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RANSON STREETS COMMITTEE MEETING

Thursday, June 26, 9:00 am
2nd Floor Conference Room
312 South Mildred Street
Ranson, West Virginia 25438

- I. CALL TO ORDER – Duke Pierson
- II. COMMITTEE BUSINESS:
 - 1. Discussion/Recommendation to Council on prohibition of on-street and open-swale parking in Ashley Brin.
 - 2. Discussion/Recommendation regarding infrastructure and streets-cape improvement options for Ranson Estates / Discussion on parking prohibitions in Ranson Estates.
 - 3. Discussion/Recommendation to Council regarding potential solutions relating to alley adjacent to Lance-Slusher Park
 - 4. Discussion/Recommendation to Council on sidewalk improvement project surrounding sub-station on George and 2nd Avenue to tie into APUS new sidewalks.
 - 5. Discussion/Recommendation to Council on possible installation of permanent way finding signs for Civic Center, City Hall, Police Department and other landmarks.
 - 6. Discussion/Recommendation to Council on 2014 street paving projects.
- III. ADJOURNMENT

Jefferson Asphalt Products Co., Inc.

P.O. Box 370
Charles Town, WV 25414
Phone: (304) 725-2539

Fax: (304) 728-8546

WV000499

June 14, 2012

City of Ranson
Attn: Billy Silveous

Re: Paving Prices for the following projects throughout the city

We submit the following prices:

E. 7th Ave. (Marshall to Fairfax)

Excavate 2' along one side of roadway for widening
Furnish and apply asphalt base course at 4" average thickness in widening
Furnish and apply asphalt surface course at 1 1/2" average thickness
Price: \$ 24,078.00

Reymann St. (6th to 7th)

Excavate 2' along one side of roadway for widening
Furnish and apply asphalt base course at 4" average thickness in widening
Furnish and apply asphalt surface course at 1 1/2" average thickness
Price: \$ 8,204.00

13th Ave. (Marshall to RT 115)

Excavate 2' along one side of roadway for widening
Furnish and apply asphalt base course at 4" average thickness in widening
Furnish and apply asphalt surface course at 1 1/2" average thickness
Price: \$ 33,614.00

Park Ave. (Marshall to Chapel)

Excavate 4' along one side of existing roadway for widening
Clear and grub area for new roadway
Strip topsoil and grade roadway
Furnish and apply 6" stone base
Furnish and apply 3" base asphalt on new section of roadway
Furnish and apply asphalt base course at 4" average thickness in widening
Furnish and apply asphalt surface course at 1 1/2" average thickness
Price: \$ 34,959.00

Future paving based on 1 mile of roadway at 20' wide with a 1 1/2" overlay

5280' x 20' = 11,733sq. yds. @ 1 1/2' of asphalt = 968 tons @ \$86.00 per ton = \$83,248.00
Based on a simple overlay, no widening, manhole risers, grading, shoulder work, ect....

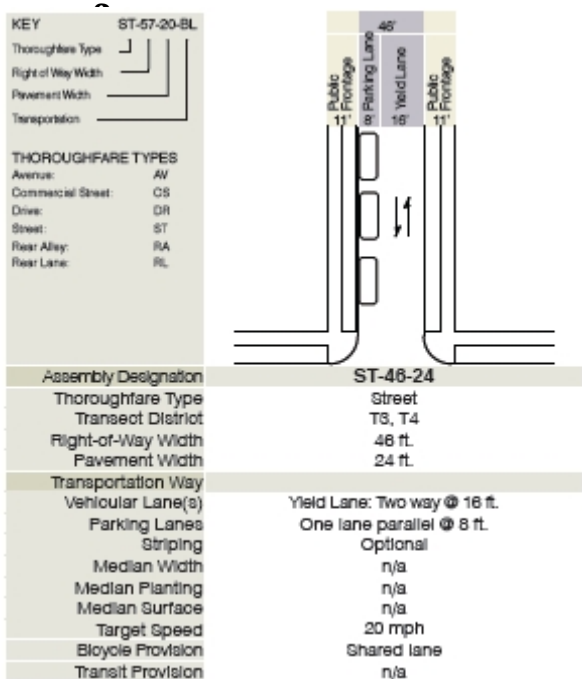
- Price valid for acceptance for thirty days
- **Price based on PG 64-22 fob our plant at \$620.00 / Ton.**
- Price does not include any striping, signage or culverts

C. Glenn Greenstreet III
Estimator

RANSON ESTATES

1. ONE-WAY OPTION WITH ONE-SIDE ON-STREET PARKING:

We have been speaking internally about Ranson Estates for a while. Ranson Estates is a challenge because the design and front setbacks are incorrect. **Attached** is an attempted schematic of proposed traffic patterns in Ranson Estates to attempt to alleviate a non-easily solvable problem. Essentially 6th and 7th would remain 2 ways while Ranson Estates Circle and the two internal streets within Ranson Estates would become one-way with on-street parking. This would allow the Public Works Department to clean out the ditches, prohibit parking in the grass and allow adequate parking. I actually think that this may be the best and most economical option, but in speaking with a resident on Friday afternoon, great concern was expressed about this plan.



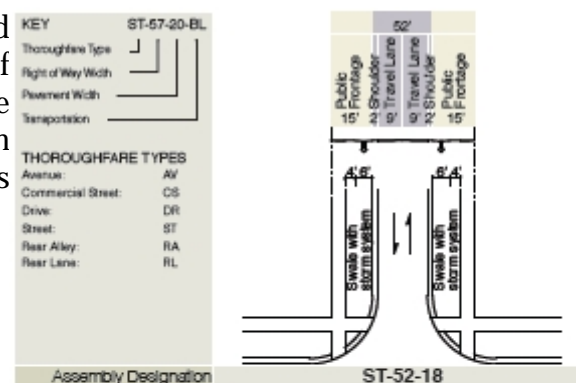
YIELD STREET WITH 2 WAY TRAFFIC AND PARKING ON ONE SIDE:

A second alternative is to prohibit parking in the grass and swales; only allow parking on street and turn street essentially into a “yield street.” A “yield street” is characterized as a thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. The issue is that yield streets usually have a travel lane of 16 feet and with an additional 8 foot parking lane for a total of 24 feet. The problem is that the travel lane in this scenario would only be 12 feet because the street pavement is 20 feet. We could try it and see how it works, but the first option may be best given the narrowness of street and incorrect front-loading setbacks. We could also get an estimate to see how much it would cost to widen the street by four feet, is possible, to allow this scenario.

(Note: Lane Width illustrated above not available at Ranson Estates without additional pavement)

3. NO PARKING ON STREET; TWO-WAYS.

A third option would be allow no on-street parking and keep two lanes of traffic and possibly install a couple of additional parking places for “guest” parking next to the mailbox units and at the end of 6th Avenue and Ranson Estates Circle. The issue with this scenario is that this



forces residents to park in the driveway and cars will block the sidewalk because the front setbacks are incorrect. Therefore, there is choice to either have no parking in the street, blocked sidewalks or, alternatively, the option of taking up the sidewalk altogether.

Admittedly, none of these options are great and some cost more than others. I have shown 7 of the consultants who have been working with us over the last 12 months this neighborhood and as much as they dislike one-way streets, they think it may be the best option given the substantial amount of capital it would take to correct the issue; if the issue can be corrected at all. Given that the homes are front-loaded garages with the wrong setback, even the most expensive solution may not work because the cars would still be parked over sidewalks. There is not enough room between front of the homes and the street to adequately park a vehicle and install a sidewalk – even if the swales were covered. I would like to have a Street Committee meeting to discuss these alternatives or other alternatives that the Council may like to provide.