

## City Council Study Session

June 22, 2015 - 5:30 PM

Auburn City Hall

### AGENDA

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#### I. CALL TO ORDER

##### A. Roll Call

#### II. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS

#### III. AGENDA ITEMS FOR COUNCIL DISCUSSION

##### A. Veterans Services Presentation (Hursh)

##### B. **Resolution No. 5143\* (Hursh)**

A Resolution of the City Council of the City of Auburn, Washington, authorizing the City of Auburn to adopt the Intergovernmental Agreement for EMAC and PNEMA assistance between the Washington Military Department and the City of Auburn

##### C. **2014 Save Our Streets Year End Report\* (Snyder)**

#### IV. OTHER DISCUSSION ITEMS

#### V. ADJOURNMENT

*Agendas and minutes are available to the public at the City Clerk's Office, on the City website (<http://www.auburnwa.gov>), and via e-mail. Complete agenda packets are available for review at the City Clerk's Office.*

*\*Denotes attachments included in the agenda packet.*



## AGENDA BILL APPROVAL FORM

**Agenda Subject:**

Resolution No. 5143

**Date:**

May 29, 2015

**Department:**

Administration

**Attachments:**

[Resolution No. 5143](#)  
[Agreement](#)

**Budget Impact:**

\$0

**Administrative Recommendation:**

City Council adopt Resolution No. 5143.

**Background Summary:**

The City of Auburn participates in several mutual aid agreements related to emergency and disaster response. This ILA allows the City to continue participating in the Emergency Management Assistance Compact (EMAC), which covers all fifty states, the District of Columbia and several US territories, and the regional Pacific Northwest Emergency Management Arrangement (PNEMA) which includes Oregon, Washington, Idaho, Alaska, British Columbia and the Yukon Territory. The ILA allows the City of Auburn to deploy resources as requested to jurisdictions covered by EMAC and PNEMA and to be fully reimbursed for those resources by the requesting jurisdiction.

**Reviewed by Council Committees:****Councilmember:****Staff:**

Hursh

**Meeting Date:** June 22, 2015

**Item Number:** DI.B

### **RESOLUTION NO. 5 1 4 3**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE CITY OF AUBURN TO ADOPT THE INTERGOVERNMENTAL AGREEMENT FOR EMAC AND PNEMA ASSISTANCE BETWEEN THE WASHINGTON MILITARY DEPARTMENT AND THE CITY OF AUBURN

WHEREAS, the City of Auburn has prepared to respond to emergencies and disasters, whether natural or man-made, will respond to such events occurring within its City Limits and will endeavor to respond to such events occurring in other jurisdictions as requested; and

WHEREAS, the City of Auburn desires to provide mutual aid to and receive mutual aid from other jurisdictions and governmental entities during emergencies and disasters as resources permit; and

WHEREAS, it is desirable for the City of Auburn to be fully compensated when providing mutual aid to other jurisdictions and governmental entities; and

WHEREAS, the state has proposed an intergovernmental agreement between the Washington Military Department and the City of Auburn pursuant to the Emergency Management Assistance Compact ("EMAC") (Chapter 38.10 RCW), the Interlocal Cooperation Act (Chapter 39.34 RCW), the Emergency Management Act (Chapter 38.52 RCW) and Pacific Northwest Emergency Management Arrangement ("PNEMA") (hereafter, the "Intergovernmental Agreement for EMAC and PNEMA Assistance"), attached hereto; and

WHEREAS, it is in the public interest for the City of Auburn to enter into the Intergovernmental Agreement for EMAC and PNEMA Assistance.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN,  
WASHINGTON, DO ORDAIN AS FOLLOWS:

**Section 1. Purpose.** The City Council of the City of Auburn hereby approves the adoption of the Intergovernmental Agreement for EMAC and PNEMA Assistance between the Washington Military Department and the City of Auburn.

**Section 2. Implementation.** The Mayor of the City of Auburn is hereby authorized to execute the Intergovernmental Agreement for EMAC and PNEMA Assistance and to implement such administrative procedures as may be necessary to carry out the directions of this resolution.

**Section 3. Effective Date.** This Resolution shall be in full force and effect upon passage and signatures hereon.

SIGNED and DATED this \_\_\_\_\_ day of June 2015.

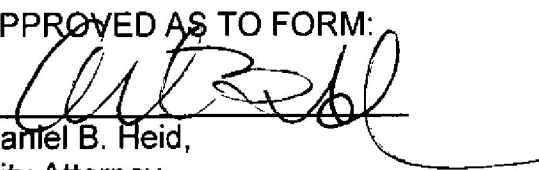
CITY OF AUBURN

\_\_\_\_\_  
NANCY BACKUS  
MAYOR

ATTEST:

\_\_\_\_\_  
Danielle Daskam,  
City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Daniel B. Heid,  
City Attorney

\_\_\_\_\_  
Resolution No.5143  
May 22, 2015  
Page 2



# INTERGOVERNMENTAL AGREEMENT FOR EMAC AND PNEMA ASSISTANCE BETWEEN

Washington Military Department  
Bldg #20, M.S.TA-20  
Camp Murray, Washington 98430-5122

AND City of Auburn  
25 W Main Street  
Auburn, Washington 98001-4916

253.512.7055 FAX: 253.512.7203

253.876.1925 FAX: 253.939.7769

Contact Person: Mark Douglas  
Email: Mark.Douglas@mil.wa.gov

Contact Person: Sarah K. Miller  
Email: skmiller@auburnwa.gov

TIN: 91-6001228  
UBI: 171000010

Start Date: Upon Signature

End Date: January 31, 2020

## 1. INTRODUCTION:

This Intergovernmental Agreement (Agreement), pursuant to Ch. 38.10 RCW (Emergency Management Assistance Compact (EMAC)), ch. 39.34 RCW (Interlocal Cooperation Act), ch. 38.52 RCW (Emergency Management Act), and the Pacific Northwest Emergency Management Arrangement (PNEMA), is made and entered into by and between the Washington State Military Department through its Emergency Management Division (EMD), and the local jurisdiction within the State of Washington identified above, hereinafter referred to as "Jurisdiction". EMD, through these authorities, coordinates interstate mutual aid according to the model presented in the National Strategy for Homeland Security. EMAC, Chapter 38.10 RCW, and Public Law 104-321, authorize and direct the deployment of certain necessary mutual aid between the EMAC participants, who are currently all fifty states, Puerto Rico, Guam, the U.S. Virgin Islands, and the District of Columbia. PNEMA and Public Law 105-381 authorize and direct the deployment of certain necessary mutual aid between the PNEMA participants, who are currently the States of Alaska, Idaho, Oregon, and Washington, the Canadian Province of British Columbia, and the Yukon Territory. This Agreement provides for the use of authorized resources (including employees and equipment) of the Jurisdiction in responding to requests for EMAC or PNEMA assistance from a participating party in which EMD has identified authorized resources of the Jurisdiction that are qualified and immediately available to deploy and perform the requested EMAC or PNEMA assistance in a requesting participating party.

## 2. SCOPE:

Pursuant to this Agreement, the authorized resources of the Jurisdiction will be deployed to provide EMAC or PNEMA assistance. When the deployed authorized resources of the Jurisdiction are employees of the Jurisdiction, those Jurisdiction employees will be treated as state employees for purposes of EMAC or PNEMA deployment only and will be entitled to the rights and benefits under EMAC or PNEMA available to state officers and employees, but not for any other purpose. The Jurisdiction will be reimbursed for authorized costs incurred as a result of authorized resource deployment as provided in this Agreement.

## 3. Authorization and Deployment of Resources

- a. This Agreement is not an authorization to deploy. EMAC and PNEMA deployment of the Jurisdiction's resources under this Agreement shall only be authorized as provided in a completed amendment to this Agreement in the form of "Attachment A" that has been mutually executed by the parties. The Jurisdiction shall not deploy any resources under this Agreement except in compliance with such authorization. No reimbursement will be provided for resources deployed inconsistent with such authorization.



- b. Jurisdiction resources authorized for deployment under this Agreement (the “authorized resources”) are only those listed on mutually executed amendments in the form of “Attachment A” that reference this Agreement by number and include the authorized charge code, EMAC or PNEMA mission number and disaster name, identification of the authorized resource (employee/equipment), description of the anticipated EMAC or PNEMA duties, maximum reimbursement, estimated duration of deployment, reporting location, point of contact at the destination, and completed verification of credentials.

#### 4. Financial Management and Reimbursement

- a. The Military Department will reimburse the Jurisdiction for the expenses of authorized resources deployed under this Agreement up to the maximum amount provided for herein to the extent supported by proper documentation establishing the expenses were actually incurred pursuant to authorized deployment under the Agreement. No reimbursement will be provided for resources deployed inconsistent with the authorization contained in a completed amendment to this Agreement in the form of “Attachment A” that has been mutually executed by the parties.
- b. The authorized resource expenses that may be reimbursed are only those contained in a completed amendment to this Agreement in the form of “Attachment A” that has been mutually executed by the parties, and include employee salary, benefits, overtime, air and land travel expenses, lodging, and per diem; and equipment use and operation costs. Unless this Agreement is amended by Attachment A to provide otherwise, lodging and per diem shall only be reimbursed in accordance with the Federal General Services Administration (GSA) rates for the applicable deployment location existing at the time of deployment under this Agreement, which are located at <http://www.gsa.gov/portal/category/21287>.
- c. The maximum amount of reimbursement for Fire District and Fire Department authorized resources shall be based on the State Fire Chiefs Rate Schedule in effect at the time of deployment, which is incorporated herein by reference. For all other Jurisdictions, the maximum amount of reimbursement for authorized employee expenses under this Agreement shall be the lesser of (1) the maximum amount identified in the mutually executed Attachment A to this Agreement and amendments thereto, or (2) the amount that the employee would have received in the absence of this Agreement. In no case will reimbursement for authorized resources of any Jurisdiction (including Fire Districts and Fire Departments) exceed the maximum estimated total resource cost identified in the mutually executed Attachment A or a subsequent mutually executed written amendment thereto in the same form.
- d. The Jurisdiction shall maintain books, records, documents, receipts and other evidence which sufficiently and properly support and reflect all costs and expenditures authorized by this Agreement. These records shall be subject to inspection, review or audit during normal business hours by authorized Department personnel or its designee(s), the Office of the State Auditor, and federal officials so authorized by law. Such books, records, documents, receipts and other material relevant to this Agreement shall be retained for six (6) years after expiration.
- e. The Jurisdiction will submit a final state invoice voucher identifying this Agreement and the appropriate charge code to the Military Department within 45 days after return by the deployed authorized resource, and must include documentation and receipts supporting all claimed reimbursement. The Jurisdiction agrees to immediately comply with any request by EMD for additional supporting documentation or receipts.

#### 5. Resource Management

- a. The Jurisdiction agrees that it will only deploy employees as authorized resources under this Agreement who are fully qualified and capable of performing the duties described in the completed and mutually executed Attachment A and under the conditions described therein. The Jurisdiction agrees that if any of its employees deployed as an authorized resource under this Agreement are determined by the EMAC or PNEMA requesting participant, in its sole discretion,



to not meet this requirement, those employees may in the sole discretion of the EMAC or PNEMA requesting participant be returned to the Jurisdiction from which they deployed at the sole cost and expense of the Jurisdiction, and the cost and expense of deploying and returning the employee(s) will not be reimbursed under this Agreement. Such qualifications and capabilities shall include, but not be limited to, the following:

- 1) Has completed training for ICS 100, 700 and 800;
  - 2) Has received training customary or required for the position for which they are being deployed;
  - 3) Currently possesses all certifications and licenses required in the state of Washington to perform the duties for which they are being deployed;
  - 4) Has past experience operating in the position for which they are being deployed; and
  - 5) Has the ability to fully and effectively perform all duties of the position for which they are being deployed.
- b. The Jurisdiction agrees that if any of its employees deployed as an authorized resource under this Agreement exhibit behavior, conduct or other condition that, in the sole discretion of the EMAC or PNEMA requesting participant, interferes with the employee's ability to perform the duties for which they are deployed, that employee may, in the sole discretion of the EMAC or PNEMA requesting participant, be returned to the Jurisdiction from which they deployed at the sole cost and expense of the Jurisdiction, and such cost and expense will not be reimbursed under this Agreement.
  - c. The Jurisdiction agrees that it will only deploy equipment as an authorized resource under this Agreement that is in good working order and condition when deployed. Any such equipment determined by the EMAC or PNEMA requesting participant in its sole discretion not to have been in good working order or condition at the time of deployment may, in the EMAC or PNEMA requesting participant's sole discretion, be returned to the Jurisdiction from which it was deployed at the sole cost and expense of the Jurisdiction, and the cost and expense of deploying and returning the equipment will not be reimbursed under this Agreement.
  - d. The Jurisdiction agrees that its employees deployed under this Agreement will be required by the Jurisdiction to conduct themselves in a professional and ethical manner throughout the period of deployment, consistent with all laws, regulations and policies applicable to the Jurisdiction and its employees.
  - e. Hold Harmless. To the extent allowed by law, each party shall defend, protect and hold harmless the other party from and against any claims, suits, and/or actions arising from any negligent act or omission of that party's employees, agents and or authorized representatives while performing under this Agreement.

## 6. Alterations And Amendments

This Agreement and any of its Attachments may only be altered or amended by mutual agreement of the parties. Such amendments shall not be binding unless they are in writing and signed by personnel authorized to bind each of the parties. All other terms and conditions of this Agreement shall remain in full force and effect and binding upon the parties.

## 7. Termination

Either party may terminate this Agreement upon thirty (30) days prior written notification to the other party. If this Agreement is so terminated, the parties shall be liable only for performance rendered or costs incurred in accordance with the terms of this Agreement prior to the effective date of termination.

**8. All Writings Contained Herein**

This Agreement contains all the terms and conditions agreed upon by the parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto.

**IN WITNESS WHEREOF**, the parties have executed this Agreement.

For the Department:

For the Jurisdiction:

BY: \_\_\_\_\_

Richard A. Woodruff                      Date  
Contracts Administrator  
Washington Military Department

BY: \_\_\_\_\_

Nancy Backus                              Date  
Mayor  
City of Auburn

BOILERPLATE APPROVED AS TO FORM:

Brian Buchholz (signature on file) 01/09/2012  
Senior Counsel, Assistant Attorney General



## AGENDA BILL APPROVAL FORM

**Agenda Subject:**

2014 Save Our Streets Year End Report

**Date:**

June 15, 2015

**Department:**

CD & PW

**Attachments:**

[Save Our Streets Year End Report](#)

[Vicinity Map 1 - 2014 SOS Project Streets](#)

[Vicinity Map 2 - 2015 SOS Project Streets](#)

[Vicinity Map 3 - Local Streets Needing Work](#)

[Vicinity Map 4 - Completed SOS Projects](#)

**Budget Impact:**

\$0

**Administrative Recommendation:**

For discussion only.

**Background Summary:**

Attached for your information you will find the 2014 Year End Report for the Save Our Streets Program. This report gives a brief history of the Save Our Streets Program, talks about the pavement condition of local streets, how the city maintains streets, details the street selection process for the program, and gives an overview of the list of projects that were completed in 2014 and the projects that are going to be completed in 2015.

**Reviewed by Council Committees:****Councilmember:****Staff:**

Snyder

**Meeting Date:** June 22, 2015

**Item Number:** DI.C





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# SAVE OUR STREETS 2014 YEAR END REPORT

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24<sup>th</sup> Street SE rebuilt as part of the 2014 SOS Program

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## THE SOS PROGRAM BACKGROUND

The City classifies streets based on the type of traffic they are intended to support. Major streets that are intended to support a large amount of traffic traveling to neighboring jurisdictions, to state highways and across the City are typically classified as **arterial streets**. Streets that are intended to support a moderate amount of traffic and connect neighborhoods and industrial/commercial areas to arterial streets or to other neighborhoods and industrial/commercial areas are generally classified as **collector streets**. Streets that are intended to support a low volume of traffic and connect local residences and businesses to an arterial or collector street are generally classified as **local streets**.

The City currently maintains 215 centerline miles of streets, of which 117 centerline miles (more than half the network) are classified as local streets. In 2004 the public was expressing concern over the condition of these local streets, but funding for local streets had dropped dramatically in the preceding years (see Figure 1) and the City could not afford to make the needed improvements.

In response to the situation, the City proposed a funding measure which was approved by Auburn citizens in the November 2004 General Election. The original funding measure allowed the City's property tax levy to generate additional revenue for a **dedicated local street fund** which is used solely to fund a local street preservation and improvement program, called the **Save Our Streets (SOS) Program**. At the end of 2012, the practice of funding the SOS Program from property taxes ended. In 2013, the City Council earmarked sales taxes from new construction to be dedicated to the SOS Program, and all property taxes were retained in the General Fund.

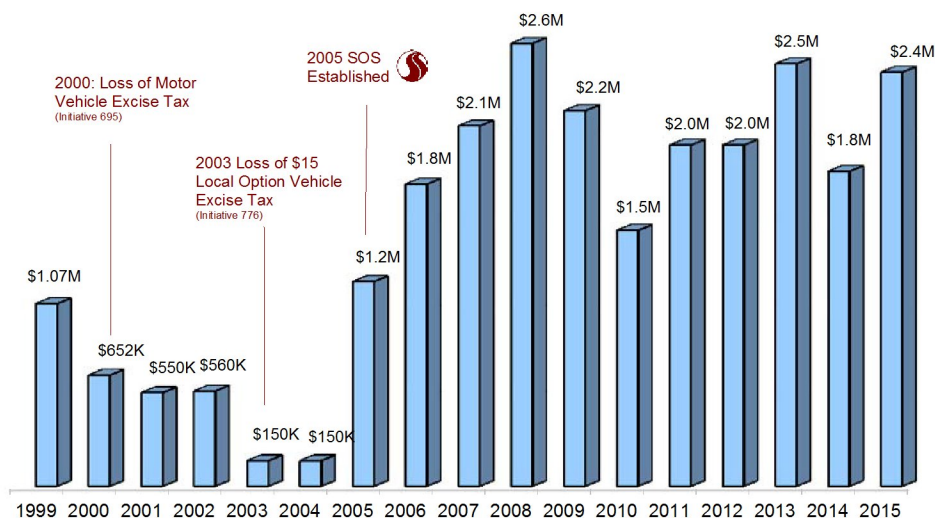


Figure 1: Local Street Funding through the years

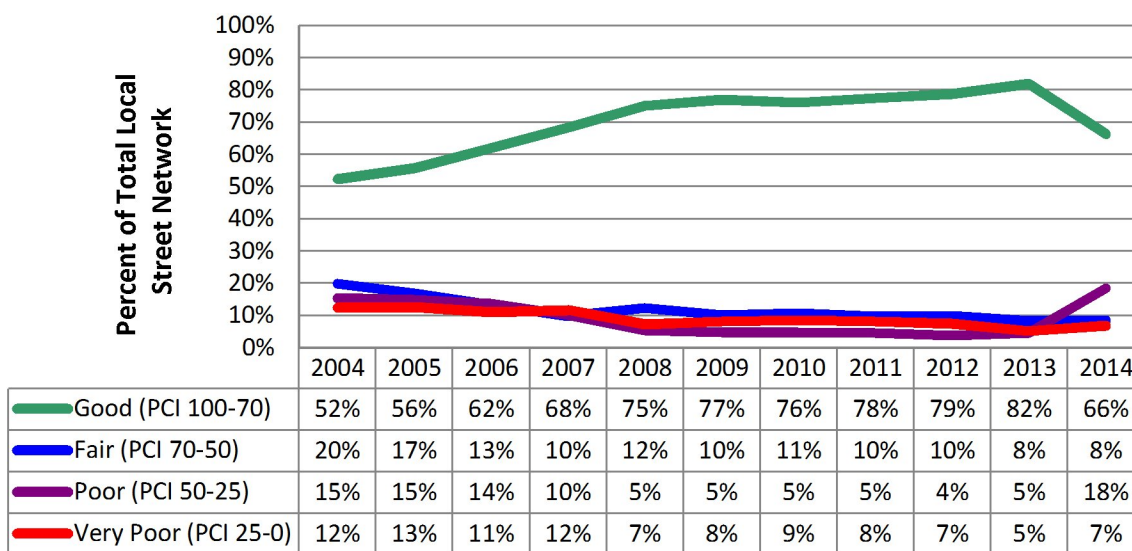
In 2005, the City had approximately 59 miles of local streets that were in need of repair (this mileage includes streets that were later annexed into the City in 2008). Since 2005, the SOS Program has improved the condition of 48 miles of those City streets, however as time passes other streets in our network age and their condition continues to deteriorate. In the next few years, additional streets will need to be maintained and/or rebuilt to keep the street system healthy. See **Map 3** and **Map 4** for the current local streets needing work and the roadways that have had preservation work completed throughout the programs life.

During the initial years of the SOS Program, the City focused mainly on preserving streets in fair to poor condition. The reasons for this were twofold: it addressed streets in need of repair, and it prevented those streets from deteriorating to the point that a far more expensive treatment (such as a total rebuild) would be needed. In 2009, many streets in fair to poor condition were preserved and the City also began to rebuild streets that were in very poor condition.

## IMPROVING PAVEMENT CONDITION OF LOCAL STREETS

The City of Auburn, like most cities, uses a Pavement Management Database to track pavement condition, make projections of budget needs, make projections of future pavement conditions, and manage the street system on a citywide basis. Figure 2 below shows how local street conditions have changed since the SOS program was created. The chart shows that the general trend in pavement condition has been increasing since the inception of the SOS program. The pavement ratings shown were based on pavement surveys that were done in 2006 for most of the city, and in 2008 for the annexed areas of Lea Hill and the West Hill. In 2013, the City upgraded the Pavement Management Software used to track pavement conditions and conducted a new pavement condition survey. In 2014 the new system was brought on-line and this more current data is shown on Figure 2 in the 2014 column. As you can see on the graph, the condition rating for the City's Local Streets took a down turn.

**Figure 2: History of Local Street Pavement Condition**



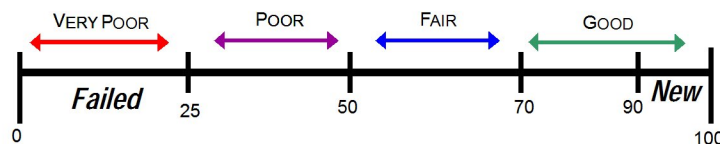


How could this happen? City staff evaluated the data, and have determined that there are several reasons for the downward movement in pavement conditions. The previous pavement management software that the City employed used the 2006/2008 pavement rating survey data to forecast pavement conditions in subsequent years, and with only one data point in the system it did not do an adequate job of predicting the actual rate of decline for each street over the years since 2006/2008. Additionally, the pavement rating data collected in 2013 was far more comprehensive than previous surveys. In the 2006/2008 survey, a typical street was rated on the condition of an approximate 1,000 square foot area, and then that rating was applied to the entire length of a street segment. Because of the advancements in the technology available for this type of work, the 2013 pavement condition rating survey used a more automated process for collecting the pavement conditions over the entire length of the street segment. Additionally, the 2013 survey rated several miles of streets that had not been rated previously. So the amount of pavement that was surveyed was greater on each street, and several miles of additional streets were rated and added to the database as well. Some other factors that play a role in pavement degradation are pavement age, thickness, base materials, and traffic loading.

Given the advancement in technology and the reduced cost to be able to collect pavement condition information the intent of the program moving forward is to survey the City's pavement condition on a 2 to 3 year basis. Having this more accurate information allows the Pavement Management Software to make better projections of future conditions and budget needs for long range planning. This will provide City Staff the best information about how well the system is truly performing, and allow better decisions on how and where to invest the available funds in the future.

## AUBURN'S PAVEMENT MAINTENANCE

The City measures pavement condition using the ***Pavement Condition Index (or PCI)***. As shown in Figure 3, PCI values represent pavement condition based on a scale from 0 to 100 with 100 being newly constructed pavement and 0 indicating the pavement has completely failed. The City's goal is to maintain local streets so that their PCI values are at or above 70.



**Figure 3: Pavement Condition Index (PCI) Scale**

PCI values generally indicate the optimal time to repair the pavement. The most cost effective time to preserve pavements is when the PCI ratings are in the 50-70 range, because the pavement repair typically requires relatively inexpensive treatments that simply preserve the existing pavement. Additionally pavement condition tends to diminish at an accelerated rate after they have reached a PCI range of 50-70. Pavements with moderate to low PCI values usually require more expensive rehabilitative treatments. Pavements with very low PCI values are often unsalvageable and have to undergo a very expensive rebuild. Figure 4 shows the various treatments for pavement restoration for different PCI ranges, and the typical life span and cost of each treatment.



**Figure 4: Pavement Restoration Decision Matrix for Local Streets**

| Pavement Condition                               | Typical Treatment                                                                                                                                                                                                                                                                                                                                                           | Typical Life of Treatment* | Typical Cost                             |
|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------------------------|
| <b>PCI 90 - 100</b><br><b>Like-New Condition</b> | <b>No Treatment Needed</b>                                                                                                                                                                                                                                                                                                                                                  | N/A                        | N/A                                      |
| <b>PCI 70 - 89</b><br><b>Good Condition</b>      | <b>Seal Cracks</b> – Cracks are sealed with liquid asphalt to prevent water from penetrating the pavement and weakening the base material that forms the foundation for the pavement.                                                                                                                                                                                       | <b>3 - 5</b><br>years      | <b>\$0.75</b><br>per square yard         |
| <b>PCI 50 - 69</b><br><b>Fair Condition</b>      | <b>Patching and Thin Overlay</b> – Broken pavement is replaced (patched) to renew the load carrying ability of the existing pavement. Then the road is overlaid with a thin layer of pavement (1½ inch or less in depth) to preserve the existing pavement and provide a smooth driving surface.                                                                            | <b>10 - 15</b><br>years    | <b>\$15 to \$23</b><br>per square yard   |
|                                                  | <b>Chip Seal</b> – A thin layer of liquid asphalt is sprayed over the entire pavement surface and then covered with a thin layer of aggregate. Chip seals typically do not last as long as a thin overlay nor do they provide as smooth of a driving surface.                                                                                                               | <b>3 - 10</b><br>years     | <b>\$5 to \$7</b><br>per square yard     |
| <b>PCI 25 - 49</b><br><b>Poor Condition</b>      | <b>Extensive Patching and Thin Overlay</b> – Same treatment as above only more extensive patching is typically required. (Some streets in this condition require a thicker overlay of 2 inches or greater).                                                                                                                                                                 | <b>10 - 15</b><br>years    | <b>\$25 to \$35</b><br>per square yard   |
|                                                  | <b>Double Chip Seal</b> – A thin layer of liquid asphalt is sprayed over the entire pavement surface and then covered with a thin layer of aggregate, then this process is repeated a second time. Based on experience, the City has found that double chip seals typically last longer than single chip seals, especially when the existing pavement is in poor condition. | <b>3 - 10</b><br>Years     | <b>\$7.50 - \$10</b><br>per square yard  |
| <b>PCI 0 - 24</b><br><b>Very Poor Condition</b>  | <b>Rebuild Pavement</b> – Existing pavement is completely removed and a new road is constructed.                                                                                                                                                                                                                                                                            | <b>20+</b><br>years        | <b>\$150 to \$200</b><br>per square yard |

\*Life of treatment will vary based on the traffic volume and type of vehicles that use the street, the strength of the pavement and underlying soil, the age of the existing pavement, and the amount of vehicle turning/stopping movements on the street.

## AUBURN'S STREET SELECTION PROCESS

The City surveys Auburn's street system and rates each street segment by calculating a PCI value for each one. With the help of the Pavement Management Database, the City can use the PCI values from the pavement condition surveys and the treatment costs from the decision matrix (Figure 4 above) to determine the approximate funding needs for any project for the entire local street system. Since the repair costs for the overall system exceed what the City can fund in any given year, the City then prioritizes, narrows and selects a limited number of streets for each year's SOS program.



There are many factors the City must consider when determining which streets to rebuild and or rehabilitate each year. One of the most important factors the City considers when choosing which streets to rebuild is the availability of utility funds to pay for any needed utility replacement work. Many of the water, sewer and storm drainage utility mains that exist under the streets need to be replaced due to damage, age of pipes, pipe material type, or there may be a need for a system upgrade. Replacing the utility mains at the same time as street restoration is more economical and disturbs the neighboring residences only once. Additionally, it prevents a newly restored or treated surface from being damaged by trenching that's needed to replace underground utilities following new roadway construction.

Consultation with the City's maintenance staff is also done when selecting streets to rehabilitate or rebuild to identify streets that are beyond what they can adequately repair themselves or where excessive staff time is being spent on temporary repairs. Streets that require more attention by staff are given a higher priority. Streets with significant drainage problems, significant bumps and dips, and poor ride quality are also given a high priority. Additionally City staff consider the number of residents being served by the street; coordination with third party utility companies; and coordination with private property developments when selecting streets to rebuild each year.

## 2014 SOS PROJECTS

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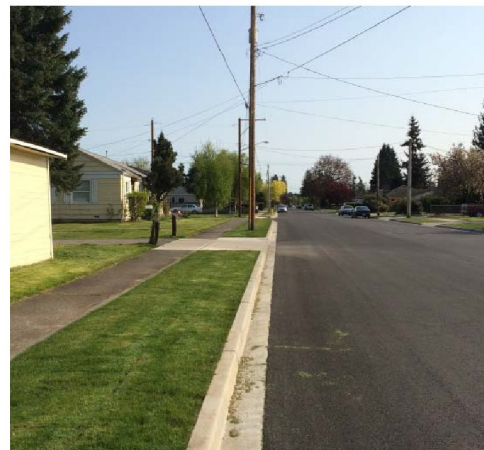
The 2014 SOS Program completed improvements to the roads shown on **MAP 1** as part of the two projects below:

**2014 CITYWIDE PAVEMENT PATCHING, AND OVERLAY PROJECT** – This project was delayed to early 2015 and included 0.49 miles of asphalt overlay. The contract was awarded in February 2015, and Construction began in mid-March 2015 at a total bid amount of \$267K for the local street fund work.

**2014 LOCAL STREET PAVEMENT RECONSTRUCTION PROJECT** – This project rebuilt the pavement on 0.72 miles of local streets throughout the City. The project also replaced 3,977 linear feet of storm drainage pipes; upgraded 2,521 linear feet of undersized or old water main lines and replaced 68 water meter service connections; and installed 595 linear feet of sanitary sewer line using utility funds. Construction began in July 2014 and was completed in December of 2014 at a total cost to the local street fund of \$1.67M.



K St NE Before Rebuild



K St NE After Rebuild



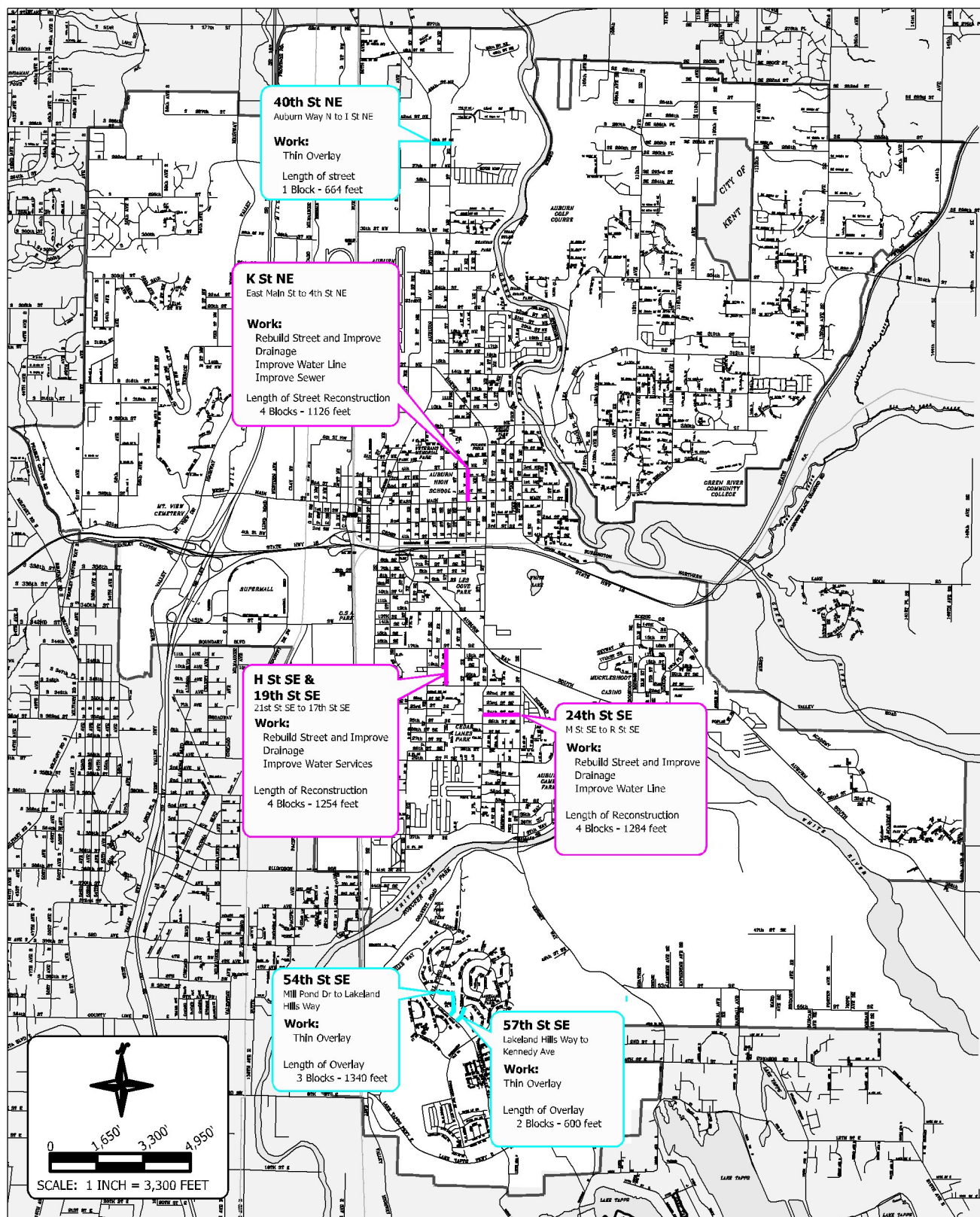
## 2015 SOS PROJECTS

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Approximately \$2,475,000 has been budgeted for the 2015 SOS Program to complete improvements to the roads shown on **MAP 2** as part of the two projects below:

**2015 CITYWIDE PAVEMENT PATCHING, AND OVERLAY PROJECT** – This project will preserve streets in fair to poor condition by overlaying 0.83 miles of roadways.

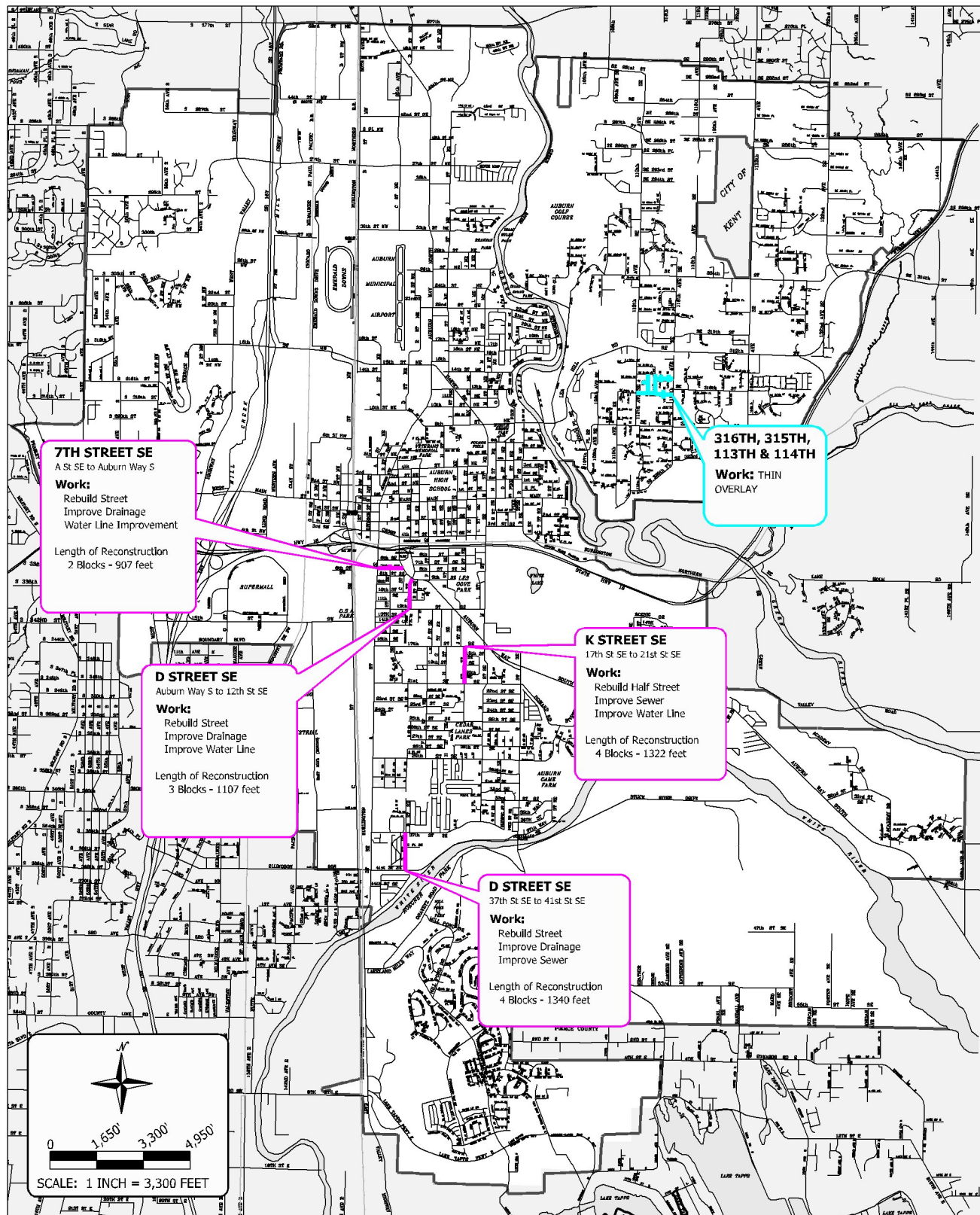
**2015 LOCAL STREET PAVEMENT RECONSTRUCTION PROJECT** – This project will rebuild 0.88 miles of roadway throughout the City.



# MAP 1: 2014 SOS PROJECT STREETS

**2014 LOCAL STREET PAVEMENT  
RECONSTRUCTION PROJECT**  
**2014 CITYWIDE PAVEMENT PATCHING  
AND OVERLAY PROJECT**

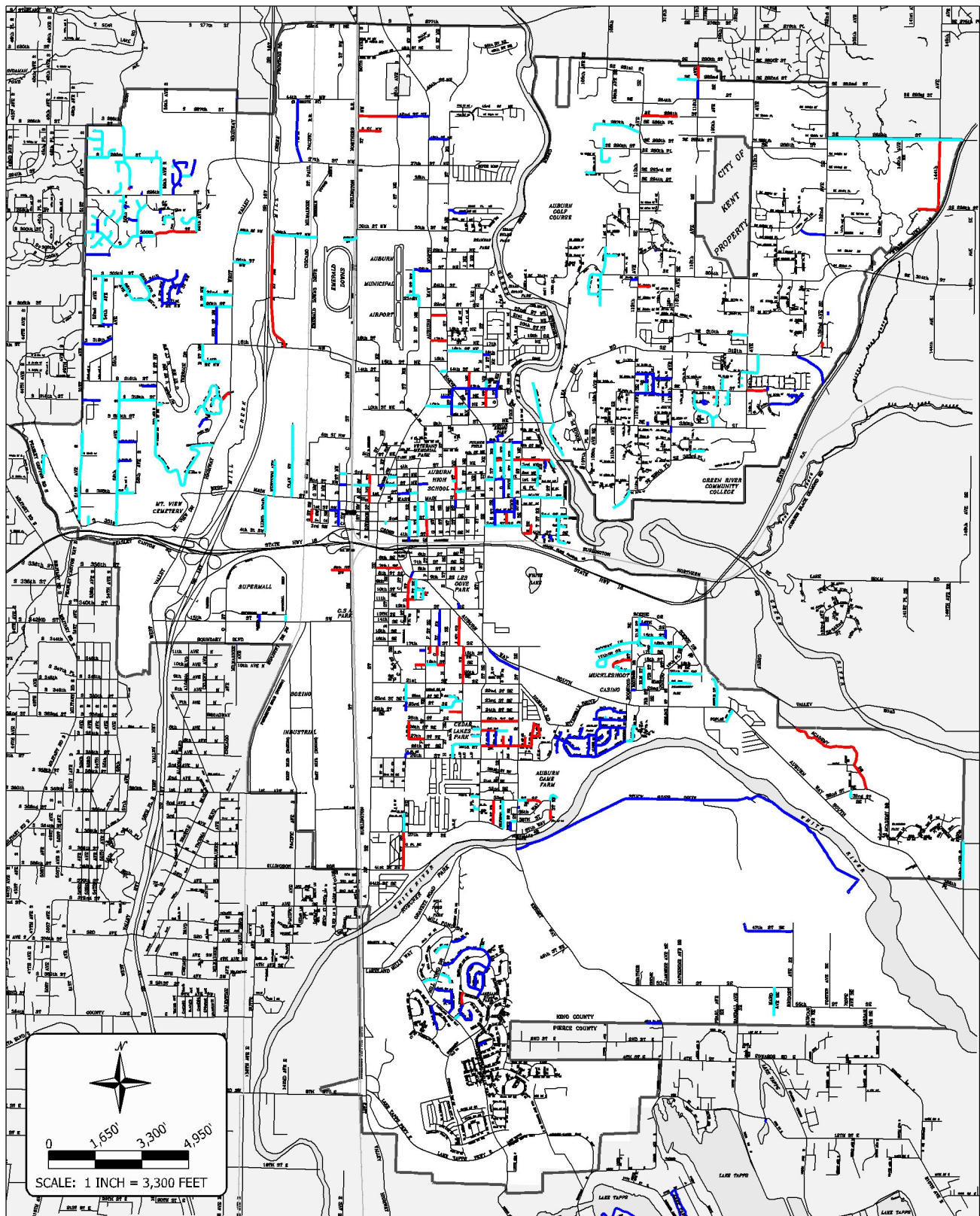




## MAP 2: 2015 SOS PROJECT STREETS

**CP1414 - LOCAL STREET PAVEMENT  
RECONSTRUCTION PROJECT**

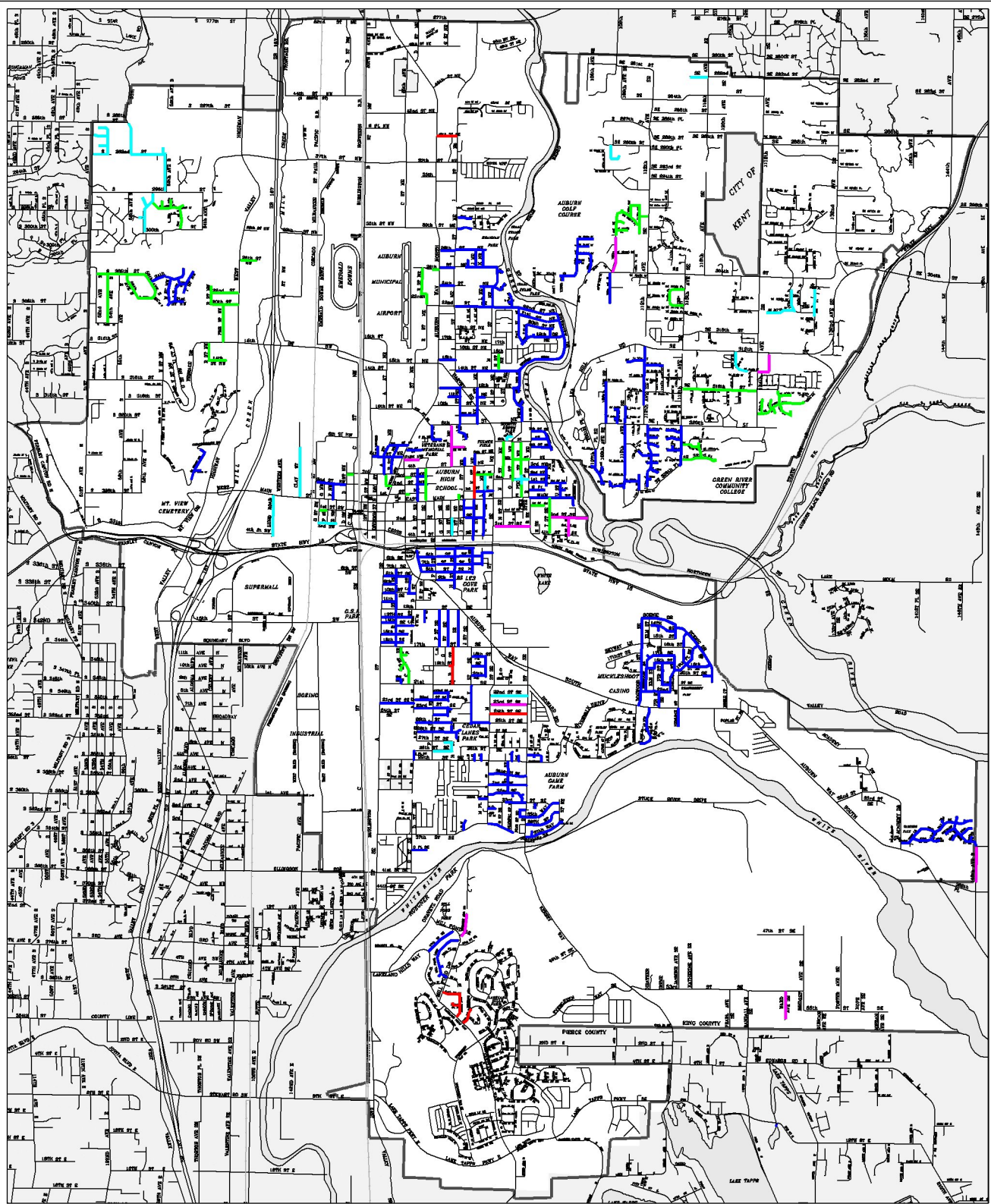
**CP1506 - 2015 PAVEMENT PATCHING  
AND OVERLAY PROJECT**



# MAP 3: LOCAL STREETS NEEDING WORK

- REBUILD REQUIRED
- BASE REPAIR AND OVERLAY REQUIRED
- SURFACE TREATMENT REQUIRED





# MAP 4: COMPLETED SOS PROJECTS

- 2005 TO 2010 PATCH, OVERLAY, OR REBUILD COMPLETED (32.4 miles)
- 2011 PATCHING/OVERLAY, CHIPSEAL, CONCRETE PANEL REPLACEMENT, AND REBUILD COMPLETED (8.2 miles)
- 2012 PATCHING/OVERLAY, CHIPSEAL, AND REBUILD COMPLETED (4.4 miles)
- 2013 PATCHING/OVERLAY, CHIPSEAL, AND REBUILD COMPLETED (2.1 miles)
- 2014 OVERLAY OR REBUILD COMPLETED (1.3 miles)

