

# STATE OF THE STREETS

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August 8<sup>th</sup>, 2019



# Arterial Highways

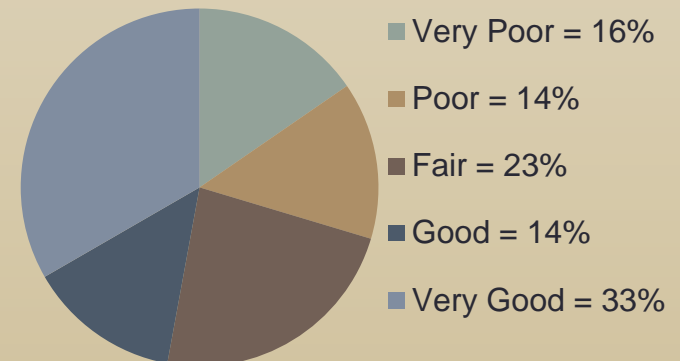
*Description:* Typically two or three lanes in each direction (64' to 84' wide) roadway with high traffic volume. Some arterial roadways include a raised, landscaped center median.

*Quantity:* 68 miles

*Need:* Various levels of pavement rehabilitation (based 2018 PMP)

- 33% (22 mi) - Very Good Condition
  - No work required
- 14% (9 mi) – Good Condition
  - Eligible for crack seal, minor patching if required
- 23% (16 mi) – Fair Condition
  - Eligible for spot patching and thin overlay
- 14% (10 mi) – Poor Condition
  - Eligible for thick overlay
- 16% (11 mi) – Very Poor Condition
  - Eligible for reconstruction

## Arterial Highways



# Rehabilitation Costs

## Arterial Highways

| <i>Condition</i> | <i>% of Streets</i> | <i>Cost/Mile*</i> | <i>Total Cost</i>    |
|------------------|---------------------|-------------------|----------------------|
| Very Good        | 33%                 | \$ -              | \$ -                 |
| Good             | 14%                 | \$ -              | \$ -                 |
| Fair             | 23%                 | \$ 1,440,000      | \$ 22,521,600        |
| Poor             | 14%                 | \$ 1,872,000      | \$ 17,821,440        |
| Very Poor        | 16%                 | \$ 3,316,000      | \$ 36,078,080        |
| <b>TOTAL</b>     |                     |                   | <b>\$ 76,421,120</b> |

*\* Budgetary costs including design costs, construction costs, contingency costs, and construction administration and inspection costs.*

# Local Streets

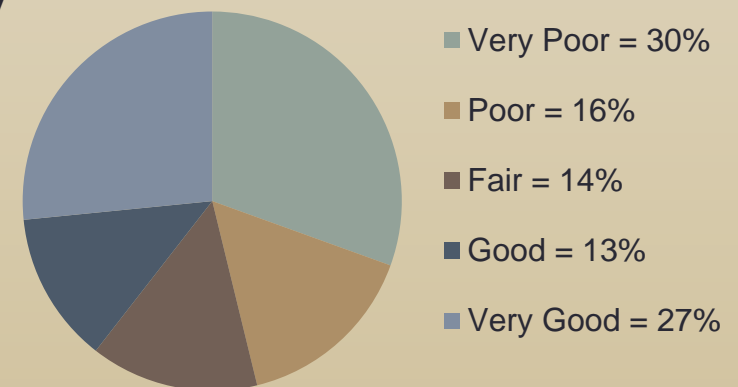
*Description:* Typically one lane in each direction (40' wide) roadway with low traffic volume. Mainly residential roadways.

*Quantity:* 226 miles

*Need:* Various levels of pavement rehabilitation (based 2018 PMP)

- 27% (61 mi) - Very Good Condition
  - No work required
- 13% (29 mi) – Good Condition
  - Eligible for crack seal, minor patching if required
- 14% (32 mi) – Fair Condition
  - Eligible for spot patching and thin overlay
- 16% (36 mi) – Poor Condition
  - Eligible for thick overlay
- 30% (68 mi) – Very Poor Condition
  - Eligible for reconstruction

## Local Streets



# Rehabilitation Costs

## Local Streets

| <i>Condition</i> | <i>% of Streets</i> | <i>Cost/Mile*</i> | <i>Total Cost</i>    |
|------------------|---------------------|-------------------|----------------------|
| Very Good        | 27%                 | \$ -              | \$ -                 |
| Good             | 13%                 | \$ 128,000        | \$ 3,760,640         |
| Fair             | 14%                 | \$ 674,000        | \$ 21,325,360        |
| Poor             | 16%                 | \$ 884,000        | \$ 31,965,440        |
| Very Poor        | 30%                 | \$ 1,538,000      | \$104,276,400        |
| <b>TOTAL</b>     |                     |                   | <b>\$161,327,840</b> |

*\* Budgetary costs including design costs, construction costs, contingency costs, and construction administration and inspection costs.*

# Alleys

*Description:* Typically 20' wide roadway used to access rear of private properties. City Council Resolution 2016-18 dedicates alleyways as part of the City's street and roadway system.

*Quantity:* 322 public alleys *totaling* 32.5 miles

*Need:* Various levels of pavement rehabilitation (2015 report)

- 14% (4.5 mi) – Good Condition
  - Eligible for crack seal, minor patching if required
- 40% (13 mi) - Fair
  - Eligible for pavement grind and overlay
- 46% (15 mi) - Poor
  - Eligible for pavement reconstruction

# Rehabilitation Costs

## Alleys

| <i>Condition</i> | <i>% of Alleys</i> | <i>Cost/Mile*</i> | <i>Total Cost</i>    |
|------------------|--------------------|-------------------|----------------------|
| Good             | 14%                | \$ -              | \$ -                 |
| Fair             | 40%                | \$ 720,000        | \$ 9,360,000         |
| Poor             | 46%                | \$ 1,120,000      | \$ 16,800,000        |
| <b>TOTAL</b>     |                    |                   | <b>\$ 26,160,000</b> |

*\* Budgetary costs including design costs, construction costs, contingency costs, and construction administration and inspection costs.*