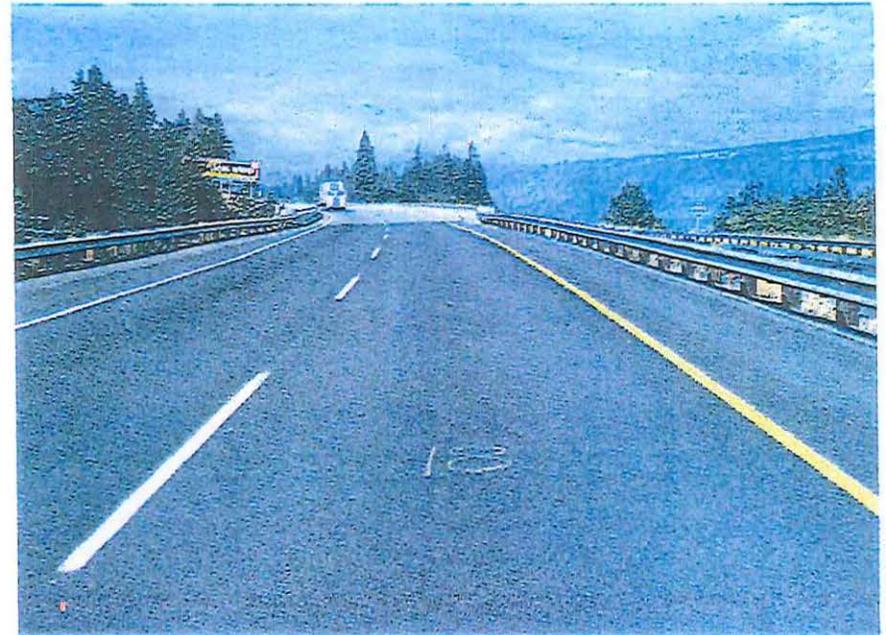
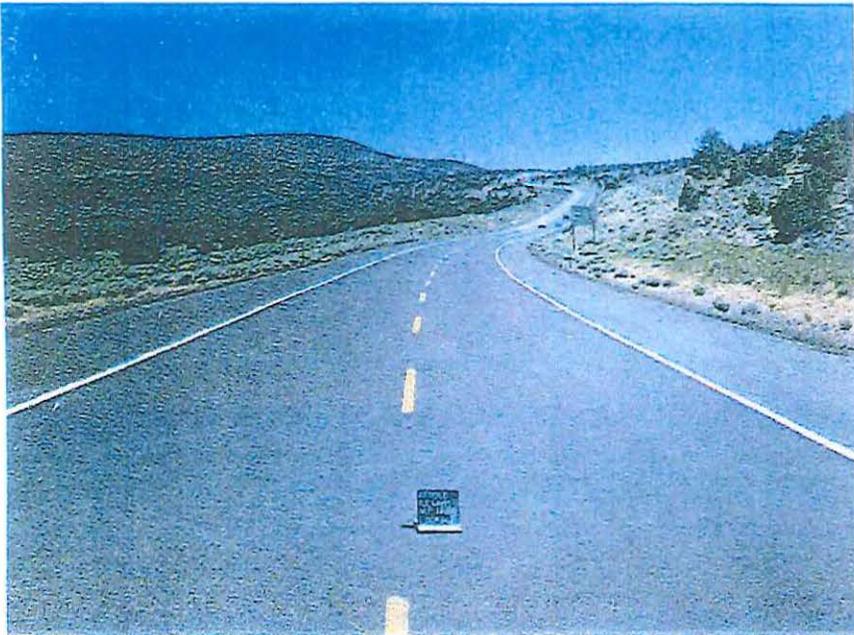
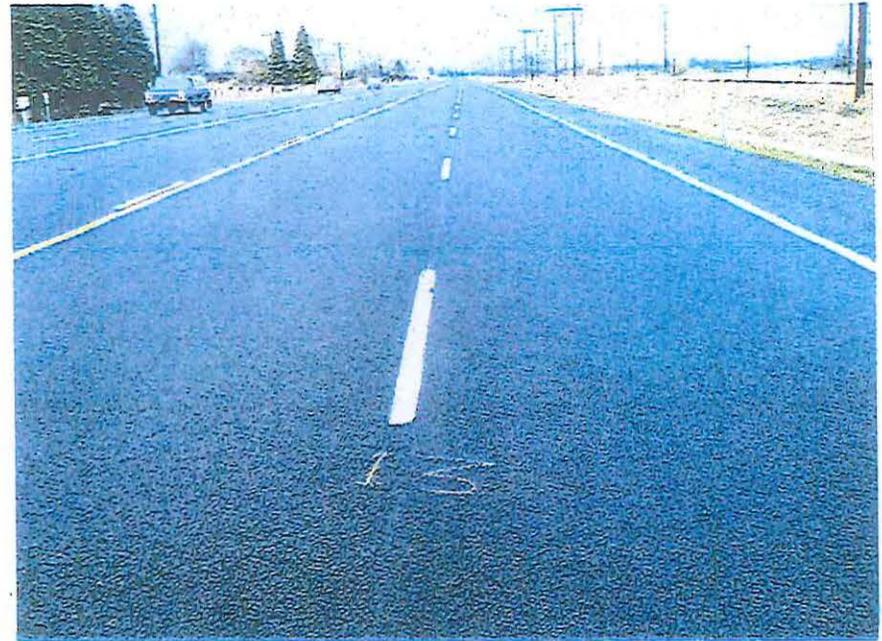


PLATE 3
CONDITION - FAIR

Pavement structure is generally stable with minor areas of structural weakness evident. Cracking is easier to detect. The pavement may be patched but not excessively. Although riding qualities are good, deformation is more pronounced and easily noticed.

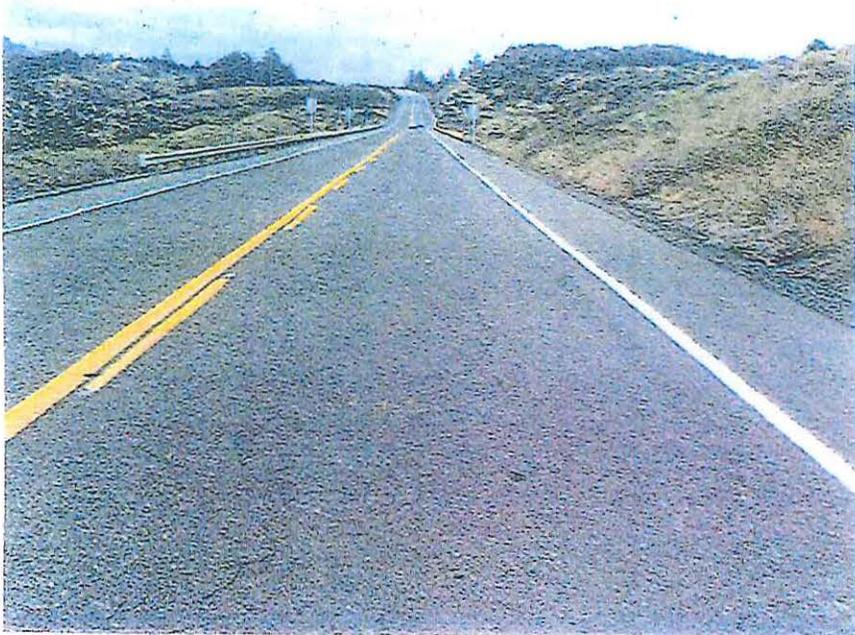
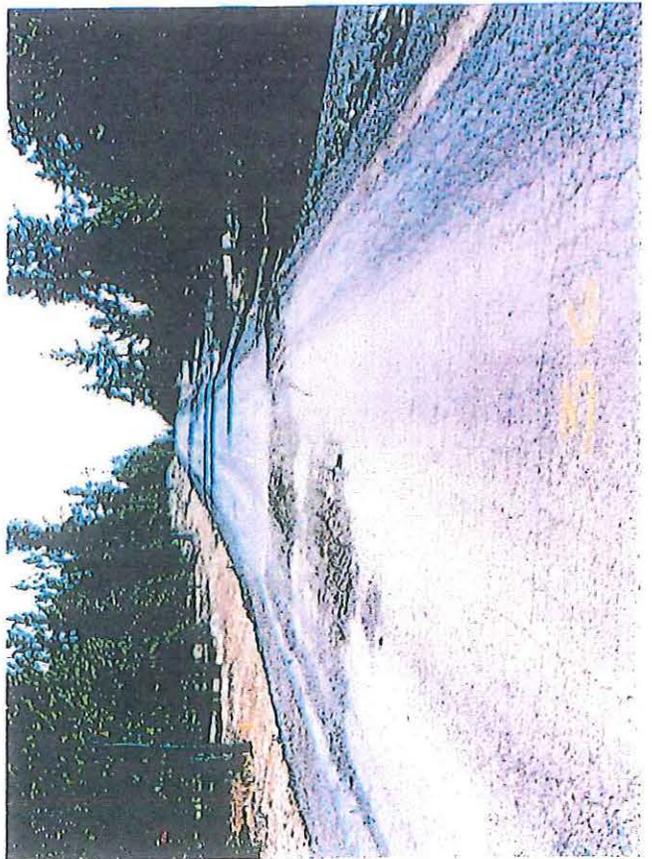
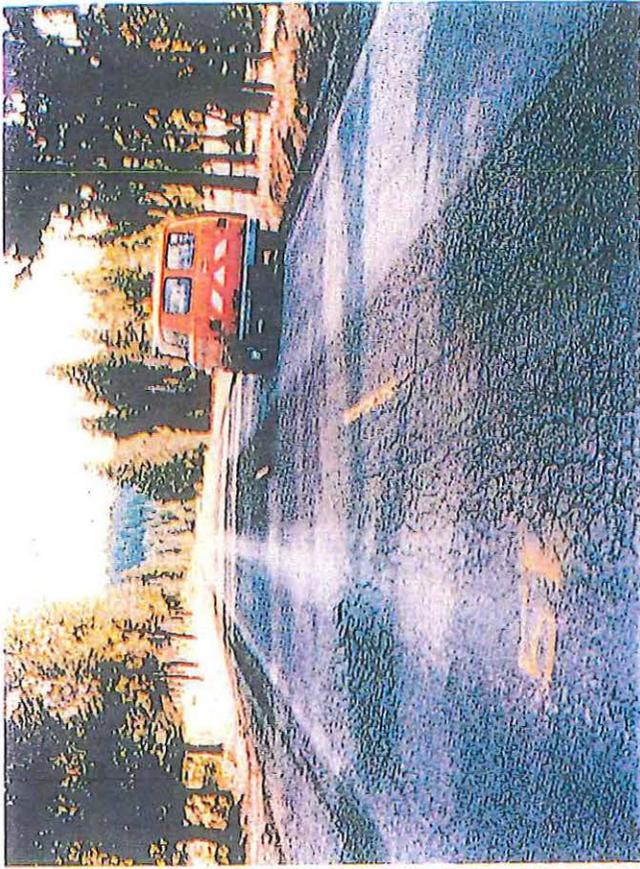


PLATE 5
CONDITION - VERY POOR

Costs of saving the pavement structural section would equal or exceed "complete reconstruction".



	2014-15	2015-16	2016-17	2017-18	2018-19
Maintenance Projects					
East Scenic Dr - patch after stabilization	\$ 84,925				
3rd Pl, Lincoln to Trevitt - profile/pave	\$ 113,938				
Cherry Hts, 6th to 10th - profile/pave	\$ 50,350				
Cherry Hts, 2nd to 6th - seam repair	\$ 3,500				
W 2nd, Webber to Lincoln - seam repair	\$ 10,835				
4th St, Jefferson to 3rd Pl, sidestreets N - crack seal	\$ 11,000				
1st St, Union to Madison, sidestreets S - crack seal	\$ 5,500				
Skyline, Mt Hood to City Limits - crack seal	\$ 1,000				
W 6th, Walnut to Division - crack seal	\$ 19,500				
W 10th, Union to Mill Cr - crack seal	\$ 3,000				
Monroe, 3rd N to alley - zip/pave		\$ 10,000			
Bridge St, 10th to 14th - profile/pave		\$ 55,000			
W 10th, Walnut to Cherry Hts - crack seal		\$ 6,100			
E 2nd, Round-about to Overpass - seam repair		\$ 1,000			
W 2nd, Webber to Lincoln - chip seal or TMO		\$ 79,450			
W 10th, Chenowith Loop to Walnut		\$ 9,100			
Court St, 4th to 5th - crack seal		\$ 500			
3rd Pl, 6th to Trevitt - crack seal		\$ 400			
E 15th Pl, "G" St east - crack seal		\$ 400			
Grant Circle -crack seal		\$ 300			
Pamona, 7th to 10th - crack seal		\$ 1,100			
5th St, Union to Federal - crack seal		\$ 1,100			
E 2nd, Round-about to Overpass - crack seal		\$ 1,000			
7th St, Court to Trevitt - crack seal		\$ 2,500			
11th St, Washington to Kelly - crack seal		\$ 2,300			
"J" St, 11th to 12th - crack seal		\$ 300			
Mt Hood St, Cherry Hts to 6th - crack seal		\$ 1,800			
W 10th, Walnut to Cherry Hts - chip seal or TMO			\$ 91,000		
Sorosis St, Scenic Dr to 21st -crack seal			\$ 400		
Columbia View Dr, E Knoll to Summit Ridge- crack seal			\$ 3,100		
4th St, Jefferson to 3rd Pl - TMO (13,500 sq yd)			\$ 98,550		
7th St, Snipes to Pamona - TMO (4300 sq yd)			\$ 31,390		
E 10th, Kelly to Clark - TMO (7900 sq yd)				\$ 57,670	
Cherry Hts, 10th to City Limits - TMO (6600 sq yd)				\$ 48,180	
E Knoll Dr - TMO (5000 sq yd)				\$ 36,500	
E 10th, Dry Hollow to Thompson - TMO (11,500 sq yd)				\$ 83,950	
9th St, "H" to Dry Hollow - TMO (9400 sq yd)					\$ 68,620
Madison, 2nd to 3rd - zip/pave					\$ 20,000
Old Dufur Rd, Thompson to Richmond - TMO (12,100 sq yd)					\$ 88,330
Snipes, 6th to 10th - TMO (12,500 sq yd)					\$ 91,250
Subtotal	\$ 303,548	\$ 172,350	\$ 224,440	\$ 226,300	\$ 268,200