



*Planning Commission Meeting
Supplemental Packet*

September 8, 2016 Meeting

1. Transportation System Plan
Public Comments Received from Robert Soppe

2. Pavement Funding Master Plan
Power point

Please review and add these to your meeting packet for September 8, 2016

Jessica Nunley Pelz

From: Robert Soppe <rs@compprobsolv.com>
Sent: Wednesday, August 31, 2016 1:42 PM
To: Jessica Nunley Pelz
Subject: RE: Planning Commission Meeting Agenda/Packet 2016-0908 - TSP Adoption

Jessica:

Thank you for the update. I'd like to pass along a number of comments as you may (or may not) wish to address them before the meeting:

All comments are in addition to the many unanswered ones from last meeting.

Page numbers are PDF, subtract 18 for document page numbers.

P. 9, Public Comments: “.. the city has received no additional comments on the draft TSP”. Were my comments emailed on 8/4 received? I will resend the email after this one.

P. 77 (and elsewhere) E18: it would be helpful to note if this is N or S to the UGB. One can look it up on the map but it would be much more useful if it stated it here.

P. 74: “the City’s public portion of project costs (\$40 Million): where can I find the calculation for the \$40M?”

P. 89 BY22, signal at Bypass and Wilsonville Rd: didn’t Wilsonville Road get moved to where it doesn’t connect with the Bypass? Should this read “Bypass/219 Traffic Signal” and “New Traffic Signal at Bypass and OR219”?

P92, Expansion Projects map: it would be informative to mention that there are other “expansion” projects planned and shown on Bypass Projects map on page 97. The same applies to Intersection Projects map on page 94. It may apply to some other maps, too.

P. 99, middle “the city will monitor the local street system to address unintended consequences...”: will this be the City or ODOT? ODOT budgeted it; will they reimburse the City?

From: Jessica Nunley Pelz [mailto:jessica.pelz@newbergoregon.gov]
Sent: Wednesday, August 31, 2016 12:06 PM
To: Garth Appanaitis <gaa@dksassociates.com>; Carl Springer <cds@dksassociates.com>; COLE Terry D <terry.d.cole@odot.state.or.us>; Kaaren Hofmann <Kaaren.Hofmann@newbergoregon.gov>; Jay Harris <Jay.Harris@newbergoregon.gov>; 'Karl Birky' <karl.birky@yahoo.com>
Subject: Planning Commission Meeting Agenda/Packet 2016-0908 - TSP Adoption

Good morning,

Please see the link below for the September 8, 2016 Planning Commission packet, which includes consideration of the new Transportation System Plan. The Planning Commission will hold a public hearing and make a recommendation to the City Council.

<https://www.newbergoregon.gov/pc/page/planning-commission-meeting-82>

Please let me know if you have questions.

Thank you,

Jessica Pelz, AICP
Associate Planner
City of Newberg
414 E First Street
Newberg, OR 97132
503-554-7744

From: Bobbie Morgan

Sent: Wednesday, August 31, 2016 11:23 AM

To: Allyn Edwards; Cathy Stuhr; Doug Rux; Gary Bliss; Jason Dale; Miranda Piro; Noelle Torres; Philip Smith; Ron Wolfe; (sam@necoregon.com); Bill Smethurst ; Bob Andrews; Bobbie Morgan; Brian Casey; Brittney Jeffries; Brooks Bateman; Sue Ryan; Dan Danicic (dan@dbvcorp.com); Jessica Nunley Pelz; Joe Keizur; John Bridges; Julie Fugate; Karan Frketich; Ken Friday; Rea Andrew; Sharon Corson-Small; Steve Olson; Truman Stone

Subject: Planning Commission Meeting Agenda/Package 2016-0908

<https://www.newbergoregon.gov/pc/page/planning-commission-meeting-82>

PLANNING COMMISSION MEETING
September 8, 2016 7:00 PM
NEWBERG PUBLIC SAFETY BUILDING
401 EAST THIRD STREET

Bobbie Morgan
Community Development Office Assistant II
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Pavement Maintenance & Rehabilitation Funding Discussion



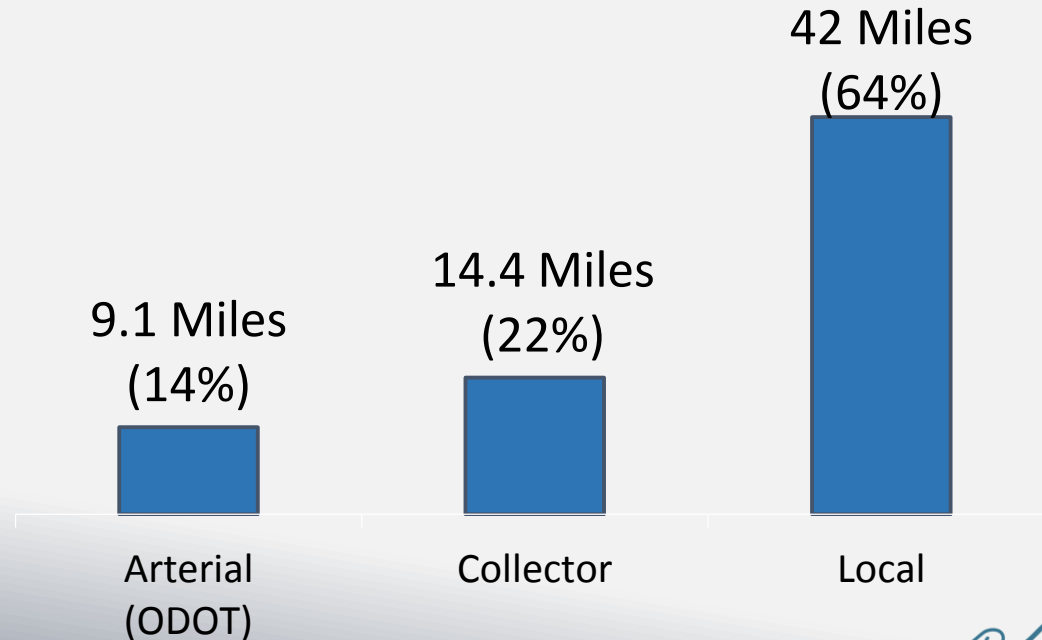
Edwards Street before 2012 overlay



Edwards Street after 2012 overlay

City Pavement Assets

- 65.5 miles of paved streets
- 4.0 miles of gravel roadways
- Approximate replacement value of pavement asset \$150 million



What is Pavement Management?

- Planning maintenance and repair of a network to optimize pavement conditions
- Consists of:
 - Inventory of pavement conditions
 - Assigning importance of segments
 - Network analysis based on decision criteria
 - Schedule *maintenance* to maintain “good” streets
 - Schedule *repairs* of “poor” and “fair” based on available funding

Classification of Pavement Condition

The life of a road

PAVEMENT CONDITION

LAYERS OF A ROAD

TREATMENT AND COST
(per square yard)

Excellent

Asphalt is a flexible, semifluid waterproof coating that protects the rock bed below. The bed carries the load of the weight from vehicles.

Good

Sun evaporates and rain washes out oils in the asphalt, making it dry and brittle. Cracks form as pavement expands with heat and contracts in the cold. Water seeps into the cracks, through the rocks and into the soil.

Failing

Pavement becomes thinner and starts to break apart. Water pools in the wheel path ruts. The soil turns to mud and oozes upward, weakening the rock base. Without a strong rock base, the thin, brittle pavement breaks into chunks under the weight of vehicles.

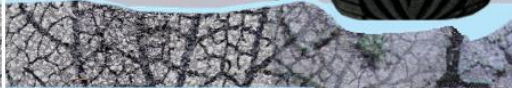


Failed

Potholes worsen and expand. The road bed is ruined.



Asphalt



Rock bed



Soil



Preservation: Ranges from **30 cents** to **\$3**

Crack seal: Cracks are sealed to reduce the amount of water seeping into the rock base.



Slurry seal: A preventive measure, slurry seal is applied on top of existing pavement to stop damage from the sun and rain.



Repair or replacement: Ranges from **\$10** to **\$25**

Chip seal: Chip seal is applied to pavement as a waterproof seal to prevent water from seeping into the rock base. The rock coating provides both a new wearing surface and friction for safety.



Grind & patch: Chunks of busted up pavement in isolated spots such as potholes are ground out and patched.

Rehabilitation: Ranges from **\$40** to **\$120 +**

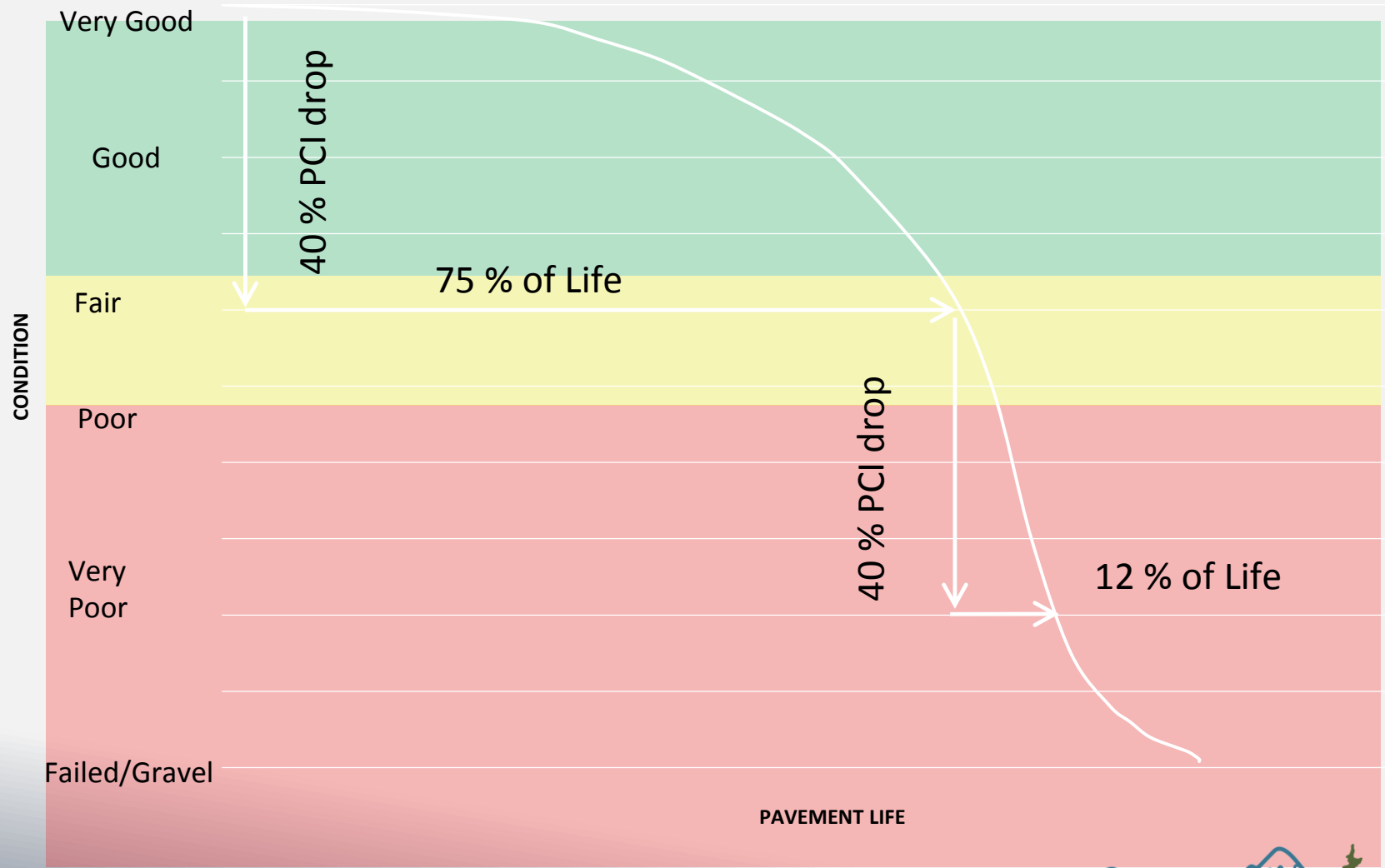
Overlay: A second layer of asphalt is laid on top of the existing one as a base to carry the weight of vehicles and restore a smooth ride.



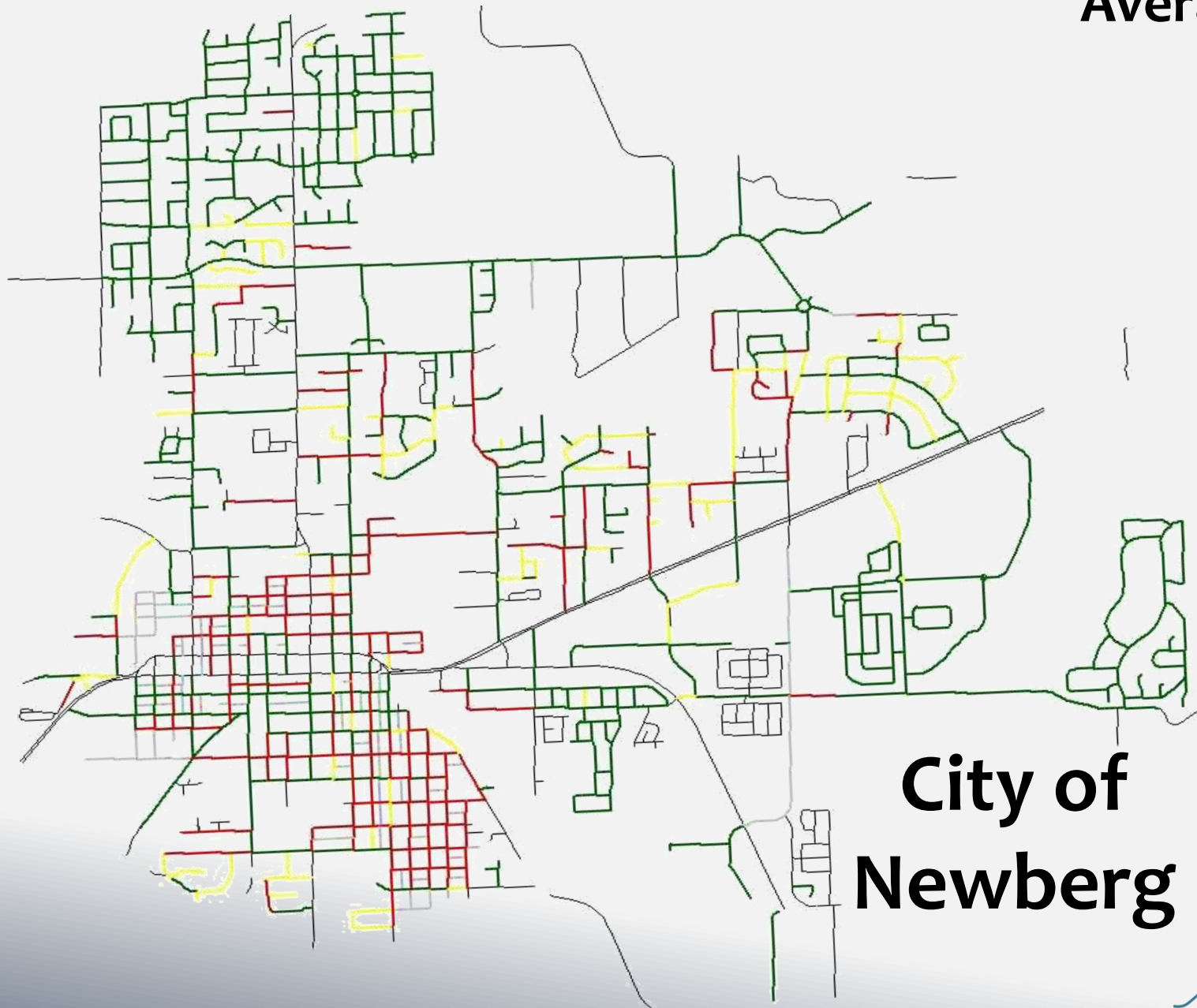
Replacement: Both the rock bed and asphalt are removed entirely and replaced.





Pavement Condition Index

What happens to pavement over time



2014 Pavement Condition Index Map: City wide Weighted Average PCI=73



PCI Rating Scale	
	Good (70 – 100)
	Fair (55 – 70)
	Poor (0 – 55)
	Not Managed by City or Gravel

Rating Distribution	
66%	Good
12%	Fair
22%	Poor

City of Newberg

Newberg's Pavement Challenge

- Current pavement budget approximately \$150,000 per year
- At current rate, PCI could fall to 60 in 8 to 10 years.
- Backlog of \$14 million of pavement maintenance and repairs
- At least \$2.3 million/year estimated to maintain current PCI
- Around \$2.8 million/year to improve PCI to a “no pothole” standard

Phase 1 Schedule – Street Utility Fee

Ad-Hoc Committee
(Advise on Street Utility Fee)
July – October 2016

- 5 Meetings
- Pavement Maintenance Review
- Pavement Maintenance Programing (CIP List)
- Funding Plan & Allocation Review – August 31st
- Recommendation on Street Utility Fee – October 2016

Public Outreach
(September – November 2016)

- Planning Commission
- Traffic Safety Committee
- Business Community
- University & Institutions
- Public Open House (September 28th)

Present to Council for Approval
(November – December 2016)

- Approval of Pavement Maintenance and Funding Plan, including street utility fee (December 2016 Council review)

Next Steps
Phase 2 – Gas Tax