

## **Coos Bay Pavement Overlay Schedule**

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## Capitol Street Improvements

### Overlay Projects

Revised

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City of Coos Bay

## CAPITAL STREET IMPROVEMENTS

The City of Coos Bay has approximately 60 miles of paved streets in town and at 1996 dollars it would cost approximately \$6,842,880 to overlay every street. Though this is not feasible, the City since 1954 has had serial levies up to the 1990/1991 fiscal year (except for a couple of years between levies) to overlay streets. The levies brought in anywhere from \$100,000 to \$150,000 per year for the overlays. Approximately \$100,000 will overlay one mile of street at thirty-six feet wide. Fortunately the City had the insight to recognize that asphalt streets do not last forever and provided a means to maintain those streets. Unfortunately the citizens felt that enough taxes had been levied against them and voted that last levy down.

Life expectancy of streets is usually twenty years, of course several factors must be taken into account including traffic volume, type of original construction, location of the street in relation to fill or natural ground, and weight of traffic using the street. If streets can be overlaid within that twenty years then the cost is significantly reduced. The cost to overlay a street is 1/4 the cost as compared to complete rehabilitation. If the City had to do this to all of paved streets it would cost somewhere around 27 million dollars.

During rehabilitation the street is totally dug up and the asphalt and gravel subbase is removed. Once a street begins to "alligator" water is able to penetrate the asphalt and causes the subbase to begin to break up. The subbase gets water into it and becomes very soft and unsupportive for traffic, this causes a pumping action as the base oozes up through the asphalt leaving brown marks as it dries. Not all alligating or broken pavement needs to be ripped up and repair to the base necessary, if caught in time an overlay with minimum subbase repairs can be made or even a crack seal will eliminate the problem to hold the street until an overlay can be completed. Since the last serial levy the City has been doing more crack sealing to get maximum time from the streets. Crack sealing is done by using a petroleum base tar like substance in a liquid form to apply from a machine made for that purpose.

Pavement life is measured in accumulated traffic loads. If two streets are equal in condition, the one with the higher traffic count should be overlaid first. The end of its life is coming sooner and it will benefit more people. In the past the City has attempted to group streets geographically each year to minimize travel time (mobilization) for the contractor, thus maximizing the benefit derived from fixed funds.

By continuing the patching and crack sealing programs, the City is preserving some integrity of the streets, but patching is not the same as an overlay.

The graphs attached are illustrating pavement data and the relation of not having serial levies or at least money budgeted to help continue the overlay program. Next is a list of streets that need to be overlaid within the next two years, streets that need to be overlaid in the two to five years and streets that fall into the five to ten-year cycle.

The overlays listed here are based on a two-inch lift at a cost of \$45.00 per ton. Street overlays in the past several years have come in around \$35.00 to \$37.00 per ton. Ten years ago the price was \$31.00 or \$32.00 dollars per ton. The \$45 was used to insure that the overlay costs will not be too low and the unknown cost of petroleum products in the future. The more asphalt tonnage the better price the City receives.

**0 to 2 years**

<u>Street</u>	<u>From/To</u>	<u>Tons</u>	<u>Cost</u>
Marple St.	Schetter to Taylor	895	\$ 40,275
Taylor	Marple to Wasson	247	\$ 11,115
LaClair	Newmark to Ocean Blvd.	751	\$ 33,795
S. 10 <sup>th</sup> St.	Ingersoll to Lockhart	435	\$ 19,575
S. Broadway	Lockhart to Slough	277	\$ 12,465
Johnson Ave.	7 <sup>th</sup> to 10 <sup>th</sup> St.	325	\$ 14,625
S. 11 <sup>th</sup> St.	Ingersoll to Ferguson	627	\$ 28,215
Ingersoll Ave.	4 <sup>th</sup> to 7 <sup>th</sup>	304	\$ 13,680
Pennsylvania Ave.	Southwest Blvd. to 17 <sup>th</sup>	437	\$ 19,665
Wasson St.	Newmark to Michigan	370	\$ 16,650
Anderson Ave.	11 <sup>th</sup> to City limits	350	\$ 15,750
Radar Rd.	Compass Circle to Fulton	701	\$ 31,545
Ycw	Koos Bay Blvd. to east	80	\$ 3,600
S. 7 <sup>th</sup> St.	Kruse to Lockhart	290	\$ 13,050
Kruse Ave.	5 <sup>th</sup> to 7 <sup>th</sup>	184	\$ 8,280
E St.	6 <sup>th</sup> to 14 <sup>th</sup>	674	\$ 30,330
N. 3 <sup>rd</sup> St.	Market to Highland	86	\$ 3,870
N 10 <sup>th</sup> St.	Central to 8 <sup>th</sup> Terrace	461	\$ 20,745
9 <sup>th</sup> Ave.	D to H	587	\$ 26,415
10 <sup>th</sup> Ave.	E to F	144	\$ 6,400
Applewood Dr.	16 <sup>th</sup> to east	238	\$ 10,710
I St	14 <sup>th</sup> to 17 <sup>th</sup>	216	\$ 9,720
D St.	Coos River Highway to Harborview	144	\$ 6,400
Jackson	1 <sup>st</sup> to Merchant	50	\$ 2,250
Brule	Ocean Blvd. to Lindberg	216	\$ 9,720
Michigan	Morrison to Madison	249	\$ 11,205
Newmark	Ocean to west college entrance	1,100	\$ 49,500
<b>TOTAL</b>			<b>\$469,680</b>

**Downtown URA Streets****Empire URA Streets****Jurisdictional Exchange Streets**

**2 to 5 years**

<u>Street</u>	<u>From/To</u>	<u>Tons</u>	<u>Cost</u>
Norman	Ocean to Newmark	708	\$ 31,860
S. 5 <sup>th</sup> St.	Lockhart to Ingersoll	698	\$ 31,410
Lincoln	100' east of Oakway to West Hills	221	\$ 9,945
Alder	Bayshore to Front	75	\$ 3,375
Park	4 <sup>th</sup> ct. to Telegraph	228	\$ 10,260
E. Telegraph	Park to Date	533	\$ 23,985
Date	7 <sup>th</sup> Rd. to east end	382	\$ 17,190
N. 12 <sup>th</sup> St.	Central to 12 <sup>th</sup> Terrace (upper level)	158	\$ 7,110
4 <sup>th</sup> St.	Commercial to Anderson	358	\$ 16,110
Prefontaine	Fulton to Kentucky	331	\$ 14,895
N. 15 <sup>th</sup> St.	Nutwood to Myrtle	75	\$ 3,375
N. 14 <sup>th</sup> St.	Juniper to W. Park Rd.	274	\$ 12,330
W. Park Rd.	N 14 <sup>th</sup> to Cedar	466	\$ 20,970
N 12 <sup>th</sup> St.	Commercial to 12 <sup>th</sup> Terr. (lower level)	79	\$ 3,555
S. 4 <sup>th</sup> St.	Lockhart to Johnson	698	\$ 31,410
S. 4 <sup>th</sup> St.	Elrod to Golden	433	\$ 19,485
S. 8 <sup>th</sup> St.	Central to Curtis	295	\$ 13,275
S. 9 <sup>th</sup> St.	Central to Curtis	336	\$ 15,120
Donnelly Ave.	4 <sup>th</sup> to 7 <sup>th</sup>	244	\$ 10,980
Ferguson Ave.	7 <sup>th</sup> to 11 <sup>th</sup>	321	\$ 14,445
Market Ave.	2 <sup>nd</sup> to 4 <sup>th</sup>	243	\$ 10,935
N. 5 <sup>th</sup> St.	Commercial to Market	115	\$ 5,175
11 <sup>th</sup> Ave.	E to F	144	\$ 6,480
8 <sup>th</sup> Ave.	E to D	144	\$ 6,480
10 <sup>th</sup> Ave.	E to D	144	\$ 6,480
Bayview Dr.	16 <sup>th</sup> to east	173	\$ 7,785
17 <sup>th</sup> Ave.	Evergreen to I St.	408	\$ 18,360
Canyon Dr.	9 <sup>th</sup> to east	198	\$ 8,910
Coos River Highway	I St. to D St.	888	\$ 39,960
2 <sup>nd</sup> Ave.	B St. to E St.	699	\$ 31,455
E St.	2 <sup>nd</sup> to 6 <sup>th</sup>	315	\$ 14,175
D St.	4 <sup>th</sup> to 6 <sup>th</sup>	293	\$ 13,185
1 <sup>st</sup> Ave.	A to D	440	\$ 19,800
Merchant	D to Jackson	86	\$ 3,870
Ocean Blvd.	Central to Newmark	11,581	\$521,145
Central Ave.	Ocean to west	144	\$ 6,480
Wallace Ave.	Ocean to Newmark	338	\$ 15,120
Fulton Ave.	Radar to Blanco	523	\$ 23,535
Kentucky Ave.	Prefontaine to 100' west of Tricia Pl.	367	\$ 13,515
Morrison St.	Newmark to Michigan	271	\$ 12,195
N. CammannSt.	Newmark to Taylor	1,358	\$ 61,110

**TOTAL****\$1,157,235**

## 5 to 10 years

<u>Street</u>	<u>From/To</u>	<u>Tons</u>	<u>Cost</u>
Woodland Dr.	Myrtle to City limits	1,435	\$ 64,575
N. 15 <sup>th</sup>	Myrtle to Kingwood	230	\$ 10,350
Kingwood	17 <sup>th</sup> to west	205	\$ 9,225
Redwood	8 <sup>th</sup> to 11 <sup>th</sup>	143	\$ 6,435
Juniper	N. 14 <sup>th</sup> to N. 15 <sup>th</sup>	180	\$ 8,100
S. 4 <sup>th</sup>	Golden to Johnson	1,012	\$ 45,540
N. 9 <sup>th</sup>	Date to south end	340	\$ 15,300
S. 5 <sup>th</sup>	Anderson to Donnelly	287	\$ 12,915
12 <sup>th</sup> ave.	E to F	144	\$ 6,480
Cedar Dr.	16 <sup>th</sup> to east	204	\$ 9,180
Cedar Ave.	10 <sup>th</sup> st. to west	127	\$ 5,715
N. 7 <sup>th</sup>	Koosbay Blvd. to Kingwood	208	\$ 9,360
S. 7 <sup>th</sup>	Ingersoll to Johnson	276	\$ 12,420
N. 6 <sup>th</sup>	Koosbay Blvd. to Ivy	287	\$ 12,915
Pine Dr.	Koosbay Blvd. to 13 <sup>th</sup>	84	\$ 3,780
N. 13 <sup>th</sup>	Pine Dr. north & south	210	\$ 9,450
Yew Ave.	Koosbay Blvd. to 14 <sup>th</sup>	206	\$ 9,270
Curtis Ave.	Broadway to 4 <sup>th</sup>	295	\$ 13,275
Bennett Ave.	4 <sup>th</sup> to 7 <sup>th</sup>	265	\$ 11,925
S. 2 <sup>nd</sup>	Curtis to Elrod	228	\$ 10,260
N. 8 <sup>th</sup>	Hemlock to Koosbay Blvd.	222	\$ 9,990
Ocean Ct.	Butler to 19 <sup>th</sup>	357	\$ 16,065
Coos River Highway	6 <sup>th</sup> to east City limits	1,380	\$ 62,100
7 <sup>th</sup> ave.	E to F	144	\$ 6,480
Merrill	Ocean Blvd. to Lindberg	341	\$ 15,345
Lindberg	Brule to Merrill	240	\$ 10,800
Dunn	Lindberg to Ocean	295	\$ 13,275
Schoneman	Newmark to Flanagan	667	\$ 30,015
S. Cammann	Montgomery to south end	979	\$ 44,055
S. Marple	Newmark to Pacific	1,103	\$ 49,635
Crocker	St. John to south end	1,121	\$ 50,445
Ferguson	11 <sup>th</sup> to 12 <sup>th</sup>	78	\$ 3,510
12 <sup>th</sup> st.	Ferguson to 12 <sup>th</sup> ct.	136	\$ 6,120
S. 2 <sup>nd</sup>	Kruse to Lockhart	322	\$ 14,490
Morrison	Michigan to Pacific	758	\$ 34,110
Maryland	Madison to Schoneman	408	\$ 18,360
South 19 <sup>th</sup>	California to Idaho	312	\$ 14,040
<b>TOTAL</b>			<b>\$685,305</b>

The following list of streets are to be monitored on a yearly basis to determine structural integrity and wear. They could be upgraded to any of the above categories if deemed necessary.

<u>Street</u>	<u>From/To</u>	<u>Tons</u>	<u>Cost</u>
Southwest Blvd.	Washington to City Limits	1,621	\$ 72,960
N. 8 <sup>th</sup>	Redwood to Nutwood	511	\$ 22,995
Pacific	Morrison to Schoneman	214	\$ 9,630
Flanagan	Schoneman to Morrison	206	\$ 9,270
Montgomery	west & east 1 blk. of Morrison	293	\$ 13,185
Michigan	Schoneman to Woolridge	218	\$ 9,810
N. 14 <sup>th</sup>	Myrtle to Teakwood	737	\$ 33,165
N. 11 <sup>th</sup>	Central to Highland	236	\$ 10,620
Minnesota	Southwest Blvd. to 14 <sup>th</sup>	444	\$ 19,980
H st.	6 <sup>th</sup> to 9 <sup>th</sup>	246	\$ 11,070
5 <sup>th</sup> ave.	D to E	138	\$ 6,210
N. 19 <sup>th</sup>	Thompson to south	313	\$ 14,085
S. Wall	Pacific to Fulton	499	\$ 22,455
Fulton	Empire Blvd. to Cammann	480	\$ 21,600
Wisconsin	Empire Blvd. to Cameron Rd.	192	\$ 8,640
Schoneman	Newmark to Harris	528	\$ 23,760
Oregon	Southwest Blvd to 15 <sup>th</sup> St.	493	\$ 22,185
<b>TOTAL</b>			<b>\$331,605</b>