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**Council Meeting Date:** October 6, 2003

**Agenda Item:** 6(b)

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**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b> 2003 Asphalt Overlay and Slurry Seal Program Report <b>DEPARTMENT:</b> Public Works <b>PRESENTED BY:</b> Jesus Sanchez, Operations Manager
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**PROBLEM/ISSUE STATEMENT:** The 2003 Asphalt Overlay and Slurry Seal Program was completed this summer. Details of the work and the results are on the attached sheets.

**FINANCIAL IMPACT:** None. This is a report of a completed project

**RECOMMENDATION**

No action required. This item is for information only.

Approved By:      City Manager  City Attorney \_\_\_\_



## Memorandum

**DATE:** September 29, 2003

**TO:** Steve Burkett, City Manager

**FROM:** Paul Haines, Public Works Director

**RE:** Success of 2003 Slurry Seal and Overlay Program

In 2003 we reinitiated the Slurry Seal Program that fell short of success when it was last applied in 2001. A change in product, careful attention to detail by the Public Works staff and a very skilled contractor created the formula for success the City experienced this year with slurry seals.

We plan to continue with this formula as we program future use of slurry seals on specific roads within Shoreline. As you will read in the attached Outcome/Lessons Learned report, the slurry seal application can cover about 6 times more street surface than structural overlays for the same dollar. While slurry seals are not successful on roads needing structural reinforcing, they do provide a new friction and wearing surface for motorists and bikers.

We believe the community is pleased with the results due to the near total absence of complaints as well as the compliments received through emails, calls and citizen statements at various city forums and meetings.

I hope you find the report informative. If you need additional information or detail, please let me or my staff know.

## **2003 Overlay and Slurry Seal**

### **Outcome / Lessons Learned**

#### **2003 Asphalt Overlay Program:**

The 2003 Asphalt Overlay program was completed in July. A total of 7.15 Centerline miles was completed at a cost of \$590,548. This was 1.93 miles more than we had anticipated the budget would allow. The Overlay program was done primarily on residential roads. Many of these roads were narrower than current standards. This accounts for the increase in lane miles overlayed since the bid price is based on tons of asphalt used. The average cost per lane mile was \$42,012.50.

#### **North City Project Overlay:**

Additionally, at the request of the Engineering Division, a portion of 15<sup>th</sup> Ave. NE was overlayed between NE 152<sup>nd</sup> Street and NE 160<sup>th</sup> Street. A total of 0.41 centerline miles was completed at a cost of \$82,350.32 which included 1.69 lane miles of Petro-Mat paving fabric underlayment. The average cost per lane mile was \$48,728.00 which included the additional paving fabric used. The cost for this project will be charged to the North City Project.

#### **2003 Slurry Seal Program:**

The 2003 Slurry Seal program was completed in September. A total of 6.93 centerline miles was completed at a cost of \$108,941. The average cost per lane mile was \$7,860.

After several modeling tests were conducted with different types of slurry mix, the Public Works Department selected a Type II slurry mix. This type of slurry seal has a mixture of fine aggregate, asphalt emulsion and mineral filler. This mixture results in a smoother road surface than the Type III that was used during the 2001 program. The Type II slurry seal mix application is the same as the Type III except it uses a smaller rock size (3/8 inch) which produces a smoother surface. The anticipated life of slurry seal is five to seven years. Factors affecting performance include traffic loading, environmental conditions, construction quality and materials used.

We were pleased with the successful application of the 2003 Slurry Seal program. Unlike past years, when there were many complaints regarding the slurry seal Type III mix. The 2003 slurry seal, using the Type II mix, received no complaints directly registered with the City. The only indirect concern registered was during the 9/15 City Council meeting relating to the slurry seal not being as smooth and finished looking as the newly overlayed streets. The community was well-informed and information was shared well in advance of the application of the product and residents were happy with the finished product. Attached is an e-mail of a compliment received.

### **Lessons Learned:**

The primary causes of customer complaints in 2001 were lack of sufficient communication, rough road surfaces, and lack of knowledge/ information regarding the use of slurry seal on road surfaces by the residents.

### **Communication:**

This year the Public Works Department focused on providing detailed information to the residents and neighborhoods regarding the use of slurry seal. The process, material, reasons for use and specific dates were provided in both mailings and handouts. Mailings, door hangers and even personal visits were made to explain the program, how it would work, the application process and the curing time. Many residents appreciated the advance notice and the letters explaining the process. The CRT staff reported no complaints this year. We have received many compliments from residents regarding our staff who worked on the project as well as the Type II slurry seal used.

### **2004 Overlay and Slurry Seal Program:**

The 2004 Overlay Program will focus on the northwest corner of the City between 8<sup>th</sup> Ave. NW and Aurora Ave. We anticipate overlaying approximately 5.22 centerline miles of roadway.

The 2004 Slurry Seal Program will focus on the central part of the city between N.185<sup>th</sup> and N.145<sup>th</sup>, East and West of Aurora Ave. We anticipate applying slurry seal type II mix on approximately 7.27 centerline miles of roadway. **The street resurfacing program and schedule assume \$600,000 for the 2004 Overlays and \$100,000 for the 2004 Slurry Seals, if the court ruling is favorable regarding the I-776 contested initiative.** Otherwise we will scale down in proportion to available dollars. We anticipate both types of applications to be completed by September 2004.

We will utilize similar placement and slurry seal mixes and continue with the successful communications approach used this year.

## Jesus Sanchez

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**To:** Paul Haines  
**Cc:** George Dicks; Steven Smith; Kimberly Green; Allan Unger; Tony Coleman; Oliver Grimm; Paul Kinney  
**Subject:** Slurry Seal Resident compliment

Hi Paul; FYI Good work Roads Crew and George!

Yesterday, I received a call from a Ms. Kathy Knowles, who commented on the wonderful work by our Roads crew and specifically, George's attention to information sharing. Apparently, they received plenty of information on what was going to happen, when and what material was being used and why. When the slurry was applied everything went according to the plan and she was very delighted with the results.


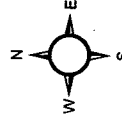
For preparing a great information campaign on the slurry seal project to the residents.

" Half the battle is knowledge (A well informed community) and the other half is good customer service and following through on the plan)".

# 2004 Asphalt Overlay Plan

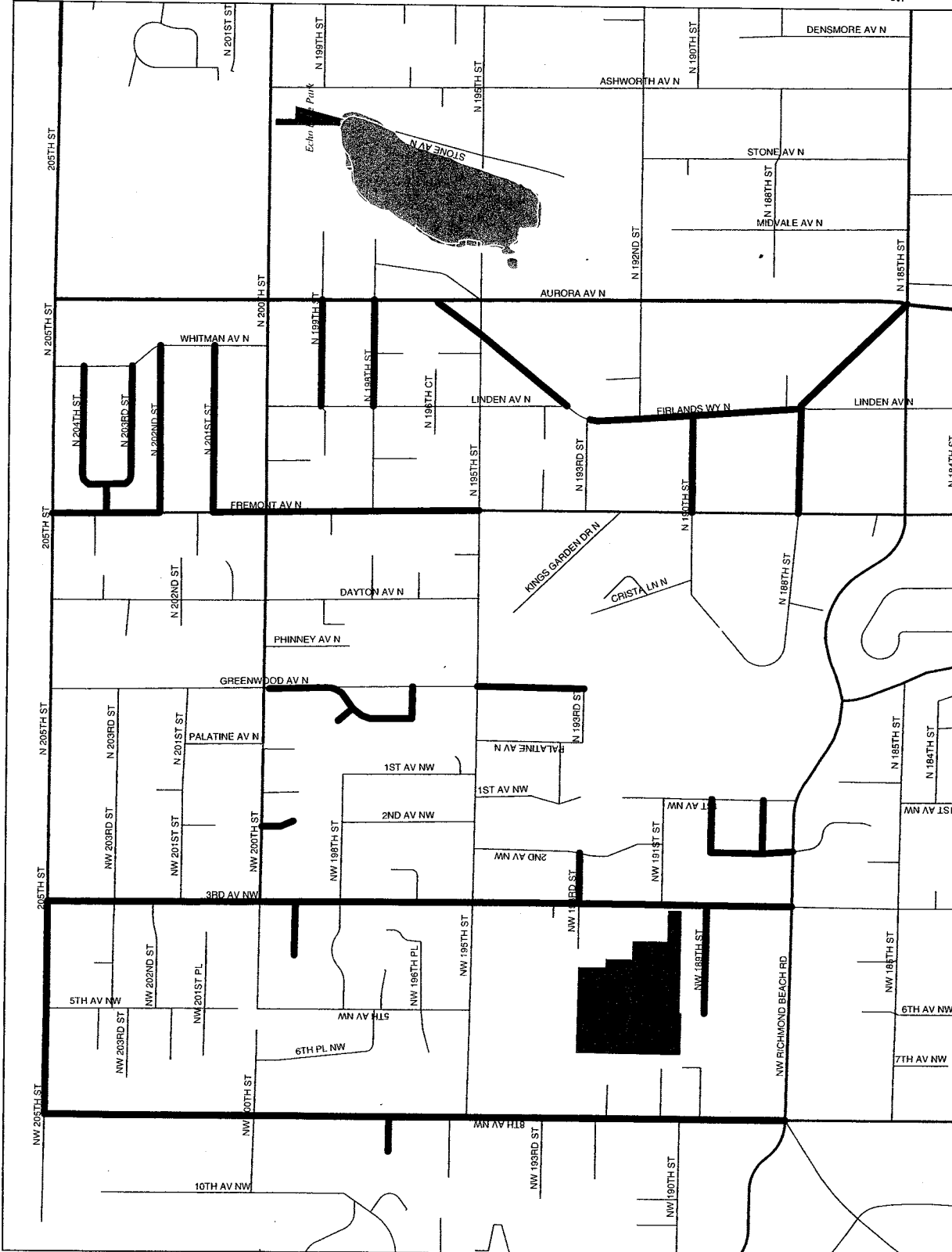
— Overlay (2004)

**Total Length = 5.22 Centerline Miles**



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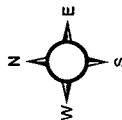
Filename: overlay2004.mxd  
Date: 9/25/2003




## 2004 Street Slurry Project

Slurry (2004)

Total Length = 7.27 Centerline Miles



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Filename: slurry2004.mxd  
Date: 9/25/2003

