

City of The Dalles 2021 Pavement Preservation Program - Chip Seal

Work is scheduled for April through September 2021

#	STREET	BEGIN	END	LENGTH (FT)	
1	COURT ST	E 3RD ST	E 2ND ST	250	
2	E 12TH ST	DRY HOLLOW RD	J ST (W. INT.)	2,052	
3	E 12TH ST	J ST (W. INT.)	KELLY AVE	1,590	
4	E 12TH ST	MADISON AVE	WASHINGTON ST	1,635	
5	E 15TH PL	JEFFERSON ST	EOP 45' EAST OF JEF	45	
6	FLORAL ST	W 10TH ST	W 8TH ST	1,087	
7	HOME ST	FLORAL ST	W 8TH ST	1,108	
8	KINGSLEY ST	W 16TH ST	W 13TH ST	666	
9	LIBERTY ST	W 3RD ST	W 2ND ST (END OF Y	270	
10	MT HOOD ST	W 21ST ST	W 10TH ST	3,117	
11	POMONA ST	W 7TH ST	ROAD WIDENS	522	
12	SHEARER ST	E 12TH ST	E 10TH ST	490	
13	SNIPES ST	W 10TH ST	W 9TH ST	661	
14	W 13TH ST	CHERRY HEIGHTS RD	WALNUT ST	2,956	
15	W 13TH ST	WALNUT ST	VERDANT ST	3,008	
16	WALNUT ST	W 13TH ST	W 10TH ST	627	
17	WASHINGTON ST	E 3RD ST	E 2ND ST	259	
18	COURT ST	E 5TH ST	E 10TH ST	1,400	
19	COURT ST	E 12TH ST	E 14TH ST	508	
20	UNION ST	4TH ST	14TH ST	2,752	
21	COLUMBIA VIEW	HWY 197	COUNTY LINE	4,440	
22	BRIDGE ST	W 14TH ST	W 10TH ST	1,097	
23	E SCENIC DR	SOROSIS PARK EXIT	CGC COL ENT	1,400	
24	E SCENIC DR	CGC COL ENT	W JEFFERSON	1,349	
The Transportation Fund's primary sources of revenue:				TOTAL LINEAR FT	33,289
<ul style="list-style-type: none"> • Oregon State Motor Vehicle Fund • 3-cent City gas tax • City Water & Sewer Impact Fees • City General Fund 				TOTAL MILES	6.30
				TOTAL SQ YARDS	132,650

CHIP SEAL - Is the application of a special protective wearing surface to an existing pavement. A thin layer of liquid asphalt is sprayed down in front of the chip spreader by a distributor. A dump truck full of chips (crushed rock) locks onto a chip spreader which is pulled backwards. The chips spread over the liquid asphalt are then compacted by rollers.

Chip seal projects require total closure of the street for a day. Equipment is slow moving and must cover the same area multiple times. Once the crew has left the work area, the rock is left on the road surface for seven to ten days so that vehicle traffic can continue to lock the rock into the liquid asphalt. Excess chips are then removed by sweepers to be reused on the next chip seal project.



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