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# MEMORANDUM

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**To:** Finance Committee

**From:** Rich Olson, City Manager  
Paul Fredette, Public Utilities Director

**Date:** August 21, 2013

**Re:** Consideration – 2013-2014 Street Paving Plan

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***BACKGROUND:***

The City's approved budget for this fiscal year included a \$900,000 allotment of Powell Bill Funds for street resurfacing. Street resurfacing funds from Powell Bill Funds were also allocated as part of the sewer replacement/rehabilitation projects for Brooks Avenue and Crescent Drive. Attached to this memorandum is a list of streets that have been recommended by staff to be resurfaced in this fiscal year.

The top priority streets on the attached schedule include ***Crescent Drive*** from Parkview to River Road (a sewer replacement project will be completed prior to the resurfacing); ***Brooks Avenue*** (a sewer rehabilitation project has been completed on this street this year) ***W. Church Street*** will be resurfaced because of excessive ride-ability issues due to base settlements attributed to the sewer replacement project in 2005; and the west end of ***W. Main Street*** also due to excessive trench settlement attributed to a sewer project completed in 2010.

***ANALYSIS:***

The streets that have been recommended by staff for resurfacing were rated on a number of factors:

1. ***Ride-ability:*** This was an evaluation of how comfortable the ride would be driving down a particular street at the posted speed limit.
2. ***Surface Cracking:*** An evaluation of the magnitude and density of surface cracks in the road surface, both longitudinal cracking (long cracks generally parallel to the center line) and alligator cracking (road surface distress that has a general formation much like a spider's web).
3. ***Road Surface Patches:*** Again, an evaluation of the size and number of patches. The patches are an indication of the number of times the road

surface and road bed have been compromised over time, generally for the repair or replacement of an underground utility.

4. Settlement in the Road Surface: Settlement generally will appear as a pothole or depression in the road surface caused by differences in the compaction of the road base or a undermining of the road base by wash of road bedding material into a storm or sanitary sewer.

In the planning for this year's resurfacing project, consideration was given to the condition of the underground utilities, specifically water, sanitary sewers and storm sewers. Over the past five years, staff has generally advised the City Council that underground utilities that were suspected of failure based on condition or age presented a contingent liability; and any section of road above a utility of questionable condition should be avoided. This year after much discussion, we felt that it would be appropriate to take some calculated risk in the prioritization of road resurfacing recommendations. It is just no longer practical to defer road surface maintenance until all underground utilities have been repaired or replaced. To do so will eventually allow an underfunded water and sewer utility fund to have a crippling effect on the street surfaces in the City. With fingers crossed and the hope that retirement of debt in the utility fund and some long term planning for street resurfacing, we can in the next few years avoid or minimize the related contingent liabilities of marginal utilities under newly resurfaced streets. Streets that may be impacted by planned construction of the Roanoke Avenue Phase III Drainage project, including the likely need to reroute sanitary sewer lines in the project area, were not included for consideration in the 2013 Resurfacing Project

The following is a breakdown of the length of streets and estimated budgets for those streets by City Ward. This list is offered only to demonstrate the effort that was taken to distribute the benefits of this project across the whole City. Again, more detail for the proposed streets to be resurfaced is attached to this memorandum.

Ward	Length of Streets in Ward (Feet)			Estimated Budget
	Total	Length Resurfaced	% to be Resurfaced	
1	157,600	15,000	9.5%	\$330,000
2	115,100	17,300	15%	\$398,000
3	82,100	7,700	9.4%	\$197,000
4	71,800	12,500	17%	\$234,000

All of the streets listed for resurfacing in the attached detail are likely to have one or more unique features or conditions that will have to be addressed before the street is resurfaced. By having at least three different people look at each of the streets listed and taking more than 15 cores of existing pavement depth and road base material, we have made a reasonable attempt to be as accurate as reasonable prior to actual construction. In the contractors' bid documents and

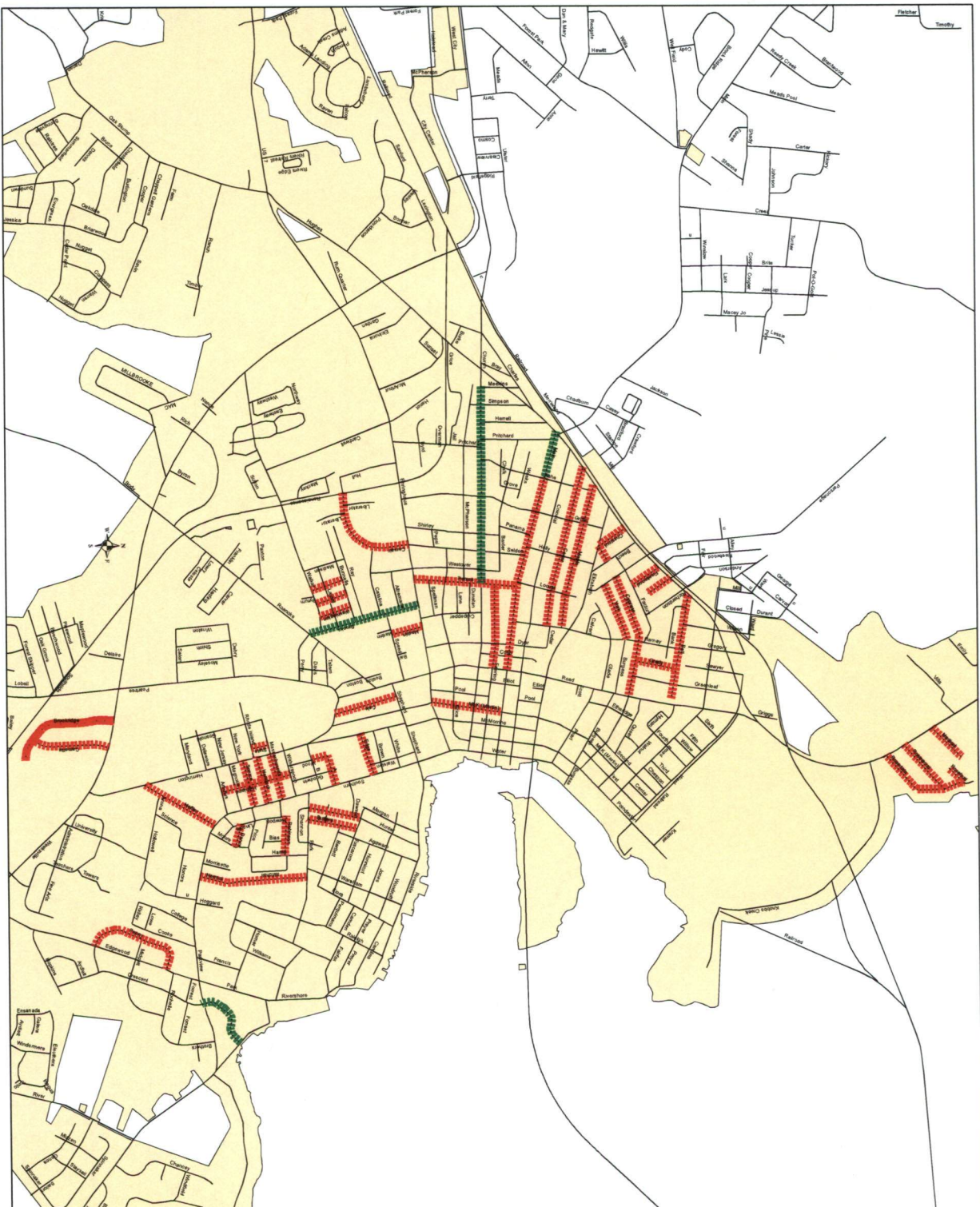
as part of the construction contract, the contractor will be required to take additional core samples and in pre-construction meetings review the most cost effective approach to the resurfacing work prior to starting work on each street.

That being said, we can also expect there to be a degree of variance in the construction costs to prepare each street for the resurfacing work. During the term of the street resurfacing work, I will send a report card to the City Council on the progress of the work. The report card will detail what has been completed, the actual cost to date for each street segment and a projection of the work to be done in the coming weeks.

Attached is a summary of the streets recommended to be included in this year's resurfacing project. Also attached is a more detailed analysis of the streets recommended.



***STAFF RECOMMENDATIONS:***

By motion, recommend that the City Council authorize the City Manager to solicit complete construction bids for the 2013 Streets Resurfacing Project as soon as possible and that the results of the construction bids be presented to City Council during the September 23, 2013 Council meeting.



**City of Elizabeth City  
Proposed Street Paving  
2013**

**Legend**

-  Priority Streets
  -  Recommended Streets
- 1 inch = 1,700 feet