

**CITY OF COOS BAY CITY COUNCIL**  
**Agenda Staff Report**

<b>MEETING DATE</b> November 19, 2013	<b>AGENDA ITEM NUMBER</b>
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**TO:** Mayor Shoji and City Council

**FROM:** Jim Hossley, Public Works and Development Director

**Through:** Rodger Craddock, City Manager *REC*

**ISSUE:** Streets Task Force Recommendations

**BACKGROUND:**

The City Council discussed the concept, formation and composition of the Streets Task force several times this year. At the February 5<sup>th</sup> Council meeting, Councilor Groth was appointed to represent the City Council on the Streets Task Force. In July, stake holders and ex-officio subject matter experts for the task force were direct appointed by the City Council, while at-large members were selected by Council through an application process. The role of this task force was to make recommendations to the City Council on the management and financing of street maintenance.

The task force had four (4) very productive meetings over the summer and early fall. After careful consideration, the Streets Task Force formulated the recommendations presented in the attached document. Councilor Groth will report to the Council on the work accomplished by the task force and will present the Streets Task Force's recommendations. At a future City Council meeting(s), staff will present the job of updating the City's Street Conditions Assessment and adoption of an Asphalt Right-of-Way Restoration Policy for Council consideration.

**ADVANTAGES:**

The Streets Task Force was made up of representatives from various interest groups and areas of the city. The members of the Task force carefully considered the issues related to street maintenance needs, the cost of maintenance along with existing and potential funding sources for street maintenance. The recommendations are what the task force believes the community will support to maintain the City's street infrastructure.

**DISADVANTAGES:**

None

**BUDGET:**

None

**RECOMMENDATION:**

Staff requests the Council's direction for carrying out the Streets Task Force recommendations.

**ATTACHMENTS:**

Streets Task Force Recommendation document  
Draft Asphalt Right-of-Way Restoration Policy

One of the 2013 City Goals is “to maintain and improve the City’s physical infrastructure and provide quality services for current and future citizens” and one of the top priorities for this goal is to “ensure that the City can protect and enhance the useful life of streets...” As part of the Budget Committee’s deliberations during 2013, the group recommended to City Council that street maintenance expenses and revenues should be evaluated. Specifically, the committee was concerned about the lack of stable funding for streets and streetlights. In response the City Council took action to form the Streets Task Force.

The Streets Task Force met four times to discuss street maintenance issues in the City of Coos Bay. They discussed the scope of maintenance needs, the sources and amount of current funding, and where funding is expended. The Task Force also explored several options to generate additional funding as well as ideas for construction & maintenance best practices as ways to maximize available funding. The task force met for the fourth time to discuss recommendations to the City Council. After considering various options and ideas, the Streets Task Force came up with the following recommendations for the City Council to consider:

**Update the streets condition assessment completed in 2002.** The last study of our City’s street conditions was completed in 2002. Although the study predicted that no changes to the street maintenance budget would cause further deterioration in our traffic infrastructure, that budget has remained relatively flat. Decreasing revenues and increasing expenses have made it difficult for the City’s Budget Committee to allocate resources to this activity.

The Task Force recommends the Council consider updating the streets condition assessment. The updated assessment will provide the City a current snapshot of the condition of the City’s street network by classification. The report will provide recommendations for the types of maintenance and repair treatments that should be performed along with cost estimates. The cost to prepare the updated assessment is estimated at \$21,000. Garrett Pallo of Civil West Engineering and task force member, recommends hiring a firm that specializes in this type of assessment. The Streets Task Force wishes to make clear they believe City funds should be spent on an updated study only if the Council intends to make changes to the revenue streams available for deferred and current street maintenance.

Specifically, the Task Force recommends Council consider the following types of revenue to address the dollar figures outlined in the proposed new study of street conditions:

**General Obligation Bond:** Based on the assessed value of property in Coos Bay (\$955,934,561), a \$0.50/\$1000 charge would generate \$477,965 annually. Staff research has shown that voter-approved bonds less than \$1 per \$1000 have been more successful statewide than those over that rate. Projects would have to be specifically identified in advance of a public vote; the Task Force believes a G.O. Bond would best be used to address deferred maintenance projects.

**Change the City Charter:** Section 9.12 of the Coos Bay City Charter states: “Sales of Bonds and Warrants. All selling of bonds or warrants shall be submitted to the people for approval by a majority of votes cast.” [Section 9.12 added by election held November 5, 1996]. The Task Force recommends the City Council consider taking this section of the charter to a vote of the people to change the language so that the use of revenue bonds

may be undertaken without a public vote. The decision to sell revenue bonds could be approved by the City Council through the Public Hearing process. Revenue bonds do not require an increase in taxes and are paid for out of revenues. Wastewater fees, for example, pay for revenue bonds used to make improvements to the City's wastewater infrastructure.

**Transportation Utility Fee:** This fee could be collected on a monthly basis to supplement existing street maintenance funds. Or, it could also be used to pay debt service for a revenue bond. The fee would be collected through the current water/wastewater billing system. The Task Force discussed the possibility of designating this fee as a "Streetlight Fee", which would allow the Gas Tax monies currently designated to streetlight maintenance to be redirected to street maintenance. During the last fiscal year (FYE2013), \$247,642 was spent on streetlight maintenance. Although this type of fee does not require a public vote, the Council may wish to consider whether a vote would be appropriate in this case.

**Franchise Fees:** Solid waste franchise fees are currently directed to the General Fund. Transfers from the General Fund to the Street Maintenance Fund during the last 6 years to cover deficits total \$807,180, while the revenue generated over that same time period from franchise fees totaled \$888,302. The Streets Task Force recommends that solid waste franchise fees be directed to the Street Maintenance Fund, instead of transferring from the General Fund to cover deficits. This will represent a steadier stream of income for the Street Maintenance Fund. The task force recommends considering this change as part of the annual budget process, to ensure the impact on the General Fund can be evaluated.

**Local Improvement Districts:** The Task Force is in favor of increased utilization of LIDs for local streets. The City's experience has been that LIDs have been difficult because some property owners are not willing to participate, and some do not repay their share after the City has expended funds to pave their street. Nevertheless, many creative options for funding LIDs exist that may make this alternative more effective. The Task Force believes this method of financing would help get smaller streets paved or repaired, and recommends an education campaign to help citizens understand this option is available when asking about street paving.

**System Development Charges:** The group agreed on two points: (1) that the current moratorium on all SDCs is not good planning for future development, and (2) that the previous SDC structure employed by the City can be enhanced to improve effectiveness. The Streets Task Force recommends the Council consider pursuing an SDC plan with more options to address the specific impact of new development on City infrastructure, and that this issue should be addressed with some urgency, before any new development comes to fruition in our community.

**Local Gas Tax:** As we know, the state gas tax model is not meeting the needs of our current street maintenance budget, as newer cars have better gas mileage. In addition, there is a moratorium on Local Gas Taxes through 2014. The Streets Task Force would like to keep this revenue source as an option until an updated street conditions study is completed.

**Downtown Parking District:** The current downtown parking district does not provide for maintenance of parking lots or on-street parking spaces. It may be appropriate to reconsider an assessment for maintenance of these downtown assets.

**Shared Services:** The City currently has a written agreement with ODOT for maintaining infrastructure and other assistance. The City pays ODOT's costs for those services. ODOT maintains all City traffic signals, and has completed some pavement work, striping, and traffic control for special events. The City occasionally also shares equipment with both the CB/NB Water Board and the City of North Bend.

### Street Maintenance Operational Recommendations

**Asphalt Right-of-Way Restoration Policy:** The Streets Task Force recommends that the Mayor and Council pursue a new Asphalt Right-of-Way Restoration Policy for Public Works. This new policy will limit unnecessary street cuts and ensure complete restoration of streets after utility work is completed.

**Streetlight Installation and Maintenance Policy:** The task force noted that no standards currently exist for the location of streetlights in Coos Bay. Implementing a Streetlight Installation and Maintenance Policy will assist staff in answering citizen questions about streetlight placement, and will create standard maintenance procedures for this important safety infrastructure.

**Best Practices:** A number of "best practices" were discussed as part of the Task Force meetings which should be considered as part of future street improvement projects, including the use of Reclaimed Asphalt Pavement (RAP) and requiring geotextiles or paving fabrics when appropriate. These operational changes will help lengthen the life of our streets.

In summary, the Streets Task Force recommends that an updated streets condition study be completed before making any further decisions about most revenue sources. Current figures should be used to determine which revenue streams will be most effective.

It is recommended that an analysis of reinstating System Development Charges and changing the City Charter to increase flexibility in implementing revenue streams, however, should not be delayed.

In addition, the Streets Task Force recommends a comprehensive marketing and educational campaign to coincide with any potential revenue changes, to ensure citizens are aware of the scope of the problem, and to ensure the community understands why revenue changes may be necessary.

### Streets Task Force Members

Name	Affiliation
Bruce Bennett	CCAT (Retired)
Peter Billeter	At-Large/Billeter Marine LLC
Brian Bowers	Coos Bay Downtown Association

Chris Christoffer	At-Large/Banking (Retired)
Jamie Fereday	Bicycle/Pedestrian Interests
Jennifer Groth	City Council
Randy Hoffine	Pacific Properties
John Knutson	Owner, Koos Transportation LLC
Dick Leshley	Yellow Cab Company
Phil Marler	Budget Committee
Becki Mascarenas	First Student Transportation
Scott McNutt	Englewood Neighborhood
Jeff Precourt	The World Newspaper
Bill Richardson	Les Sanitary Service/North Bend City Council
Larry Schoolcraft	Empire Neighborhood
Thea Wilson	Empire Coalition

<b>Name</b>	<b>Subject Matter Expertise</b>
John Briggs	CPA/Public Finance
Rodger Craddock	City Manager
Jim Hossley	Public Works Director
Garrett Pallo	Owner, Civil West Engineering Services
Rick Skinner	General Manager, Knife River/Paving
Matt Whitty	Engineering Supervisor, CB/NB Water Board

DRAFT DOCUMENT



## City of Coos Bay

### *Public Works & Development Dept.*

500 Central Ave., Coos Bay, Oregon 97420 • Phone (541) 269-8918  
Fax (541) 269-8916

#### **ASPHALT RIGHT-OF-WAY RESTORATION POLICY PUBLIC WORKS OPERATIONS**

August 2, 2013

In an effort to improve the quality and service life of City streets, Public Works Department has adopted a right-of-way preservation and restoration policy. This policy is designed to protect constructed or improved streets by limiting utility cuts on these streets and imposing specific restoration requirements when they have to be cut. It also will ensure better coordination of construction projects among the various users of the City's rights-of-way by requiring that utilities provide notice of large utility projects and by placing a limitation on street cuts in the same area after the project is complete.

This policy will not prevent all street cuts, which in some cases are the only way to repair damaged utility facilities or to provide service to utility customers. It will, however, limit unnecessary street cuts and ensure complete restoration of streets after necessary cuts.

The City maintains a list streets and street segments that are protected by the policy. The City also has established restoration guidelines that it will use to determine the restoration requirements when a protected street is cut.

## City of Coos Bay Street Cut Policy

*"No person shall make any excavations in any public right-of-way without first making Application..." (Chapter 12.25 UTILITY USE OF STREETS)*

### **I. Introduction**

To ensure that City streets are functional and to provide reasonable regulation of excavations this policy is authorized by the Coos Bay, Chapter 12, Use of Rights-of-Way). Prior to the excavation of any asphalt, brick or concrete street an Applicant shall:

1. Submit a Right-of-Way (ROW) permit application, supporting documents and fee(s) to the City.
2. Utility providers are required to submit application, fee(s) are waived for utility provider, and utility provider is required to meet City standards.
3. Allow Public Works Department 24 to 40 hours to process 'standard' permit or; 1 week to review 'non-standard' or project related requests.
4. Receive permit, coordinate and commence work. Approval of ROW permits for utility cuts will be based on the construction needs and the type of street(s) arterial, collector, residential/local, which shall dictate the size of excavation, amount of pavement restoration, curb work, sidewalk work, available work hours, traffic control, possible detours or public notifications, and quality control, i.e. inspections. Applicant shall be responsible to coordinate all non-city utility issues and for quality of work performed by excavators and pavers to ensure all City Policies, Technical Standard and Details are met. All restoration is provided with an 18-month warranty by applicant. (Section 11-96). Public Works Department has the right to deny a permit or issue a stop work order for non-compliance.

### **II. Permits & Fees**

ROW permits and fees are managed through Public Works Department (541-269-1181). Supporting documents may require a scope of work, traffic control plan, etc. as necessary. The ROW permit fees are due at the time of application. ROW Permit fee - \$75.00. Online applications can be made at: [www.coosbay.gov](http://www.coosbay.gov). (follow Public Works Department) or you may pick one up at; Public Works Department, City Hall, 500 Central Avenue, Coos Bay, OR. Additional coordination may be required with City Street Department. **Copies of permits must be maintained on sight at all times. Failure to make available upon request may result in the stoppage of work.**

### **III. Non City Owned Streets**

A City permit would not apply to Oregon Department of Transportation (ODOT) ROW. You are required to acquire the necessary permit from ODOT. City permits do not cover private roads or parking lots.

### **IV. Utility Locates and Excavation**

All excavators shall call (811) or (1-800-332-2344) to utilize the Oregon Utility Notification Call Center (OUNCC) for locate requests, marking, positive response, etc. prior to excavation and with proper request times (i.e. 48-hours in advance). Excavators shall exercise appropriate caution to avoid damage and ensure safety. All excavators fall under ORS Chapter 377-Oregon

State Legislature-State of Oregon and City of Coos Bay Code, for adherence to excavation rules and penalties.

#### **V. Emergency Excavations**

In case of an emergency excavation, applications for permits and fees shall be made no later than 24 hours following excavation. An emergency situation is considered a sudden loss or failure of service or an accident to a utility facility where the impacts are deemed an imminent danger to the public health and safety. In the case of an emergency the utility facility may be accessed for necessary repairs and site control.

#### **VI. Traffic Control & Public Notification**

All excavations affecting motorists and pedestrians shall require a proper traffic control plan submitted with each ROW application. The plan shall be based on the type of street(s) and the amount of traffic using the Manual of Uniform Traffic Control Devices (MUTCD Part 6 – Temporary Traffic Control) for guidance. Depending on the impact to traffic, businesses or residents, public notification plans (signs, advertisements, flyers, etc) may be necessary and submitted as part of the permit.

#### **VII. Trench and Street Repair**

Reference shall be made to City of Coos Bay Technical Standards and Details for all repairs. See R-200, CR-400, and CR-600 for street repair. Excavators shall factor soil contents and soil moisture when backfilling a trench with the intent to avoid the creation of voids, soil bridging or settlement.

- Backfill shall be suitable material that is free from heavy clay, gumbos, debris, and organics and little to no excessive moisture.
- Select backfill may be substituted or required by City to achieve compaction, (i.e. #57, ABC, crushed limestone, clean sand, flowable fill, etc).
- 12-inch of aggregate base course (ABC) material shall be used on City streets.
- Backfill and base materials shall be compacted in 12" maximum lifts.
- Soil shall be compacted by a mechanized tamper (i.e. jumping jack) for most excavations, however, vibratory rollers > 18" width may be used for larger excavations. Under no circumstances shall the plate tamp method be used.
- All approved castings shall be set flush to grade and supported if applicable.
- ABC and sub-base compacted to 95% and backfill and embedment compacted to 90% of the maximum dry density as determined by the modified AASHTO Method T-99.
- 1-foot cutbacks of existing asphalt shall be made on undisturbed soil. Clean square cuts shall be applied with tack to all asphalt joints.
- Super-pave 9.5A or B asphalt shall be installed in lifts to match the existing pavement thickness in 2" minimum lifts. Minimum asphalt density is 90% of maximum specific gravity.

#### **VIII. Pavement Restoration**

Where excavations impact the pavement, the applicant shall provide the dimensions on the permit. The City will ascertain the location and amount of street cut to determine an acceptable plan for restoring asphalt. Where an applicant requires multiple cuts in a block or section of



street, the City reserves the right to require full lane or full width restoration. For instance, if 3 or more cuts are made within a block (typical 500') the City may require full lane or full width restoration. Additionally, all pavement restoration cuts shall tend to be linear and perpendicular with keyed asphalt cuts made no less than 20' in length. No pavement restoration shall be left less than 6' from the edge of curb or roadway. Where utility excavation occurs within a newly resurfaced area or a substantial road section, such as a high volume street, the paving area may require extended milling beyond either side of the trench for a minimum of 10' depending on the conditions. Milling shall be no less than 1-inch in depth. An applicant may also be asked to extend pavement in collaboration with the City Streets department or others to assist with efforts to maintain streets in good working condition.

#### **IX. Driveway, Curbing & Sidewalk Restoration**

Where excavations impact a driveway, curbing, sidewalk or signs, the contractor shall reference all applicable City of Coos Bay Technical Standards and Details to restore these facilities. Directional drilling methods may be used to cross under a driveway, curb or sidewalk; however, there will be no tunneling or jetting for this purpose. Concrete provided for restoration shall be from a drum mix.

#### **X. Quality Control and Inspections**

The City requires strict adherence to standard details and permit requirements. Observation and Quality Control testing may be performed and/or required for compaction efforts, densities, stone or asphalt thickness, materials delivered, job mix formula, trucking tickets, etc. At no cost to the City, these observation and testing efforts may be required, with any testing results submitted to the City within 2 business days. These tests may include observation, compaction, stone densities, asphalt cores, asphalt densities, etc. Failure to adequately meet minimal standards or test requirements shall result in re-excavation and re-work of the trench or restoration to the satisfaction of the City.

#### **XI. Temporary Repair**

Where construction activities require a trench to be backfilled or covered for any reason, including restoring traffic, resuming construction, or awaiting asphalt restoration, the contractor shall safely maintain the trench and all traffic control until the following temporary pavement repairs are made on a suitable base in a safe manner: Less than 24-hours – 6" compacted ABC stone 30 days >1 day (i.e. next week) – 2" hot mix or cold patch asphalt > 30 days (permanent) – 2" minimum hot mix asphalt Steel plates may be used up to 30 days with prior approval from the City. Cold patch materials are not considered a permanent pavement application and thus are only acceptable for a period of 30 days. Depending on the type of street and weather conditions the City reserves the right to determine the type of temporary asphalt repairs required at that time.

#### **XII. Final Asphalt and Striping Restoration**

Upon completion of the utility work shall the contractor restore pavement and striping to the agreed dimensions and methods in the permit. Superpave 9.5A or B asphalt shall be applied in lifts to match existing thickness or a minimum of 2-inches with a minimum density of 90%. Any alternate material shall first be approved by Public Works Department prior to placement. Under no circumstances shall the contractor attempt to skim patch on top of existing asphalt.

Removed traffic markings or striping shall be restored within 3 days using original thermo-plastic or paint materials.

### **XIII. Concrete Street Restoration**

Upon completion of the trench the utility or contractor shall be allowed to pour concrete. The common standard shall be 4000 psi concrete. Any alternate material shall be first approved by the Public Works Department prior to placement. New concrete shall be applied to the same thickness as existing conditions or a minimum of 6-inches.

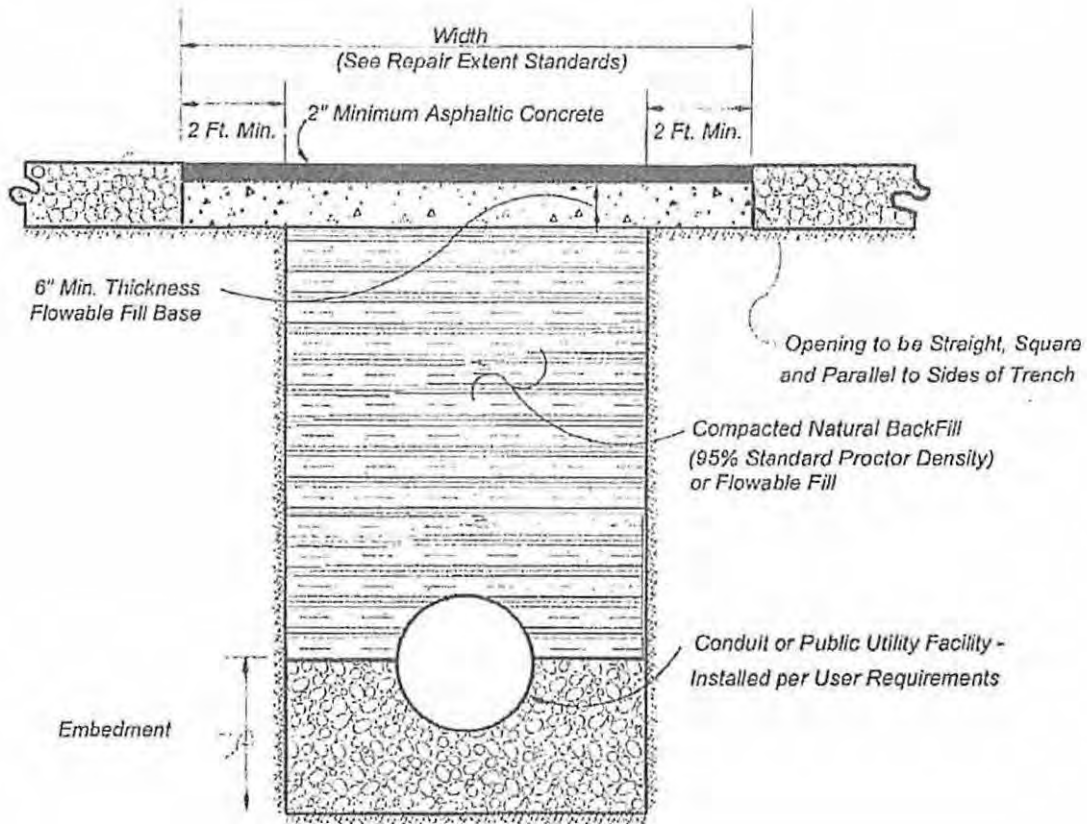
### **XIV. Worksite Safety and Access**

Any Permit holder conducting repairs, excavation or utility work shall take reasonable actions and precautions to ensure that such work does not endanger people or property, nor interfere with the free and proper use of public streets, alleys, sidewalks, bridges, etc. nor hinder with the operation of any other utilities, etc.

### **XV. Warranty**

All excavations and street repairs shall be guaranteed against failure for a period of 18 months after completion of asphalt restoration. The warranty period shall start the first of the month following completion. Example: a repair completed on the 20th of June shall be warranted from July 1st until December 31st the following year. A failure is defined as settlement greater than 1/8 -inch in depth as determined by the ODOT straight edge method, pulled joints, cracking of the patch; etc. Upon discovery of failures from inspections, the City may contact Applicant of such failures to make repairs as needed.

RESIDENTIAL / LOCAL  
STANDARD DETAIL R200 / TRENCH AND BACKFILL

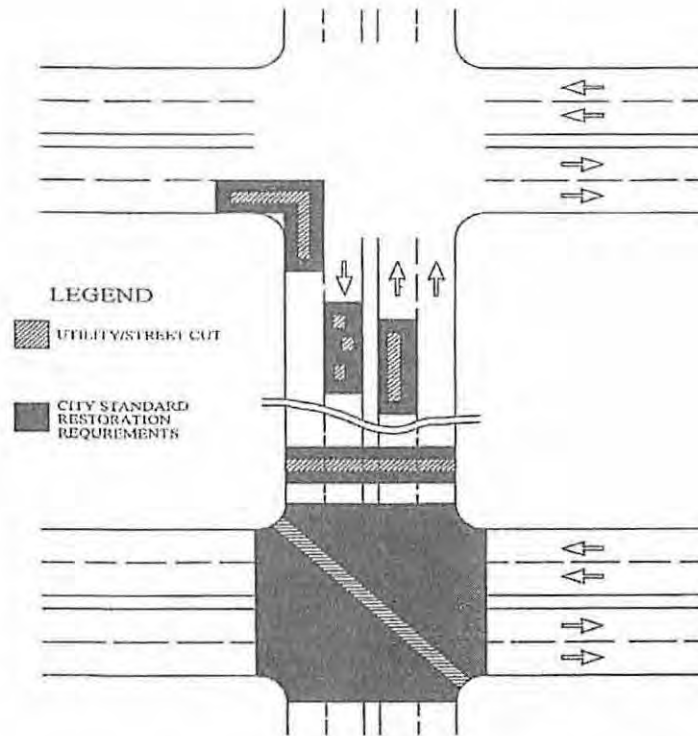


**NOTES:**

1. THE EXISTING A.C. SHALL BE SAWCUT THROUGH ENTIRE A.C. SECTION PRIOR TO EXCAVATION.
2. BACKFILL IN PIPE ZONE SHALL BE PLACED IN MAXIMUM 6" LIFTS AND COMPACTED.
3. TRENCH BACKFILL SHALL BE PLACED IN MAXIMUM 12" LIFTS TO 95% DENSITY.
4. SAWCUT EDGES TO BE TACKED WITH HOT LIQUID ASPHALT.
5. WORK RESULTING IN IRREGULAR TRENCH WIDTHS OR INCIDENTAL DAMAGE TO THE ROADWAY SURFACE WILL REQUIER ANOTHER SAWCUT AND SUBSEQUENT REMOVAL OF A.C. THE SAWCUT LINE SHALL BE APPROVED BY CITY OF COOS BAY PRIOR TO THE PERMANENT A.C. REPAIR.
6. RESTORE A.C. SECTION WITH 2" A.C. OF ½ DENSE GRADED AGGERATE MIX OR EQUAL THICKNESS OF THAT REMOVED WHICHEVER IS GRATER; PLACE A.C. IN MAXIMUM 2" LIFTS.
7. A.C. JOINTS/SEAMS SHALL BE SEALED WITH HOT LIQUID ASPHALT, OR APPROVED EQUAL, AND SANDED.
8. IF ANY TRAFFIC MARKINGS ARE REMOVED; REPLACE WITH THERMOPLASTIC TRAFFIC MARKING PAINT PROFILEDXXMETHYL METHACRYLATE (MMA) OR EQUAL TO.
9. PUBLIC WORKS DEPARTMENT SHALL BE NOTIFIED FOR INSPECTIONS.

COLLECTOR AND ARTERIAL STANDARD DETAIL CR400  
VERTICAL & TRENCH AND BACKFILL

CR400 DETAIL

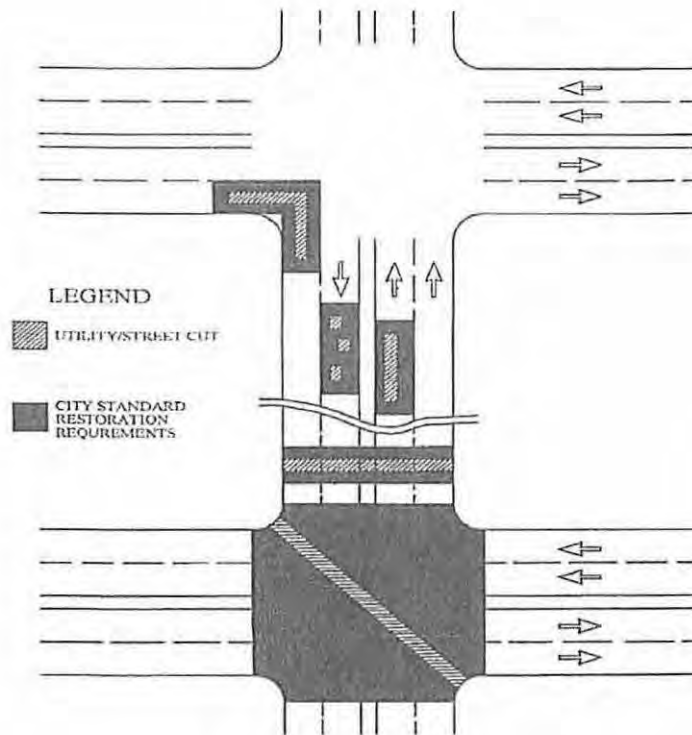


**NOTES:**

1. THE EXISTING A.C SHALL BE SAWCUT THROUGH ENTIRE A.C. SECTION PRIOR TO EXCAVATION.
2. IF TRENCH IS IN ONE LANE; SAWCUT FROM CURB 24" PAST THE END OF THE TRENCH AND 24" OUTSIDE THE TRENCH ZONE.
3. IF TRENCH EXCEEDS LANE CENTERLINE; SAWCUT FROM CURB TO CURB AND 24" OUTSIDE THE TRENCH ZONE.
4. BACKFILL IN PIPE ZONE SHALL BE PLACED IN MAXIMUM 6" LIFTS AND COMPACTED.
5. TRENCH BACKFILL SHALL BE PLACED IN MAXIMUM 12" LIFTS TO 95% DENSITY.
6. SAWCUT EDGES TO BE TACKED WITH HOT LIQUID ASPHALT.
7. WORK RESULTING IN IRREGULAR TRENCH WIDTHS OR INCIDENTAL DAMAGE TO THE ROADWAY SURFACE WILL REQUIER ANOTHER SAWCUT AND SUBSEQUENT REMOVAL OF A.C. THE SAWCUT LINE SHALL BE APPROVED BY CITY OF COOS BAY PRIOR TO THE PERMENT A.C. REPAIR.
8. RESTORE A.C. SECTION WITH 8" A.C. OF ½ DENSE GRADED AGGERATE MIX OR EQUAL THICKNESS OF THAT REMOVED WHICHEVER IS GREATER; PLACE A.C. IN MAXIMUM 2" LIFTS.
9. A.C. JOINTS/SEAMS SHALL BE SEALED WITH HOT LIQUID ASPHALT, OR APPROVED EQUAL, AND SANDED.
10. IF ANY TRAFFIC MARKINGS ARE REMOVED REPLACE WITH; THERMOPLASTIC TRAFFIC MARKING PAINT PROFILEDXXMETHYL METHACRYLATE (MMA) OR EQUAL TO.
11. PUBLIC WORKS DEPARTMENT SHALL BE NOTIFIED FOR INSPECTIONS.

## COLLECTOR AND ARTERIAL STANDARD DETAIL CR600 HORIZONTAL TRENCH AND BACKFILL

CR600 DETAIL



### NOTES:

1. THE EXISTING A.C SHALL BE SAWCUT THROUGH ENTIRE A.C. SECTION PRIOR TO EXCAVATION.
2. SAWCUT 10' BEYOND EACH END OF TRENCH, SAWCUT A.C. FROM CURB TO CENTERLINE.
3. BACKFILL IN PIPE ZONE SHALL BE PLACED IN MAXIMUM 6" LIFTS AND COMPACTED.
4. TRENCH BACKFILL SHALL BE PLACED IN MAXIMUM 12" LIFTS TO 95% DENSITY.
5. SAWCUT EDGES TO BE TACKED WITH HOT LIQUID ASPHALT.
6. WORK RESULTING IN IRREGULAR TRENCH WIDTHS OR INCIDENTAL DAMAGE TO THE ROADWAY SURFACE WILL REQUIER ANOTHER SAWCUT AND SUBSEQUENT REMOVAL OF A.C. THE SAWCUT LINE SHALL BE APPROVED BY CITY OF COOS BAY PRIOR TO THE PERMENT A.C. REPAIR.
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10. PUBLIC WORKS DEPARTMENT SHALL BE NOTIFIED FOR INSPECTIONS.