



2020 City of Rawlins Streets Information

The City of Rawlins Public Works department is proud to share the 2020 Work Plan and the creation of a long-term street planning program, which has been in process for 3 years.

The 2020 street work plan includes both rebuilds and mill & overlay projects, on a total of nine city streets funded by the City of Rawlins general fund, totaling \$1.2m. We are also doing engineering design work on both Edinburgh St. and Walnut St., funded by the Specific Purpose Tax 6th Penny Project fund. This year's design work will ensure all underlying issues are addressed when the work is completed, likely in 2021. See 2020 Street Work Map (attached) for details on which roads are included. We have also created a flyer with information on what each type of work entails (attached).

The Public Works department has also worked over the last three years to create a comprehensive plan of street work that needs to be addressed. We know that our streets need work and now have an overall picture of the problems. Unfortunately, if we were to do all the work this year, the total cost would be an additional estimated \$53.5 million. Our goal is to complete all work and reach a point with planned maintenance and a consistent price tag. Until then, we will look at budget and traffic flow to determine which streets need addressed first. It's a balancing act to make sure that we use all available funds where most needed. We also leverage funds from Mineral Royalties Grants (MRG) from the State Land and Investment Board (SLIB) for street work that includes utilities. See (other map) for details on all city roads.

Of course, City Street crews will continue their general maintenance throughout the summer, including pothole patching, street cut repairs for utilities and other repairs, and smaller projects such as the one recently completed on Harshman near Murray St. The streets department is also responsible for all city road closures for special events, signs, street sweeping and more.

The work scheduled for 2020 is currently out to bid and can be obtained by contacting Danielle Gross at Public Works – dgross@rawlins-wyoming.com or 307-328-4599. Bids are due by July 9th.

If you have road condition concerns, please visit our website and click on "Report a Concern" to submit a form under Public Works, Road Conditions. For more information or to report corners, you can also call Public Works at 307-328-4599 or message City of Rawlins Public Works Department on Facebook. You can also contact Mira Miller, City of Rawlins Community Relations Coordinator at 307-328-4500 ext. 1022 or crelations@rawlins-wyoming.com.

Attachments:

2020 Work Map

Long-Term Street Planning Map

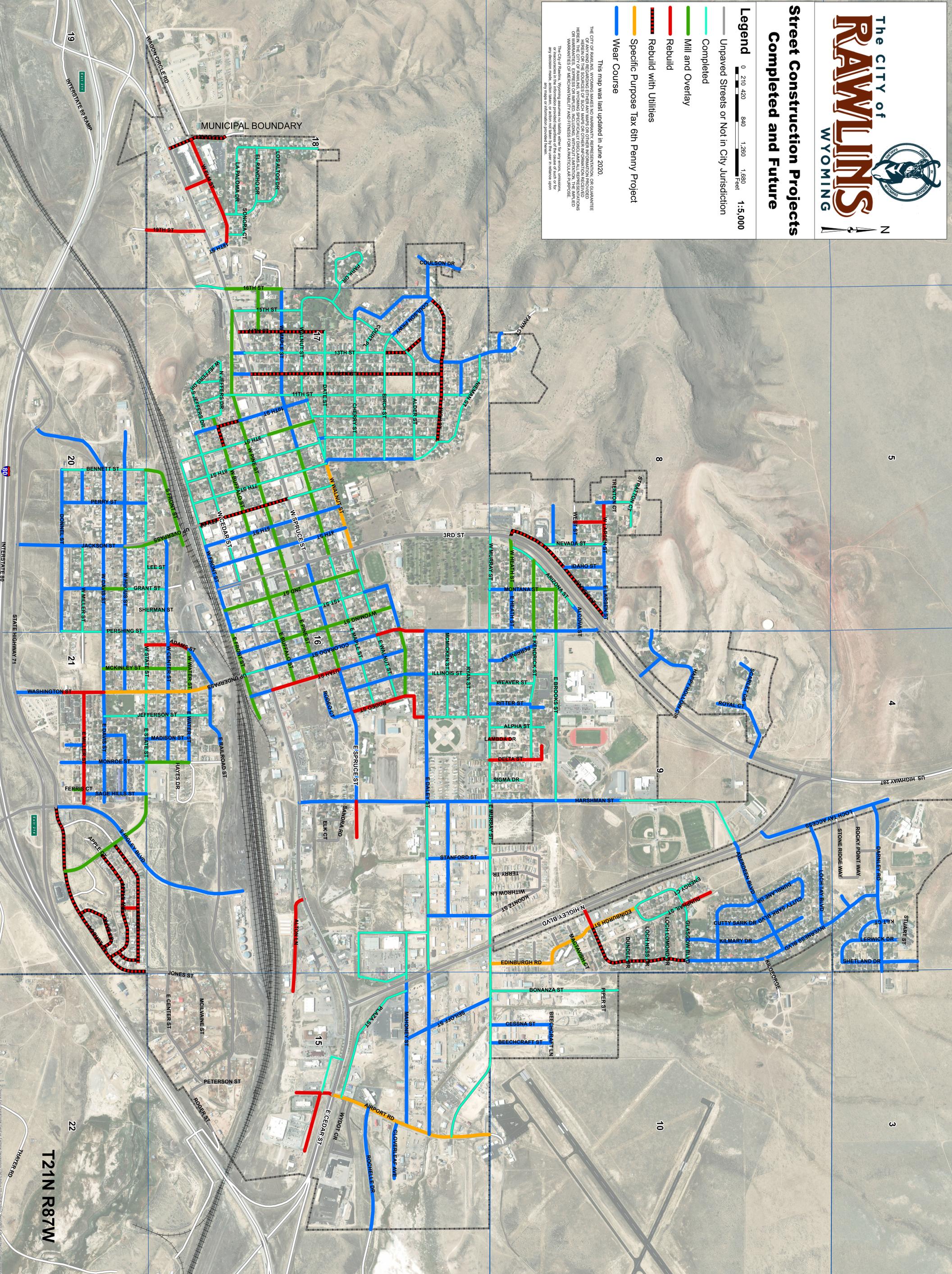
Street Repair 101

Street Construction Projects Completed and Future

- Legend** 0 210 420 840 1,260 1,680 1,5,000 Feet
- Unpaved Streets or Not in City Jurisdiction
 - Completed
 - Mill and Overlay
 - Rebuild
 - Rebuild with Utilities
 - Specific Purpose Tax 6th Penny Project
 - Wear Course

This map was last updated in June 2020.

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What's happening on my street?

Street Repair 101

City of Rawlins Public Works Department



Hot Patching Potholes

Hot patching is an efficient way for us to patch potholes.

Benefits:

- Ensures less water penetration

- Increases resistance, strength and durability

- Will create a bond between the new and old asphalt pavement

Downsides:

- Temperature has to be above 40 degrees Fahrenheit

- Must place the asphalt with little to no moisture



Cold Patching Potholes

Cold patching is used to fill a pothole when weather is too cold.

Benefits:

- Can be done when the weather is cold

Downsides:

- Expensive, partly due to our location

- Doesn't form a tight seal to prevent future moisture

- Not made for frequent traffic



Wear Course

Wear course is a 3/4" asphalt overlay that seals streets and improves ride quality. Some concrete work may be completed as well as lifting street fixtures to match new grade.



Mill and Overlay

Mill and overlay projects help prolong the life of a street. The projects are less disruptive to residents and cost significantly less than street reconstruction projects. Mill and Overlay is where the road is milled down on the edges and more drainage issues are addressed. A wear course similar to above but thicker is then placed.



Deep Section Rebuild (Rebuild)

Deep Section Rebuild involves the demo of curb and gutter, sidewalks, curb returns, and full street section including asphalt and subgrade. The street section is then entirely rebuilt with new concrete, installation of street drains if required, minor utility work, new subgrade and asphalt.

Rebuilds with Utilities

All of the work included in the deep section rebuild along with major utility work. May include addition of street drainage.