



2023 Street Program

Investing in City Streets

- The City of Pottsville has 57miles of Liquid Fuel Eligible Streets
 - This number has increased over the years as streets become certified through the PennDOT review process
- Since 2015, the City of Pottsville has invested 1.54 Million dollars in street paving and repairs
- These funds were derived from Liquid Fuels funding, General Fund Budget Allocations, and Utility Partnerships

Investing in People

- Hiring skilled workers and the provision of continuing education and training allows the City to maintain infrastructure in a cost effective manner. Our workforce completes the following:
 - Plowing, Paving, Painting and Cleaning street surfaces
 - Building and repairing inlets
 - Assisting with temporary and long term traffic control (special events, signs, etc.)



Factors of Road Repairs

- All Roads require regular repair and maintenance
- Several factors impact the urgency and extent of that maintenance:
 - **Utility Work/Construction**
 - **Aging Infrastructure**
 - **The Freeze Thaw Cycle**
 - **Use**
 - **Natural Disasters**
 - **Stormwater runoff**

Utility Work

- Utility upgrades and repairs are welcome and necessary. However, these initiatives can negatively impact driving surfaces.



Who are our Utility Partners?

- UGI Gas Utility – UGI continues to make significant infrastructure improvements in the City. The City has one of the most state of the art gas services in Pennsylvania.
- Schuylkill County Municipal Authority (Water)
- Greater Pottsville Sewer Authority
- PPL Electric; Verizon

Utility upgrades include planned projects and work to restore streets in the aftermath of emergencies

Utility upgrades are vital in improving our quality of life and are crucial in long term community and economic development.

Communication and the development of effective working relationships

Working with Utility partners

The creation of effective partnerships with our utility providers is essential

- The joint planning of projects enables all parties to make the most of each dollar spent
- Short term / temporary repairs are essential to correct problems. In the winter months, this is particularly problematic because hot paving material are not available. In many instances these are the areas where drivers experience issues until more permanent repair can be made.
- Ideally larger utility repairs can be properly planned if:
 - the disturbance is significant
 - the city and utility collaborate to share the cost of paving that is needed as assessing the cost to the city and utility as appropriate. Great examples include South Progress Avenue, Peacock Street, South 6th Street, Anderson Street, and Snyder Street

Working with Business partners

- Developing effective relationships with business partners and investors is crucial in the planning and implementing of cost effective street improvements
- Investors working in and with the City can significantly enhance property values, aesthetics, and public safety by implementing improvements around specific development projects.
- The following picture shows a significant investment made by Miller Brothers, Inc. at the intersection of Woodglen and Westwood Roads



Aging Infrastructure



Pictures courtesy of the Republican Herald

The Freeze Thaw Cycle

- Water seeps into the soil and a road's subbase below the pavement
- Cracks or potholes in the pavement surface allow water to enter the paved area, this water freezes, expanding the damaged surface during winter months
- During frigid temperatures, the water freezes and expands, pushing the pavement upward
- As the weather warms, ice melts and forms cavities underneath, while the surface of the roadway remains elevated, cars travel overtop the cavities, crushing the compromised layer of pavement forming a pothole



Use

- Roads that are heavily traveled are at a higher risk of needing repairs and maintenance. Often times, they are the most expensive and difficult to repair. Tractor trailers and large vehicles are contributing factors to wear and tear on city streets.



Natural Disasters

- Damage from flooding, hail, strong winds can severely damage streets and public property. In some cases, city roads and infrastructure can be destroyed in hours.



- In some instances, a federal disaster is declared and the city may be eligible for funding to complete repairs. If this is not the case, the City must make repairs as a part of our annual street improvements or contingency funding

Stormwater Runoff

- According to the US EPA, the average annual precipitation in Pennsylvania has increased 5 to 10 percent in the last century, and precipitation from extremely heavy storms has increased 70 percent in the Northeast since 1958.
- The city is in the early stages of creating a more formalized approach to manage stormwater. This is needed to mitigate the numerous street problems that are caused by constant and increasing stormwater runoff.



Working with Community Projects

- Collaborating with a variety of city projects enables a variety of project to be completed in a cost effective manner.
- A prime example would be working with Alvernia University in a stormwater management project that will redirect stormwater from their parking lot and Progress Ave into the stormwater management system. This will make the area safer for pedestrians and vehicles.



How do we respond?

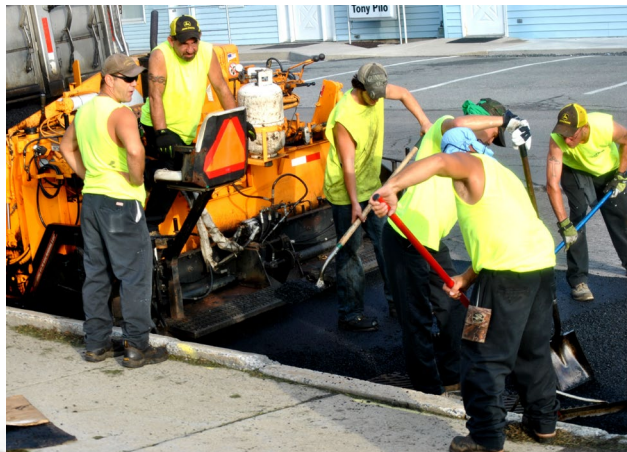
Contracted paving



Pothole repair



City Paving



Pictures courtesy of the Republican Herald

Short Term Repairs

- Report a Pothole via website, calls to the City, staff observations
 - Cold Patch
 - Concrete
 - Hot Macadam
- Pothole Location Submission Form
 - Visit pottsvillepa.gov
 - Scroll to the bottom of the homepage
 - City Garage contact number: 570-622-7690

The Process

- Creating a comprehensive Street Program requires the collection of detailed data regarding street inventory and repair history. Other items considered include:
 - Cost of Materials and Contracted Labor
 - In 2021 materials were \$51 per ton – In 2022, materials will cost \$61.70 per ton. In 2023, materials will cost \$65 per ton.
 - citizen input
 - Staff & City Council Review of Data
 - Prioritize Streets based upon condition and use
 - Coordinate work with Utilities, business partners, community projects
 - Present proposed program to PennDOT
 - Create Bid Documents
 - Implement timeline

How Do We Rank Our Streets

STREET CONDITION CRITERIA

5- GREATER THAN 75% DETERIORATION OF ROADWAY INCLUDING INFRASTRUCTURE DAMAGE

4- GREATER THAN 50% DETERIORATION OF ROADWAY INCLUDING BASE LAYER

3- GREATER THAN 25% DETERIORATION

2- UP TO 25% DETERIORATION WITH MINOR POTHOLES AND UTILITY REPAIRS.

STREET TYPE CRITERIA

5- MAIN ARTERIES- LARGER STREETS THAT ARE MAIN ACCESS AND EGRESS TO THE CITY. DIRECT ROUTES TO LARGE SCHOOLS AND EVENTS. ROUTES TO HOSPITALS.

4- PRIMARY STREETS- BUSINESS DISTRICTS. BUSY RESIDENTIAL AND BUSINESS DISTRICTS COMBINED. PARKING ON BOTH SIDES.

3- SIDE STREET- RESIDENTIAL STREETS AND CONNECTORS. PARKING ON ONE SIDE OR NO PARKING AT ALL.

2- ALLEY WAY- REAR ENTRANCES TO BUILDINGS AND HOMES WITH GARAGES AND PARKING.

1- ALLEY- ACCESS ONLY NO PARKING OR GARAGES.

How Do We Rank Our Streets

STREET USAGE CRITERIA

5- HEAVY OR STEADY TRAFFIC 24 HOURS A DAY.

4- STEADY TRAFFIC DAYTIME BUSINESS HOURS.

3-24 HOUR RESIDENTIAL BUSY NEIGHBORHOODS.

2- RESIDENTIAL NEIGHBORHOOD LIGHT DAYTIME TRAFFIC.

1-ALLEYS AND DEAD ENDS. NO ADDRESSES

An Example of Our Spreadsheet

Street	Section	Street Type	Street Usage	Street Condition	Date of Last Major Repair	Type of Repair	Rank	Comments
Adams	Jackson to George	3	2	0			5	
Anderson	Mauch Chunk to Snyder	4	4	4			12	
	Snyder to E. Norwegian	4	3	3			10	
Arch (East)	Center to Progress	4	2	2			8	
	Progress to Rte. 61							Complete
	Rte. 61 to George	5	4	5	2020		14	Complete
	George to Jackson	4	3	3			10	
	Jackson to Wolf	4	3	3			10	
	Wolf to Hospital	3	3	2			8	
Arch (West)	Center to 2nd	3	3	2			8	
	2nd to 3rd	3	2	2			7	
	3rd to 4th	3	3	Paved 2019	2019	Resurfaced	6	UGI-Completed
	4th to 5th	3	2	2			7	
	5th to 6th	3	2	2			7	
	6th to 7th	3	2	2			7	
	7th to 8th	3	2	2			7	
	8th to 10th (Near Race)	3	2	2			7	
Aspen Lane	Off of Timber	1	1	2			4	
Atlantic Ave	E. Railroad to City Line	2	2	2			6	
Baber	Mauch Chunk to Washington	2	2	2			6	
	Washington to Pulaski	2	2	3			7	
Bannon	4th to Dead End	2	2	3			7	
Bastress	Off of 21st							Complete
Battery	16th to Dead End	2	2	2			6	
Boone	4th to Dead End	2	2	3			7	
Burd Alley	7th to 8th	2	2	4			8	
Calvary	Hillside to Greenbriar	2	2	2			6	

2023 Proposed Paving Program Phase I

- 2nd Street- Market St. to Norwegian St.
- Division St.- 3rd to 4th St.
- Union St. & Progress Ave.- Intersection
- South 4th St- Union St. to Pierce St.
- North 8th St.- Harrison St. to Fairview St.
- Mahantongo St.- 21st St. to 22nd St.
- Railroad St.- Ravine St. to Heffner St.
- 9th Street- Mahantongo St to Howard Ave.
- Young St.- Jefferson St. to Carbon St.
- Woodglen Rd.-City line to previous pave
- Laurel Blvd.- Progress Ave to Domino's-1
- Laurel Blvd.- Progress Ave to Domino's-2
- Anderson St.- Mauch Chunk to Snyder
- Snyder- Anderson to Alley

2023 Street Department Project Timeline

- Update, Compile, and Study Street Data Complete
- Prioritize Streets based upon condition, use, and cost March, April 2023
- Determine the extent of repairs on each prioritized area March 2023
- Meet with PennDOT to develop Liquid Fuels Projects April 13, 2023
- Infrastructure repairs / inlet replacement May – October 2023
- Bid Materials and Labor April 2023
- Award Bids May 2023
- Initiate Pothole repair and paving project April –October
- Complete Projects October 2023
- Line Painting ongoing

Long Term Repairs

Include contract paving and paving completed by City Staff

- In 2021, 2,000 tons of asphalt material was applied to City streets. This was an increase of 250 tons from 2020.
- In 2022, 2,075 tons of asphalt were applied.
- In 2023, Phase 1 paving will include 2,243 tons of asphalt material

2023 Summer Employment

- The City of Pottsville is hiring:
 - Lifeguards
 - Concession/Counter
 - JFK Pool Maintenance
 - Street/Parks Laborer
- Applications are available at City Hall-City Clerk's Office, Online at pottsvillepa.gov
- Application deadline is May 1, 2023

Garfield Square Redevelopment Project 402-406

- RFP can be found on pottsvillepa.gov

- **SCHEDULE OF EVENTS**

- | | |
|---------------------------------------|---|
| 1. RSVP for Pre-Proposal Conference | April 19 th |
| 2. Deadline for Re-Proposal questions | April 19 th |
| 3. Pre-proposal conference | April 25 th |
| 4. Proposals Due Date | May 16 th |
| 5. review period begins | May 17 th |
| 6. Presentations (if required) | May 22 nd – June 2 nd |
| 7. Estimated proposal selection date | July 19 th |
| 8. Court Approval | August 31 st |
| 9. Settlement with Buyer | September 30 th |

