ENGINEERING

NICK HUTCHINSON, CITY ENGINEER

NHUTCHINSON@A2GOV.ORG

UPDATE ON
PAVEMENT CONDITION & GOALS

STREET INVENTORY

Street Miles by Material	
Asphalt	286.13
Gravel	13.16
Concrete	6.60
Brick	0.72
TOTAL	306.61

- Approximately:
  - 1/3 of the system classified as "Major" streets.
  - 2/3 of the system classified as "Minor" or "Local" streets.

PAVEMENT CONDITION

- Currently using PASER rating system:

  6-10 = Good
  4-5 = Fair
  1-3 = Poor

- System is consistent with that used by MDOT and most other local agencies in Michigan

PAVEMENT ASSET MANAGEMENT

- How do we improve our roads? Pavement Asset Management

- Previously, strategies focused on resurfacing and reconstruction – "Worst First". Why is that bad?

- Key paradigm shift in 2014:
    - "The right fix at the right time"
    - Expanding the "mix of fixes"
    - Capital Preventative Maintenance

Lane Miles of Road Treated By Treatment Type
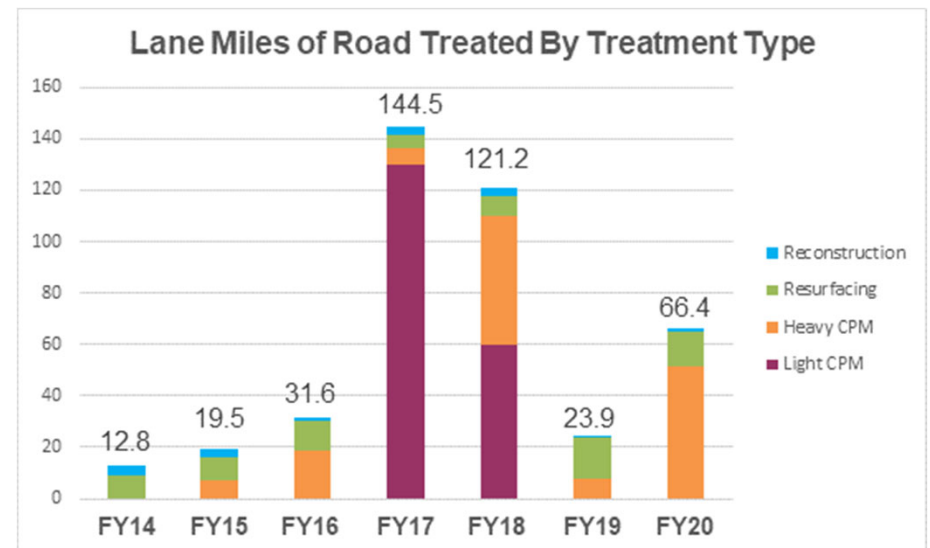
TARGET LEVEL OF SERVICE

- In 2016, Staff had developed a goal of 80% of streets to be a 7 or better by 2026

- As of 2019:
  35% of Major Streets were rated 7 or up
  26% of Local Streets were rated 7 or up

- New data (Oct. 2021):
  39% of Major Streets were rated 7 or up
  27% of Local Streets were rated 7 or up
  System-wide average rating of 5.08

RE-EVALUATION OF GOAL

Feedback has been that current goal is unrealistic.

- Greater familiarity with modeling software
- Benchmarking vs. other communities
- Transportation Asset Management Council (TAMC) - Goal should be realistic
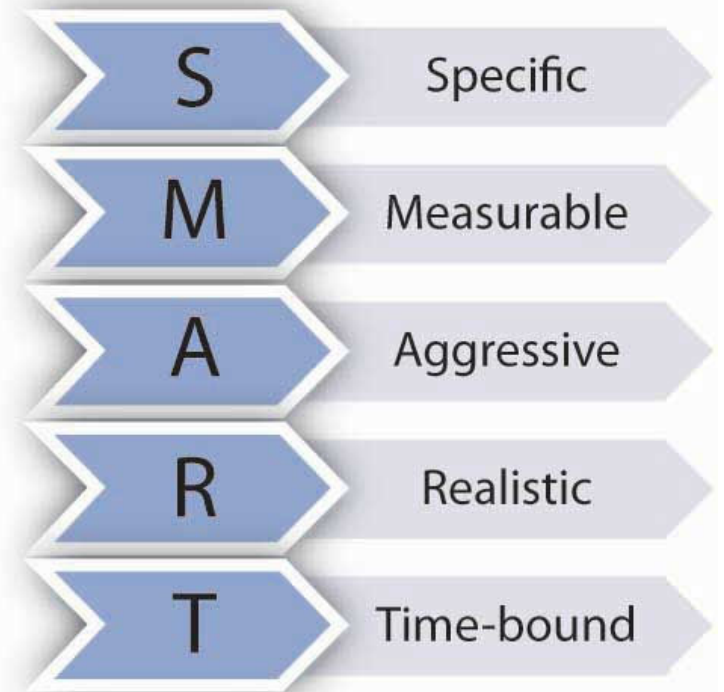
PROPOSED GOALS

New proposed pavement condition goals for 2026:

Average system-wide PASER rating of 6 or better
- Major Roads min. 60% at 6 or above (currently 58%)
- Local Roads min. 45% at 6 or above (currently 36%)

Goals to be set for streets in the "Poor" category:
- Major Roads max **?**% at 3 or worse (currently 22%)
- Local Roads max **?**% at 3 or worse (currently 39%)

PROPOSED GOALS, CONT.

Rationale for new goals:

- Sets average, but also seeks to fix worst roads

- Benchmarking vs. other communities

- Goals are aggressive but achievable

- More aligned with resident expectations

NEXT STEPS

- Perform additional modeling with new goals in mind
- Refine pavement maintenance strategy
- Pavement condition scoring in 2023 & 2025
- Analysis of different goals and level of additional investment needed to reach them

Longer term – if goals are achieved by 2026, reevaluate goals and possibly raise the criteria.

CHALLENGES

- Increasing construction costs

- Contractor Capacity

- COVID related material and staffing shortages

- Pressure to resurface more of the worst streets

QUESTIONS

Thank you for your time.

Questions will be addressed as time allows, or further questions can be e-mailed to Sara Higgins.