



CITY OF HOMER PUBLIC WORKS DEPARTMENT

Dan Gardner, PW Superintendent
3575 Heath St.
Homer, Alaska 99603

Telephone: (907)235-3170

Fax: (907)235-3145

EMAIL : dgardner@ci.homer.ak.us

MEMORANDUM 16-062

To: Katie Koester, City Manager
From: Dan Gardner, PW Superintendent
Date: April 5, 2016
Subject: 2016 Repaving Project – Justification

Ordinance 16-10 authorizing HART funds for repaving existing streets was reconsidered on 3/29/16 due to questions about whether or not the streets are in need of repaving.

I am attaching several pictures of the streets in question to show some evidence of the failing asphalt conditions. None of these streets are impassable, yet I hope that we are not going to require the streets to get to such a state before properly maintaining them.

Following are some brief bullet points regarding the reasoning for repaving:

- Some of these roads have cracks that run most of the length of the road – some with parallel cracks.
- The cracks and associated heaving leave snow behind when plowing.
- The cracks and associated heaving require multiple passes with the street sweeper in order to try to get collected sand out of the deepened cracks, using extra personnel time and equipment time.
- The long cracks require much greater time with personnel and equipment when necessary crack sealing is occurring. As crack sealing is occurring, a compressed air nozzle is used to blow away any residual sand before applying the hot tar. With these extensive cracks, much more time and energy is required to remove the heavy sand collected in these deepened and widening cracks.
- The crack sealing material continues to rise in cost, and our operating budget does not allow us to fill all of our paved streets cracks. Clover Lane itself requires about four times the crack sealing material as most other streets.
- If the cracks aren't sealed, water is taken into the road prism, causing damage to the road structure, and the cracks widen and create potholes. Additionally, water freezes in and under the cracks widening the cracks and creating more potholes.
- Pothole patching has taken place on these streets, but some of them are breaking up to the point that there is no solid perimeter to take a new pothole patch to. Once the hole is filled, it breaks up around the new patch in fairly short order.
- The asphalt on Bunnell & Beluga is 1" thick, as opposed to our standard 2" thickness.

A prioritized listing of the proposed streets are as follows:

1. Clover Lane/Clover Place/Hillview Place
2. E. Bunnell / Beluga Place
3. Mullikin Street
4. Kachemak Way
5. Mark White / Early Spring

Putting this paving project off for a year would not create much harm. In fact, there are plenty of things to do without taking on the project right now. But, the road repaving needs to take place in the near future. If funding for these periodic repaving projects is going to be an issue, maybe HART funds can be utilized to purchase crack sealing material and pay for periodic asphalt repairs that aren't able to be adequately funded under the operating budget.



Clover Lane



Clover Lane







Clover Lane



Clover Lane

Bunnell/Beluga



Bunnell/Beluga





Bunnell/Beluga



Bunnell/Beluga





Bunnell/Beluga



Bunnell/Beluga





Mullikin



Mullikin



Kachemak Way



Kachemak Way



Kachemak Way



Kachemak Way



Kachemak Way



Kachemak Way





Mark White
Early Spring



Mark White
Early Spring