



## **CITY OF DUNWOODY**

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Dunwoody, GA 30346

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[www.dunwoodyga.gov](http://www.dunwoodyga.gov)

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# **MEMORANDUM**

**To:** Mayor and City Council

**From:** Warren Hutmacher, City Manager

**Date:** July 12, 2010

**Subject:** Request regarding seal coating of city streets

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## **ITEM DESCRIPTION**

Staff has received a complaint from a resident regarding the aesthetic condition of the roads adjacent to and surrounding the roads recently paved by the City of Dunwoody. The specific complaint is the tire track marks that occur when vehicles drive from asphalt that has just been placed to older asphalt on adjacent streets

## **BACKGROUND**

City has substantially completed paving projects for FY 2010. Track marks from fresh asphalt are somewhat unavoidable in that trucks have to come in and out of the street to deliver the asphalt and it would be a major inconvenience to residents to close streets to traffic long enough to allow the asphalt to fully cure.

There are a number of streets in the City that have visible tire track marks left behind after the streets were paved.

This occurs in virtually all paving projects in any city and the track marks will fade over time.

## **ANALYSIS OF ALTERNATIVES**

### **1. Seal coat impacted roadways:**

An option for improving the appearance of the adjacent streets where the tracking occurs would be to seal coat the adjacent street. Seal coating involves applying a petroleum based liquid to the entire street surface. In this case, the impetus for seal coating is primarily aesthetic but the seal coat does provide limited maintenance benefit in that it does make the asphalt more impervious to water.

It takes 12 to 24 hours for the seal coat to dry so the work would probably need to be done one lane at a time. Some tracking may still occur on streets adjacent to the seal coat but should not be as extensive as the tracks from paving.

Public Works has analyzed the affected streets that would require seal coating on a city wide basis to make sure we don't correct a problem in one neighborhood and leave an equal



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problem unresolved in another location. The estimate for the seal coating is based on the following:

- a. Locations where the paved street outlet was on an arterial road such as Mt. Vernon or Vermack are not included.
  - b. The full length of the street is not always included but Public Works did typically extend the seal coat to the nearest significant intersection. In some cases like Mt. Vernon Way this results in a fairly long road segment.
  - c. To gain the most benefit from seal coating, crack sealing should be performed prior to the seal coat. This would add another 15 to 20 percent to the estimate.
2. Allow asphalt to fade over time naturally

This is a short-term, aesthetic condition. The City has expended all of our paving funds for this year.

### **FISCAL IMPACT**

Public Works estimates the total cost of the work described above to be \$145,000. There are no budgeted funds that can be used for this purpose. Council has the authority to appropriate funds from reserve or transfer funds from another project to pay for this service.

### **RECOMMENDATION**

Staff believes that "seal coating" would improve the aesthetic look of the impacted streets. Due to the fact that the tire marks will fade over time combined with the considerable expense and time associated with seal coating, staff recommends taking no action at this time.