

2020 Street Resurfacing Program

June 2020

Project Background

The City of Delaware is responsible for the maintenance of 169 miles of combined highway, collector and local residential streets. This year, the City will be resurfacing a total of .90 miles of roadway and reconstructing .47 miles of roadway at a cost of \$1.69 million. The roads included in this year's program:

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| • Ablemarle Circle | Mill & Overlay* |
| • Northhampton Court | Mill & Overlay* |
| • Bridgeport Way | Reconstruction |
| • Halstead Court | Mill & Overlay* |
| • Providence Lane (Lexington Blvd to Bridgeport Way) | Reconstruction |
| • Providence Lane (Kettering Bend to Bridgeport Way) | Mill & Overlay* |
| • Landemere Court | Mill & Overlay* |
| • Pinoak Court | Reconstruction |
| • Castleton Way | Mill & Overlay* |
| • Paddock Court | Mill & Overlay* |
| • Belle Avenue | Mill & Overlay* |
| • W. William Street (Toledo Street to Franklin Street) | Pavement Repairs |

*Roads marked with an asterisk also include an application of a stress absorbing membrane interlayer (SAMI). See Q&A's below for detailed explanation.

2020 Resurfacing Program Funding

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| • Ohio Public Works Commission Grant (OPWC) | \$490,000 |
| • Delaware County Engineer (Grant Match) | \$150,000 |
| • Local Funding (Gas Tax, License Fees, & General Fund) | <u>\$1,049,000</u> |
| | \$1,694,000 |

Project Schedule

Phase	Month
Bidding & Contract Award	May-July
Start Construction	July
End Construction	September



Project Updates

For project updates and reports, visit the Access Delaware Facebook page. You may also contact project manager Nathan McCoy at nmccoy@delawareohio.net for specific questions regarding this initiative.

For information regarding other local roadway improvement and transportation projects, visit www.delawareohio.net/access-delaware

Frequently Asked Questions

When will the work start? Paving activity generally begins in mid-July and can extend through mid-September. Residents can check the Access Delaware Facebook page where specific details regarding the annual street resurfacing program schedule will be updated regularly.

Why not start the paving work earlier? The City is not permitted to issue construction contracts that involve state funding until after the beginning of the new state fiscal year on July 1st, as has been the case for the past several years. However, due to the additional state gas tax revenues, the City is bidding and awarding local street resurfacing contracts earlier in the year and allowing construction to commence prior to the state budget approval process. In general, though, roadway asphalt is not available until mid to late April when asphalt plants open, thus delaying the start of paving programs until May at the earliest.

How are streets selected? On a bi-annual bases Public Works staff completes a citywide evaluation of all streets and assigns pavement condition ratings to each street as Good, Fair, and Poor. In 2018, Public Works staff completed a citywide evaluation of all streets and is currently working on the 2020 pavement condition assesment. Street included in the program based on pavement condition, eligibility for state funding, and the availability of local funding. Streets rated as Poor are generally prioritized for inclusion in a future resurfacing program pending the availability of funding. Streets to be resurfaced are grouped by proximity which provides improved contractor costing when mobilization and travel times are reduced.

What work will be completed on my street? The work generally includeds 'milling' or 'planing' 1½" to 2" of pavement surface and replacing it with a new asphalt overlay through a process referred to as Mill & Overlay. Areas of pavement that are severely deteriorated are generally addressed by first completing 'base repairs' which involves removing several inches of asphalt and replacing it with new asphalt base in advance of the overlay work. If the majority of pavement surface has deteriorated to a point where it can no longer be repaired the road will then be "reconstructed".

Will there be parking restrictions? Paving operations generally occur during the day at which time residents are asked to move their cars to either a driveway or adjacent street while the contractor is working. Generally, parking is permitted during the evening and on weekends unless otherwise noted. The contractor will post "No Parking Restrictions" in advance of any work being performed to provide adequate notice in this regard. Access to individual properties during construction may be restricted during certain operations.

Will my refuse service be affected during construction? Refuse service will occur on its normally scheduled day. If due to unforeseen circumstances trucks are not able to access the street, the residents will be notified, and accommodations will be made.

Special Accommodations – Occasionally there are residents who require daily services without interruption e.g. Meals on Wheels or medical appointment transportation. In cases like these where property access is critical, those impacted should call the City in advance to make arrangements regarding their specific need.

What is a SAMI and why is it necessary? A SAMI or Stress Absorbing Membrane Interlayer is an additional treatment applied to a pavement following the milling process. A SAMI consists of a layer of asphalt liquid with embedded gravel (or polyester fibers) that serves to stop the propagation of cracks from the pavement below into the new surface course of asphalt. The use of SAMI's prolong the life of pavement, and have been used successfully in many communities including Delaware. The SAMI must cure for 24 hours before being paved over.

The temporary exposed gravel surface is often confused with a chip and seal application generally reserved for low traffic township roads. Once a SAMI is cured, a street sweeper will remove all loose aggregate (stone) before the final course of asphalt is installed. **A fair amount of dust can be expected during the process of installing and sweeping the sami layer, though it is easily rinsed off cars and homes.**



Will Curbs be repaired? The City will evaluate the curbs and in areas where the curbs are severely deteriorated and if necessary make limited spot repairs prior to resurfacing operations taking place. The City is aware of the condition of curbs in certain older areas of the community, and the need for maintenance and repair. Even though the City is completing a limited quantity of spot curb replacements, the Ohio Revised Code currently places the responsibility of curb repair on the property owner. Past City curb replacement projects were accomplished through property assessments. The City is not inclined to pass repair costs onto property owners at this time, and considering the lack of other funding sources to complete repairs through a curb maintenance program, curb maintenance activity remains very limited at this time.

When will my street be paved? The City has 113 miles of local residential streets that are not eligible for state grant programs, and that must be funded through local resources. Local residential streets should be resurfacing once every 20 to 25 years, or at a rate of 5 miles of paving per year based on the total miles of residential streets in Delaware. It will cost an estimated \$2 million per year to sustain a paving program that can include all local streets. Even with the additional gas tax and license fee revenues, the total available budget for the City's annual resurfacing program falls short of the estimated need. Therefore, the City continues to prioritize the paving of streets by including those with the lowest pavement condition ratings. Additional funding is required for our local street resurfacing program to become sustainable into the future. Until additional funding is identified, not all local residential roads will be able to be resurfaced.