

## **MEMORANDUM**

**To:** Mayor and City Council

**From:** Michael Smith, Public Works Director

**Date:** February 10, 2014

**Subject:** **Discussion of Five Year Paving Plan Update**

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### **ITEM DESCRIPTION**

Discussion of an update to the Five Year Paving Plan based on the new pavement condition ratings developed from the citywide pavement evaluation completed in December 2013.

### **BACKGROUND**

IMS Infrastructure services working on behalf of the City recently completed an update to the 2009 citywide pavement condition assessment. The update consisted of traveling every city street with a Road Surface Tester (RST) truck equipped with lasers, cameras and other sensors to evaluate the extent and nature of cracking, rutting, roughness (ride quality) and other factors such as drainage conditions. These factors were then weighted and combined to produce a numerical pavement condition rating/index (PCI) between 10 (worst) and 100 (best). Key findings from the most recent assessment include:

- There has been significant improvement in the condition of arterial and collector roads. The percentage of pavement area in good to excellent condition for these roads increased from 45% to 60%. The percentage in poor condition remained roughly the same.
- By area, the percentage of neighborhood streets in poor condition has grown from 15% to 45%.
- Overall about one third of City streets are in good to excellent condition and about one third are in poor to very poor condition. The remaining third are in fair condition. The overall pavement condition rating is 66 compared to 69 in 2009.

These pavement assessment results are very close to the projections included in the 2009 report. Over the last three years, the City has targeted \$2,000,000, including any money provided by the state, as a minimum annual funding level that could be sustained over time. At this funding level the 2009 report projected that the backlog of streets in poor condition would grow to 42% and that the total pavement condition rating would drop by 2 points in five years. The actual backlog and drop in the overall rating are slightly higher primarily due to limited funding in the first year (2010) startup of the paving program.

## **DISCUSSION**

After years of deferred maintenance it was fully anticipated that it would take 5 to 10 years to begin to catch up on the paving backlog. The 2009 report stated: “An annual budget between \$2.5 and \$3.0 million dedicated to roadway rehabilitation is required to achieve the target PCI of between 70 and 75 within 5 years and maintain the backlog below 15% within 10 years.” Though the City has set a minimum funding target of \$2 million, the Council has recognized the need for additional resources and been able to allocate additional funding in 2 of the last 3 years to reach the \$2.5 million recommended threshold. At its recent retreat, the Council discussed raising the minimum funding target to \$2.5 million with the additional \$400,000 in local funding allocated to neighborhood streets. This policy direction aligns well with the findings of the most recent pavement assessment. More funding will be available to address the backlog of streets in poor condition most of which are neighborhood streets. At the \$2.5 million funding level, the overall pavement rating should increase in the next 5 years and the backlog should not increase.

The five year paving plan presented in Attachment “A” has been updated by increasing the funding level to \$2.5 million in future years and adding a list of streets for 2018. Arterial and collector streets have been reprioritized based on the anticipated timing of other capital projects and on the updated condition ratings. As directed by Council at the retreat, the lowest rated neighborhood streets based on the updated ratings have been added where possible without removing or deferring any neighborhood streets already listed in previous plans. In programming neighborhood streets staff also considered the recommendation from the assessment report to group stretches of road that have differing years of rehabilitation but that are in close geographic proximity to each other.

The City’s goal has been to target 70% of the paving funds each year to the arterial and collector streets because they receive the most traffic and are the most expensive to repair. With an additional \$400,000 allocated specifically to neighborhood streets in future years, the target percentage will now be 60% of the projected \$2.5 million budget. It should be noted however that because of the significant progress the City has already made towards the arterial and collector streets the actual allocation to these streets in the five year paving list is closer to 50% rather than 60%.

In summary, the proposed five year plan strives to sustain the progress made on the arterial and collector roads while doubling the funding over previous years for neighborhood streets to address the backlog. As requested during discussion of the 2014 paving plan at the January 13<sup>th</sup> City Council meeting, staff has also developed a list of neighborhood streets that should move up the list if surplus funds become available in 2014 or subsequent years. These streets were selected based on their current condition, proximity to other planned paving and relation to nearby capital projects. Streets underlain by asbestos cement (AC) pipe were not considered because advanced planning and coordination with the County will be required.

## **RECOMMENDED ACTION**

Staff recommends approval of the five year paving plan.