

2021 Street Resurfacing Program

Revised May 5, 2021

Project Background

The City of Delaware is responsible for the maintenance of 179 miles of combined highway, collector and local residential streets. Each year, the City repairs and repaves streets using funding from the local City budget, Ohio Public Works Commission (OPWC) grant funding, and Delaware County grant funding. Every two years, the City submits a grant application for federal Community Development Block Grant (CDBG) grant funding. Local funding is comprised of license fee and gas tax revenues that are allocated to the City.

Improvements

This year, the City will be resurfacing a total of 2.80 miles of roadway (mill & overlay) and reconstructing 0.97 miles of roadway. Certain streets will also include a Stress Absorbing Membrane Interlayer (SAMI), see frequently asked questions below. The roads included in this year's program are:

Street	Contract	Treatment
US 42	US 42	Pavement Repairs
Hawthorn Boulevard	OPWC/Local	Mill & Overlay with SAMI
West Hull Drive	OPWC/Local	Mill & Overlay with SAMI
Hull Court	OPWC/Local	Mill & Overlay with SAMI
Hillside Drive	OPWC/Local	Reconstruction
Tarpy's Lane	OPWC/Local	Reconstruction
Park Lane	OPWC/Local	Reconstruction
Orchard Lane	OPWC/Local	Reconstruction
Chatham Lane*	OPWC/Local	Mill & Overlay with SAMI
Hickory Lane*	OPWC/Local	Reconstruction
Westwood Avenue*	OPWC/Local	Reconstruction
Rheem Street	CDBG	Mill & Overlay with SAMI
Wade Street	CDBG	Reconstruction
Flax Street	CDBG	Mill & Overlay with SAMI
Peachblow Road	County	Mill & Overlay
Stratford Road	County	Mill & Overlay
Hills Miller Road	County/Township	Mill & Overlay

* Chatham Lane, Hickory Lane, and Westwood Avenue are alternates on the OPWC/Local contract and will be added if funding allows

Schedule & Status

This year's resurfacing program will include three City construction contracts. In addition, the City is partnering with Delaware County for the resurfacing of Stratford Road and Peachblow Road. The City is also partnering with the County and Troy Township for the resurfacing of Hills Miller Road.

Paving of the "OPWC/Local" streets will be July through September. The CDBG and US 42 projects will occur in June and July. The county and township projects will take place this summer.

Project Budget & Funding

Provide a brief narrative about how the project is being funded and include a table similar to the example below.

Funding Source	Amount
Ohio Public Works Commission Grant	\$387,000
Delaware County Grant	\$129,000
Community Development Block Grant	\$140,000
Revolving Loan Fund	\$30,000
Local (License Fees, Gas Tax)	\$1,393,000
Total	\$2,079,000

Project Updates

For project updates and reports, visit the [Access Delaware Facebook page](#). You may also contact us by email at accessdelaware@delawareohio.net for specific questions. For information regarding other local roadway improvement and transportation projects, visit www.delawareohio.net/access-delaware

Frequently Asked Questions

When will the work start? Paving activity generally begins in mid-July and can extend through mid-September. This year, portions of the program will take place in June and July as well. Residents can check the Access Delaware Facebook page where specific details regarding the annual street resurfacing program schedule will be updated regularly.

Why not start the paving work earlier? The City is not permitted to issue construction contracts that involve state funding until after the beginning of the new state fiscal year on July 1st, as has been the case for the past several years. However, due to the additional state gas tax revenues, the City is bidding and awarding local street resurfacing contracts earlier in the year and allowing construction to commence prior to the state budget approval process. In general, though, roadway asphalt is not available until mid to late April when asphalt plants open, thus delaying the start of paving programs until May at the earliest.

How are streets selected? On a biennial basis (every two years) Public Works staff completes a citywide evaluation of all streets and assigns pavement condition ratings to each street as Good, Fair, and Poor. The most recent citywide evaluation took place in 2020. Street included in the program based on pavement condition, eligibility for state funding, and the availability of local funding. Streets rated as Poor are generally prioritized for inclusion in a future resurfacing program pending the availability of funding. Streets to be resurfaced are grouped by proximity which provides improved contractor costing when mobilization and travel times are reduced.

What work will be completed on my street? The work generally includes 'milling' or 'planing' 1½" to 2" of pavement surface and replacing it with a new asphalt overlay through a process referred to as Mill & Overlay. Areas of pavement that are severely deteriorated are generally addressed by first completing 'base repairs' which involves removing several inches of asphalt and replacing it with new asphalt base in advance of the overlay work. If the majority of pavement surface has deteriorated to a point where it can no longer be repaired the road will then be "reconstructed".

Will there be parking restrictions? Paving operations generally occur during the day at which time residents are asked to move their cars to either a driveway or adjacent street while the contractor is working. Generally, parking is permitted during the evening and on weekends unless otherwise noted. The contractor will post "No Parking Restrictions" in advance of any work being performed to provide adequate notice in this regard. Access to individual properties during construction may be restricted during certain operations.

Will my refuse service be affected during construction? Refuse service will occur on its normally scheduled day. If due to unforeseen circumstances trucks are not able to access the street, the residents will be notified, and accommodations will be made.

Special Accommodations – Occasionally there are residents who require daily services without interruption e.g. Meals on Wheels or medical appointment transportation. In cases like these where property access is critical, those impacted should call the City in advance to make arrangements regarding their specific need.

What is a SAMI and why is it necessary? A SAMI or Stress Absorbing Membrane Interlayer is an additional treatment applied to a pavement following the milling process. A SAMI consists of a layer of asphalt liquid with embedded gravel (or polyester fibers) that serves to stop the propagation of cracks from the pavement below into the new surface course of asphalt. The use of SAMI's prolong the life of pavement, and have been used successfully in many communities including Delaware. The SAMI must cure for 24 hours before being paved over. The temporary exposed gravel surface is often confused with a chip and seal application generally reserved for low traffic townshio roads. Once a SAMI is cured, a street sweeper will remove all loose aggregate (stone) before the final course of asphalt is installed. A fair amount of dust can be expected during the process of installing and sweeping the sami layer, though it is easily rinsed off cars and homes.



Will Curbs be repaired? The City will evaluate the curbs and in areas where the curbs are severely deteriorated and if necessary make limited spot repairs prior to resurfacing operations taking place. The City is aware of the condition of curbs in certain older areas of the community, and the need for maintenance and repair. Even though the City is completing a limited quantity of spot curb replacements, the Ohio Revised Code currently places the responsibility of curb repair on the property owner. Past City curb replacement projects were accomplished through property assessments. The City is not inclined to pass repair costs onto property owners at this time, and considering the lack of other funding sources to complete repairs through a curb maintenance program, curb maintenance activity remains very limited at this time.

When will my street be paved? The City has 139 miles of local residential streets that are not eligible for state grant programs, and that must be funded through local resources. Local residential streets should be resurfaced once every 20 to 25 years, or at a rate of 5 miles of paving per year based on the total miles of residential streets in Delaware. It will cost an estimated \$2.8 million per year to sustain a paving program that can include all local streets. Even with the additional gas tax and license fee revenues, the total available budget for the City's annual resurfacing program falls short of the estimated need. Therefore, the City continues to prioritize the paving of streets by including those with the lowest pavement condition ratings. Additional funding is required for our local street resurfacing program to become sustainable into the future. Until additional funding is identified, not all local residential roads will be able to be resurfaced.