

Supplement Four

CM Hiller:

Street Sweeping Lane Miles: We now have the equipment, right? Do we now have protocols in place for how often different neighborhoods are swept? Were those goals met? What are the protocols in place for advance notice to residents so they can move vehicles? Were they used?

Per Brian Faust:

Yes, we have the equipment to fill our sweeping requirement, including two three-wheel sweepers and a vacuum truck. Also, we have a flush truck to wet leaves and trash to hold down dust. We always have had two single-axle dump trucks accompany the sweepers to haul off debris. There are protocols in place and a goal to sweep all sweep areas in the city twice per year. There are 26 sweeping zones in the city.

We are in the process of reevaluating our sweeping schedule to give more attention to sweep zones with heavier deciduous tree residuals. We are using miles per sweeper hours to determine those areas and have set a goal to have that speed be a minimal goal. We are working to have a plan to offer advanced notice to our constituents before we sweep the areas.

Alleys Maintained: Is this all concrete and asphalt alleys? Linear feet of each? Are they rated the same way streets are, maintained on a rotation, or just maintained as needed? OR, is this the number worked on in the year?

Per Brian Faust:

The types of alleys are concrete, asphalt, and aggregate. Every alley has different linear footage tracked through CityWorks invoices by the individual alley. We have become more aggressive over the last year in tackling aggregate alleys. When entering a neighborhood, we will usually stay for a set time and rework all alleys requiring attention. We have also begun rolling the alleys with a roller for good compaction, making them much smoother, firmer, and more long-lasting.

Agg Alley Maintained's Linear feet: Are these now on an every other year rotation? Every year? If not, what?

Per Brian Faust:

Once we have reworked all the alleys, we will continue updating and maintaining alleys as a more proactive system instead of a reactive one. This process will be based on the number of CityWorks requests we receive.

Full-depth patches: Only this many? In a whole year?

Per Tony Trower:

The street department conducted and completed 21 full-depths for 2020. The street department conduct's full depths are in much smaller condensed areas with failed base issues. We do not typically do block-long, full-depth patches.

Mill and overlay work orders About how many miles of street in each?

Per Tony Trower:

The street department completed 77 mill and overlay work orders in 2020. The street department conducts these are limited scope projects. They consist of milling down isolated, problematic pavement areas to a solid material and filling back with asphalt or concrete. Because of this, mill and overlays are not measured in miles, unlike the contractor pavement preservation projects where entire streets and neighborhoods will be milled down and overlaid.

Curb and Gutter Are the curb and gutter open service requests (regardless of source) entered into CityWorks? If not, why not?

Per Brian Faust:

Today, we have 505 active service requests in CityWorks for curb & gutter repair. Additionally, we are inspecting every current request to determine whether it remains active. If new complaints are not on CityWorks, we create a service request for that address.

CM Emerson:

Mill and Overlay: Has there been any modeling done of what mill and overlay will do to save money? Will it save money by taking money off of road construction projects?

Per Mark Schreiner:

We are able to extend the life of the road four to five years with a mill and overlay.

On Urish we were able to get four asphalt cores and can mill and overlay successfully to extend the life of this street and push the total reconstruction out to 2025 (design), 2026 (ROW/Utility relocation), and 2027 reconstruction. We will need to mill a bit deeper in a few locations due to the traffic rutting and then provide a leveling base course. The final product will be structurally stable for this duration.

We expect the SW 10th (Wanamaker to Gerald) and SW Huntoon (Executive to Urish) project to each be extended four to five years.