



## MEMORANDUM

**TO:** MIKE TRIMBLE, CAPITAL PLANNING OFFICER

**FROM:** HOWARD S. LAZARUS, PE, DIRECTOR, PUBLIC WORKS DEPARTMENT

**SUBJECT:** STREET RECONSTRUCTION PRIORITIZATION PROCESS

**DATE:** MARCH 13, 2012

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**PURPOSE:** This memorandum is in response to Bond Election Advisory Task Force (BEATF) Transportation Committee's request to provide further detail on Public Work's prioritization process for street reconstruction projects to 2011 Needs Assessment.

**DISCUSSION:** Public Works Department (PWD) concluded our initial Needs Assessment for additional capital funding and provided it to The Capital Planning Office (CPO) in July 2011. The Department continued the refinement of the initial assessment and submitted a second update in August 2011.

Based upon this information and assuming a six year bond cycle, Public Works provided a target number for the program of **\$90M**. This figure is based upon historical performance under the Accelerate Austin program. Dependent upon subsurface utilities and other site conditions, this funding level provides for approximately 20-30 lane-miles of reconstruction per year, inclusive of utilities, sidewalks, plantings, markings, signals, and other appurtenances.

### *Street Reconstruction Program*

There are approximately 7,450 lane-miles of pavement in the City, consisting of arterials, collectors, and neighborhood streets. The estimated value of the street inventory is \$3.2 billion, with an average age of over 39 years.

In its presentation of its FY09 budget, PWD identified the need for \$150M in FY11 and \$250M in FY15 to meet its plan to improve the condition of existing pavements to 80% rated as satisfactory or better by the end of FY18. With current street reconstruction funds expected to be fully obligated by the end of 2012, PWD will require \$15M - \$20M annually from FY13 through FY18 to continue the progress.

### ***Condition Assessment***

PWD conducts an evaluation on a rolling-three year basis and uses the following rating scheme to assess pavement conditions: A – Excellent; B - Good, C – Satisfactory, D - Poor, F – Failed. Ratings account for both pavement condition and “ride-ability” of the street. Streets selected for initial consideration have either a D-Poor or F-Failed rating.

### ***Work Prioritization***

Streets are selected for reconstruction based upon the following criteria:

- Select streets with a condition assessment of D-Poor or F-Fail
- Customer Service Requests
- Timeframe for project completion / bond expenditure is 6 years.
- Projects should include design projects that are in 2006 / 2010 Bond program.
- Projects that can included in other departments’ needs.
- Incorporate suggested CPO prioritization guidelines into the prioritization model.
- Align projects to meet or compliment City Strategic Initiatives.

Additional detail on these criteria is provided below:

### ***Design Projects from 2006 / 2010 Bond Program***

PWD considers it is important to ensure that streets selected for the reconstruction program need to be able to be completed in the bond expenditure period. In order to accomplish this objective, PWD during the last two bond programs set aside money to design some of the streets and make them construction ready for the next bond program. These identified projects are given a higher consideration in our prioritization process.

### ***Other Department Needs***

PWD is committed to a “complete street” approach in system maintenance and preservation as well as reconstruction. The approach takes into consideration all parts of the right of way: streets, sidewalks, bikeways, local area traffic management devices, and signage.

### ***Incorporate CPO Prioritization Guidelines and Complement City Initiatives***

CPO presented and has refined prioritization guidelines for the Capital Program. PWD has incorporated these suggestions and guidelines into our process to ensure the department’s process is mutually supportive as possible. The department also takes into consideration any City Strategic Initiatives, such as Imagine Austin, into our prioritization model.

### ***Coordination Meetings***

Public Works considers an important step in continuing our refinement of the critical infrastructure assessment process is to conduct a series of meetings with those departments that perform project work in the Right-of-Way. The purpose of these meetings is to identify and

discuss opportunities where we can coordinate projects with other departments to address multiple infrastructure needs.

**CONCLUSION:** Based upon the above discussion, funding at a level of \$15 million per year will help PWD continue to improve the condition of the City's streets and ensure that an appropriate level of authorization is provided.