

# Memorandum

## City of Lawrence

### Public Works

**TO:** Chuck Soules

**FROM:** Mark Thiel

**CC:** David Cronin, Steven Lashley

**Date:** June 27, 2012

**RE:** Project No. PW1204 – 2012 Microsurfacing Program – Authorize additional expenditure of \$400,000 from the infrastructure sales tax fund for Phase D of the 2012 microsurfacing contract.

Please include the following item on the City Commission consent agenda for consideration at the July 3, 2012 meeting:

**Project Description.** The microsurfacing project includes a number of City residential, collector, and arterial streets including N 2<sup>nd</sup> St/ N 3<sup>rd</sup> St from Lincoln St north to the City Limit, Connecticut St from E 7<sup>th</sup> St to E 15<sup>th</sup> St, and streets generally bordered by Kasold Dr to Wakarusa Dr and W 6<sup>th</sup> St to Bob Billings Pkwy. Streets to receive microsurfacing are determined to be in generally good condition. Those that are deteriorated beyond the recommended condition for microsurfacing will be included in future milling and overlay programs.

**Project History.** This year's microsurfacing project was structured in four phases A, B, C & D. We are about to complete patching through phase C. Phase A has been patched and microsurfaced, which included N 2<sup>nd</sup> and N 3<sup>rd</sup> along with the improvements to the KTA islands at the I-70 interchange.

**Project Details.** Due to an increase in street patching on phases A, B & C we have exhausted all of the patching dollars allocated to the project. That resulted in a short fall to complete patching on phase D. It is hard to predict on maintenance projects the exact scope of patching until you actually begin removing deteriorated pavement. It is in the best interest of the maintenance program to perform the entire amount of needed patching prior to putting surface treatments in place. This insures a successful project that will hold up for its intended life.

**Project Funding.** In past years we have been able to accommodate shortfalls in project funding through reserve funds on the various funding mechanisms for the pavement maintenance program. This has increasingly become difficult to forecast especially in the motor fuels tax fund. This years \$725,000 motor fuels tax fund allocated for street maintenance contracted program was reduced by Public Works staff at the beginning of 2012 based on projected revenues to that fund. Our predictions of revenues for this fund through mid year have been accurate, meaning the \$500,000 reserved will not available for the 2012 projects. We have made adjustments to the 2013 budget request to accurately forecast this.

**Action Request.** Authorize an additional \$400,000 from the infrastructure sales tax fund for phase D of the 2012 microsurfacing contract.

Attachment: Location Map(s)