

Transportation Committee  
7:02PM Monday September 25th, 2023  
Mosley, Carr, Lorson, Aspiras, Squirrel, Handwerk

Mosley-Explanation of the PCR# Rating. Pavement, asphalt and concrete require more engineering.

**Priorities**

Bell Ave-60.3  
Sunset S-60.8  
Washington Blvd-68.2

PCR grades-Bleeding, Peeling, Cracks and so on are the overall measurements for the PCR rankings. Completed every 2 years.

Concrete is a much more expensive material and so we look to use asphalt more frequently to complete more projects with the same amount of money.

OPW Grant conversation. We will apply for the grant and we have a strong history of securing this but it is not a guarantee.

\$600,000 currently budgeted and our goal would be to secure the \$600 matching funds through the OPW Grant.

2019 PCR listing shows the improvement year over year as we are now focused on 60's PCR ratings.

Challenges with Crown Hill

\$1.1M for the three main streets above (Bell, McGill and Washington)

Abbey-City Engineer

PCR is an overview of the street condition, however we do also look at how many people travel the road and what the best return of our investment is for the city.

Lorson-Pine to Paradise crosses the Wheeling railway.

East end of Hostetler Road is a concrete replacement from the capital fund. This is the area by Quality Castings (East End)

Abbey discussing 2023, Sunset and Elm projects for 2023. Some projects have brick under the road and require more work than anticipated. There was also more work ensuring the curbs were replaced with the curbing machines.

Crown Hill and the ride and noisiness of the “washboard” effect. There is “faulting at the joint” and this is what causes the noise. DOT does this to reduce the noise. This does not shorten the life of the concrete and simply takes down the edges. In the area of \$400,000. Full replacement would be \$3.6M.

Another option would be concrete at the turns and blacktop on the road between. This would be around \$1.1M.

Concrete grinding buys us more time and allows us time to budget accordingly.

Settlement of the slabs of concrete would and could continue down the road. John Lorson mentioned that the blacktop road is always a better road to drive on. Asphalt is designed for 8 years. However trash trucks and traffic do degrade the roads much quicker. We are seeing 8-10 even 12 years. Crown Hill has heavy traffic.

Once it is done we see a mill and fill as a less expensive option.

There are different types of asphalt and different grades based on the type of asphalt.

Kyle Manhole issues on Mainstreet. Ryan spoke to the fact that the manholes sunk when they put the road in and they have had the company back to re-install. The widening of the road did cause some issues with the traffic pattern over the manholes. Heavy truck traffic causes this to sink even more over time.

Kyle-Area in front of the Hospital. There is a base issue and this has caused the wheel path to sink.

Kyle-Issues in front of Dravenstotts, this is a start and stop issue

Kyle-Cleveland and West Oak big crack. Between McGill and Cleveland.

Rick-End of Westwood/Market storm drain from pavement is a big gap. This would be raising an inlet. This is different from the basin repairs and its due to the inlet not being raised during asphalt repair.

Carr-Manhole behind the library is a challenge.