

City of Lawrence  
Policy

|                                                                                 |                                  |                                                    |                         |
|---------------------------------------------------------------------------------|----------------------------------|----------------------------------------------------|-------------------------|
| <b>SUBJECT</b><br>Selection of Brick Streets for Maintenance and Reconstruction |                                  | <b>APPLIES TO</b><br>All Departments and Divisions |                         |
| <b>EFFECTIVE DATE</b><br>TBD                                                    | <b>REVISED DATE</b><br>6/27/2017 |                                                    | <b>NEXT REVIEW DATE</b> |
| <b>APPROVED BY</b><br>City Manager                                              |                                  | <b>TOTAL PAGES</b><br>2                            |                         |

1.0 **Purpose**

It is the intent of this policy to establish a process whereby city owned brick streets will be evaluated for maintenance and reconstruction.

2.0 **Policy**

2.1 **Maintenance**

The overall evaluation & selection of brick streets shall be performed in accordance with the established guideline for all city owned streets. (Refer to the Pavement Management Visual Distress Survey Manual)

Overall Pavement Condition Index (PCI) goals

|             |    |
|-------------|----|
| Arterials   | 65 |
| Collectors  | 60 |
| Residential | 55 |

Brick streets with exposed brick (no asphalt overlay) –

Minor defects (at or above the PCI goal) – partial brick leveling and patching

Major defects (below the PCI goal) – perform asphalt overlay

- Consideration will be given to streets which currently have exposed bricks for repair vs. overlay, but overall condition will be deciding factor.

Brick streets with asphalt overlay or partially exposed brick –

Minor defects (at or above the PCI goal) – asphalt patching

Major defects (below the PCI goal) – perform asphalt mill and overlay or microsurfacing

2.2 **Reconstruction**

Overall consideration for reconstruction will be based on priority, likelihood of remaining a brick street in the future and funding.

### **Arterials and Collectors:**

These streets would generally not be considered for reconstruction with brick. They would be lower priority for reconstruction as a brick street. Generally they would be designed and planned for as concrete or asphalt streets depending on design criteria. The existing bricks and curbs would be salvaged for other brick street reconstruction projects.

Exceptions would be identified based on design criteria, location and review.

### **Residential:**

All residential streets would be on a priority list for reconstruction.

### **Priority criteria as follows: (high to low)**

1. Streets in historical environs
2. Streets with houses that have frontages facing the street
  - Typically north / south streets
3. Streets with house that do not have frontages facing the street
  - Typically east / west streets\*

Exceptions would be identified based on design criteria, location and review.

\*Typically streets that do not have houses that have frontages toward a brick street would not be considered for reconstruction as a brick street. These section of roadway would most likely be reconstructed utilizing concrete or asphalt depending on the location and design guide lines for residential streets.

## **2.3 Curbs**

### **Reconstruction**

Curbs will be reconstructed using original design, providing appropriate materials (stone curbing) are available and not cost prohibitive.

Curbs that were originally concrete will be reconstructed utilizing concrete.

Where brick streets are being converted to concrete or asphalt, a modern concrete curb section would be constructed.