



City of Woodland

REPORT TO MAYOR AND CITY COUNCIL

AGENDA ITEM

**TO: THE HONORABLE MAYOR
AND CITY COUNCIL**

DATE: May 6, 2008

SUBJECT: 2008 Road Report

Report in Brief

The purpose of the Road Report is to present the overall focus, accomplishments and direction of the City's program to maintain its local streets and roads. Staff believes it is critical to present an annual report to the City Council that summarizes all efforts intended to maintain and improve the City's 183 miles of roadway which is the largest infrastructure investment, valued at \$385 Million.

Staff recommends that the City Council receive the 2008 Road Report and provide comments.

Background

The Road Report provides a summary to the City Council and the general public that explains the activities and philosophy behind how the pavement program is managed and what current and future projects are proposed for the City's road system. This report outlines accomplishments and how the program has progressed since the previous report, describes the current status and condition of the City-wide pavement system, and explains the prioritization methodology used for ensuring the highest public benefit and life-cycle return on investment from current and projected revenues.

Discussion

Since the previous report (in Dec 2003) approximately 50% of the City's 183-mile road system has received preventive maintenance or rehabilitation work at an average expenditure rate of approximately \$2.7 million per year.

Staff has worked diligently to secure state and federal funding to help leverage the City's local funding. As the cost of construction increases and budgets decrease staff will continue this effort

to help alleviate the financial stress on the pavement maintenance program and push forward with as much repair and improvement as possible.

Funding allocated to the pavement program is applied to prioritized annual projects and often a portion of the annual funding is saved to pay for large projects in the future. Pavement work is prioritized based upon the classification of roads as well as their condition. It is important to perform the right treatment, in the right place at the right time. In doing this, a shift is made from repairing the worst streets first to a preventive maintenance strategy.

Preventive maintenance focus allows for more efficient funding utilization. On average, \$11.00 per square yard will be spent maintaining an average pavement over 20 years using the preventive maintenance strategy. This is compared to \$35-\$90 per square yard using the 'worst first' method in which the worst streets are repaired and good roads are allowed to fully deteriorate before they are addressed. This can be seen graphically in Appendix A, Exhibit B of the 2008 Road Report.

This method also provides for the least public inconvenience. With preventive maintenance a street may be closed during business hours for one to three days every 5-7 years compared to full 24 hour extended closures lasting weeks or months for reconstruction in the 'worst first' plan.

In a further attempt to lessen the inconvenience to the residents and visitors of Woodland, staff has initiated a work zone component to the pavement program. The City is broken into 14 work zones. The intent is to perform preventive and corrective maintenance on local and collector streets in one or two zones per year. Consolidating pavement work to geographical zones means one year of concentrated disruption in an area followed by five to seven years with little or no pavement maintenance disruption.

In the past, work was spread throughout the City and residents in any given area may have their access, parking or driving routes affected multiple years in a row due to work in their area. This method does not mean that for five to seven years the zone will be neglected. Maintenance crews will continue to monitor pavements in these areas and complete spot maintenance as required.

To determine funding needs and identify pavements that remain in a preventive maintenance mode and those that require rehabilitation or reconstruction, staff uses the computerized pavement management system, MicroPAVER™. MicroPAVER™ is primarily a budgeting tool that aids in determining the most cost-effective maintenance program and utilization of funding. While the system does not define projects, it does provide staff with a starting point from which to determine work needs.

Currently staff is working to update MicroPAVER™. After this update is complete staff will be able to present to Council, and the public, a more accurate picture of the maintenance and rehabilitation needs of the roadway network. The program will then also be able to provide a

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prediction of future roadway condition based upon differing funding levels which in turn will help determine sufficient funding levels for the road program.

In order to facilitate the City Council's understanding of the 2008 Road Report, staff will present a summary at the May 6 meeting. The summary will feature photographs and other visual aids to explain various activities associated with the maintenance of Woodland's local streets and roads.

Fiscal Impact

The funds required to maintain and improve local streets and roads are included in the FY 2007-08 budget and will be proposed for the FY 2008-09 budget.

Public Contact

Posting of the City Council agenda. The Road Report will be posted on the City website after acceptance.

Recommendation for Action

Staff recommends that the City Council receive the 2008 Road Report and provide comments.

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Encl. Road Report