



SAVE OUR STREETS 2008 YEAR END REPORT



31st Street SE overlaid as part of the 2008 SOS Program

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ABOUT THIS REPORT

The **Save Our Streets (or SOS) Program** was created in 2004 to preserve and improve the pavement of the local street system by funding yearly pavement preservation and improvement projects.

At the end of each year the Auburn Public Works Department produces a Year End Report to update the public on the accomplishments and future plans of the SOS Program. This is the fourth Year End Report produced for the SOS Program and includes:

- Background on the SOS Program and Auburn's pavement management strategy.
- A summary of the SOS projects completed and the expenditures spent during 2008.
- An update of the overall pavement condition of Auburn's local streets.
- An update on plans for future SOS Projects.

BACKGROUND

ABOUT THE SOS PROGRAM

The City maintains 211 centerline miles of streets, of which 119 centerline-miles (or more than half the network) is made up of local streets. In 2004 the public was showing concern over the condition of these local streets, but local street funding had dropped dramatically in the preceding years (see Figure 1) and the City could not afford to make the needed improvements.

In response to the situation, the City proposed a funding measure (Proposition No. 1) which was approved by Auburn citizens in the November 2004 General Election. This Proposition now allows the City's property tax levy to generate money for a **Dedicated Local Street Fund** which is solely used to fund a local street preservation and improvement program, called the Save Our Streets (or SOS) Program.

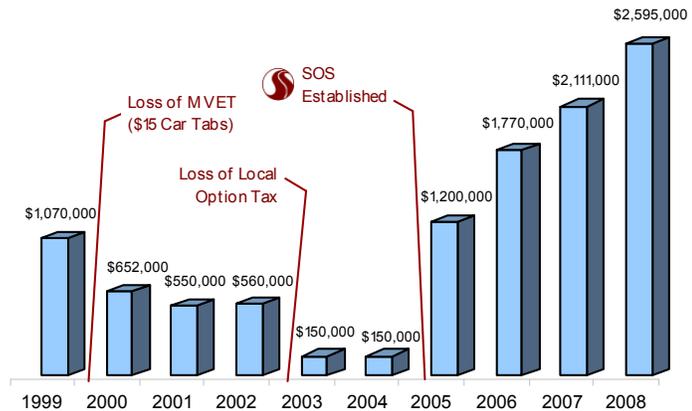


Figure 1: History of Funding for Local Streets

In 2008 the levy generated about \$2,200,000 which was combined with other revenue sources to provide the SOS Program with \$2,595,000. In 2009 the levy will generate another \$2,200,000 which will be combined with other revenue sources for a total of \$2,363,200.

ABOUT AUBURN'S PAVEMENT MANAGEMENT

The City measures pavement condition using the **Pavement Condition Index (or PCI)**. As shown in Figure 2, PCI values represent pavement condition based on a scale from 0 to 100 with 100 being pavement in perfect condition and 0 indicating the pavement has completely failed.

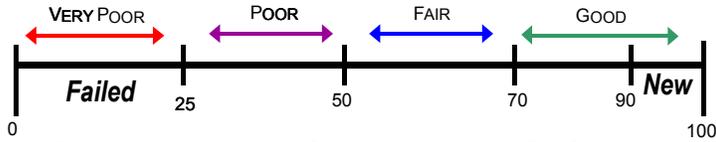


Figure 2: Pavement Condition Index (PCI) Scale

PCI values generally indicate the best treatment for pavements in different conditions. For example,

pavements with high PCI values typically require relatively inexpensive treatments that simply preserve the existing pavement; pavements with average to low PCI values typically require more expensive rehabilitative treatments; and pavements with really low PCI values are often unsalvageable and have to undergo very expensive rebuilds.

Figure 3 shows the general guidelines (called a **decision tree**) the City follows to select treatments for pavement in different PCI ranges as well as the typical costs of each treatment (although final treatment selection is always an engineering decision).

Pavement Condition	Typical Treatment	Typical Current Cost
PCI 90 - 100 Like-New Condition	No Treatment Needed	\$0
PCI 70 - 90 Good Condition	Seal Cracks – Cracks are sealed with liquid asphalt to prevent water from penetrating the street and weakening the foundation.	\$0.25 per square yard
PCI 50 - 70 Fair Condition	Patching and Thin Overlay – Broken pavement is replaced (patched) to renew the load carrying ability of the existing pavement. Then the road is overlaid with a thin layer of pavement (1½ inch or less in depth) to preserve the existing pavement and provide a smooth driving surface.	\$15.00 per square yard
PCI 25 - 50 Poor Condition	Extensive Patching and Thin Overlay – Same treatment as above only more extensive patching is typically required. (Some streets in this condition require a thicker overlay)	\$20.00 per square yard
PCI 0 - 25 Very Poor Condition	Rebuild Pavement – Existing pavement is completely removed and a new road is constructed.	\$95.00 per square yard

Figure 3: Maintenance Decision Tree for Local Streets

About every 4 years, the City surveys Auburn's entire street system and calculates a PCI value for each street. With the help of **pavement management software**, the City uses all the PCI values from the survey and the treatment guidelines and costs from the decision tree, to determine the funding needs of the entire street system. Since these needs are always a lot more expensive than the City can actually finance in a single year, the City has to prioritize and select a limited number of streets to treat each year.

During the initial four years of the SOS Program (2005 through 2008), streets in fair to poor condition have been given the priority, since pavement in this condition is considerably more expensive to treat in the future if allowed to deteriorate into very poor condition (as shown by the treatment costs listed in Figure 3). After the 2008 SOS Program, a significant portion of the streets in fair and poor condition have been treated. Therefore starting in 2009, the SOS Program will continue to overlay the remaining streets in fair and poor condition but will also begin rebuilding pavement in very poor condition.

2008 SOS PROJECTS

PROJECTS

The 2008 SOS Program consisted of the following projects:

2008 PAVEMENT PATCHING AND THIN OVERLAY PROJECT

– This project resurfaced approximately **6.5 miles** of local streets throughout the City (see Map 1 in the Appendix for the specific streets). The resurfacing was done in two phases. The first phase involved patching areas of damaged pavement (that is, areas of pavement were ground out and replaced) and replacing segments of sunken curb and gutter to fix drainage problems. The second phase involved resurfacing (or overlaying) the streets with a thin layer (1½ inches or less in depth) of asphalt pavement. Utilities (manholes, water valve covers and survey monument cases) were also raised to the new road grade and new traffic paint and thermoplastic markings were applied. The City contracted with Woodworth and Company, Inc. to construct the project. Construction began in July 2008 and was completed in November 2008.



14th Street NE after being overlaid



22nd Street SE after being overlaid



F Street NW after being rebuilt

F STREET NW REBUILD – The first 250 feet of pavement on F Street NW north of West Main Street was rebuilt by the SOS Program as part of the West Main Street Improvement Project. The pavement rebuild included new storm drainage facilities, curb and gutter, sidewalks and a driveway. The pavement on F Street NW was in poor condition and since the West Main Street Improvement project already included work to add parking stalls along the east side of F Street NW, the City decided that it would be more efficient and cost effective to rebuild this small portion of F Street NW as part of the West Main Street Improvement Project than to wait and rebuild it at a later date. Construction on F St NW began in January 2008 and was complete in February 2008.

DESIGN ENGINEERING FOR THE LES GOVE NEIGHBORHOOD IMPROVEMENT PROJECT

This project will construct roadway, storm drainage, sanitary sewer, and water system improvements in the neighborhood located to the northwest of Les Gove Park (see streets in orange on Map 2 in the Appendix). The SOS Program will fund the roadway improvement portion of the project which will consist of overlaying 1.3 miles of streets, rebuilding 0.5 miles of streets, and replacing segments of sunken curb and gutters. Design of the project began in March 2008 and construction is anticipated to start in Spring 2009.



5th Street SE scheduled to be rebuilt as part of the Les Gove Neighborhood Improvement Project



J Street NE scheduled to be overlaid as part of the 2009 Local Street Pavement Preservation Project

DESIGN ENGINEERING FOR THE 2009 LOCAL STREET PAVEMENT PRESERVATION PROJECT

– This project will overlay the pavement on 22nd Street NE (since it was deferred from the 2008 SOS Program due to levy repairs along the Green River) and other local streets in the City’s downtown area as part of the 2009 SOS Program. The initial planning for this project began in June 2008 and consisted of a field survey of all the deficient pavement on local streets in the downtown area. Based on this field survey, specific streets in the downtown area were chosen to receive an overlay treatment as part of this project. Map 2 in the Appendix shows the specific streets (in yellow) that will be overlaid as part of this project. Design work for these streets began in December 2008 and construction is anticipated to start in the Summer of 2009.

REVENUES AND EXPENDITURES

Figure 4 shows revenues and the expenditures of the SOS Program during 2008.

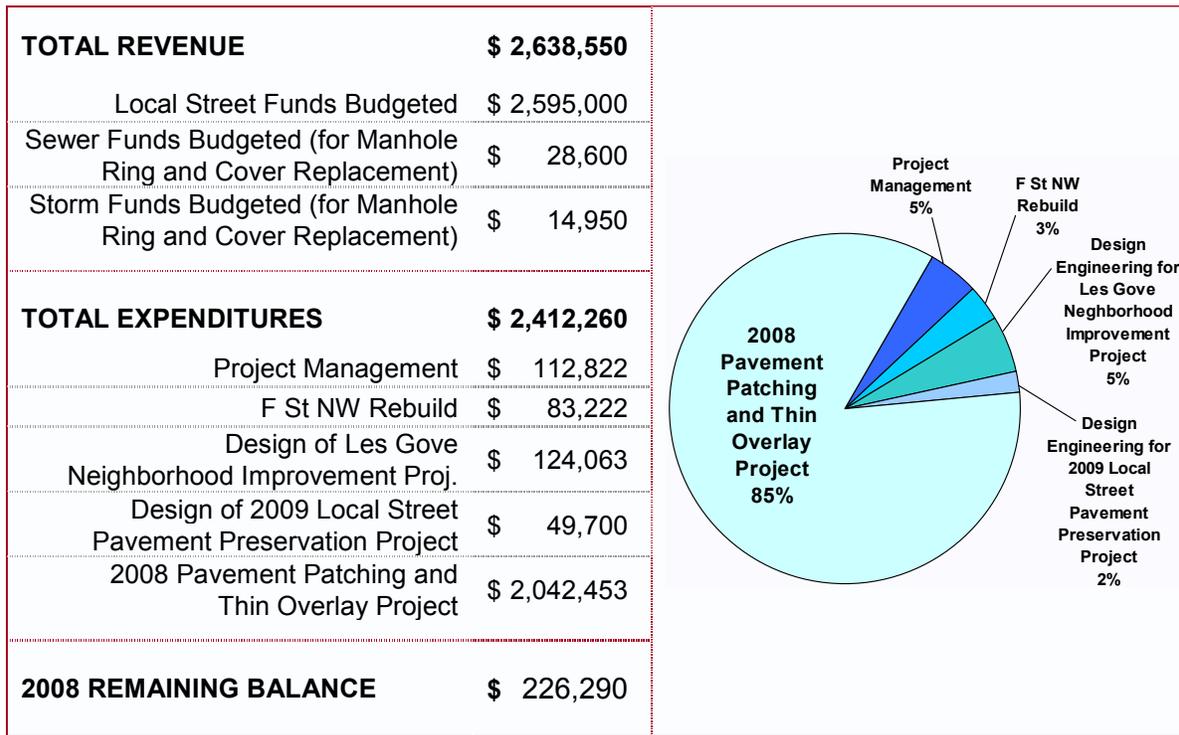


Figure 4: Revenue and Expenditures of Local Street Fund during 2008

CURRENT PAVEMENT CONDITION

Figure 5 shows a breakdown of the past and current pavement condition of Auburn's local streets. At the beginning of 2008 the City annexed 36 miles of additional local streets, so the figure shows the condition of these annexed local streets separately from the local street maintained by the City before the annexation. As can be seen in the figure, since the creation of the SOS Program in 2004 the number of streets in fair and poor condition have been significantly reduced while streets in very poor have remained fairly constant. So the

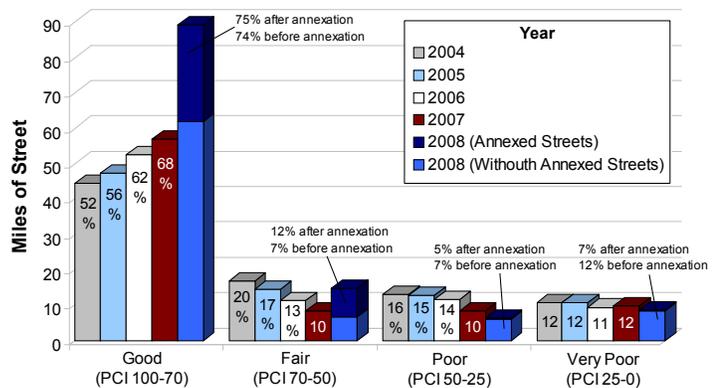


Figure 5: History of Pavement Condition for the Local Street System.

*Data is based on pavement condition surveys performed in 2002 and 2006 for the pre-annexed streets and a survey performed in 2008 for the annexed streets.

Year	Average Local Street System PCI
2004	66
2005	68
2006	70
2007	72
2008	74 (without annexed streets) 77 (with annexed streets)

Figure 6: History of Average Local Street System PCI

SOS Program has been doing an effective job of improving and preserving the pavement of Auburn’s local streets.

Figure 6 shows the average PCI of the entire local streets system. This figure further confirms that the SOS Program has been doing an effective job of improving and preserving the pavement of Auburn’s local streets since the average PCI of the entire local street system has been steadily increasing since the SOS Program was created in 2004.

FUTURE SOS PROJECTS

The 2009 SOS Program will continue to overlay streets in fair and poor condition, and will also begin rebuilding pavement on some streets in very poor condition. The total budget for SOS Program in 2009 will be \$2,200,000. This will allow 1.3 miles of street to be overlaid and 0.5 miles of streets to be rebuilt in the neighborhood located to the northwest of Les Gove Park (as part Les Gove Neighborhood Improvement project) and an estimated additional 0.9 miles of streets to be overlaid throughout the City. Map 2 in the Appendix shows the specific streets the City plans to treat as part of the 2009 SOS Program.



7th Street SE scheduled to be overlaid as part of the 2009 SOS Program

Furthermore, the \$2,200,000 budgeted for 2009 will also allow the City to begin design work on streets that will be improved as part of the 2010 SOS Program. The specific streets that will be treated as part of the 2010 Program and beyond have not yet been selected, but the SOS Program will continue to

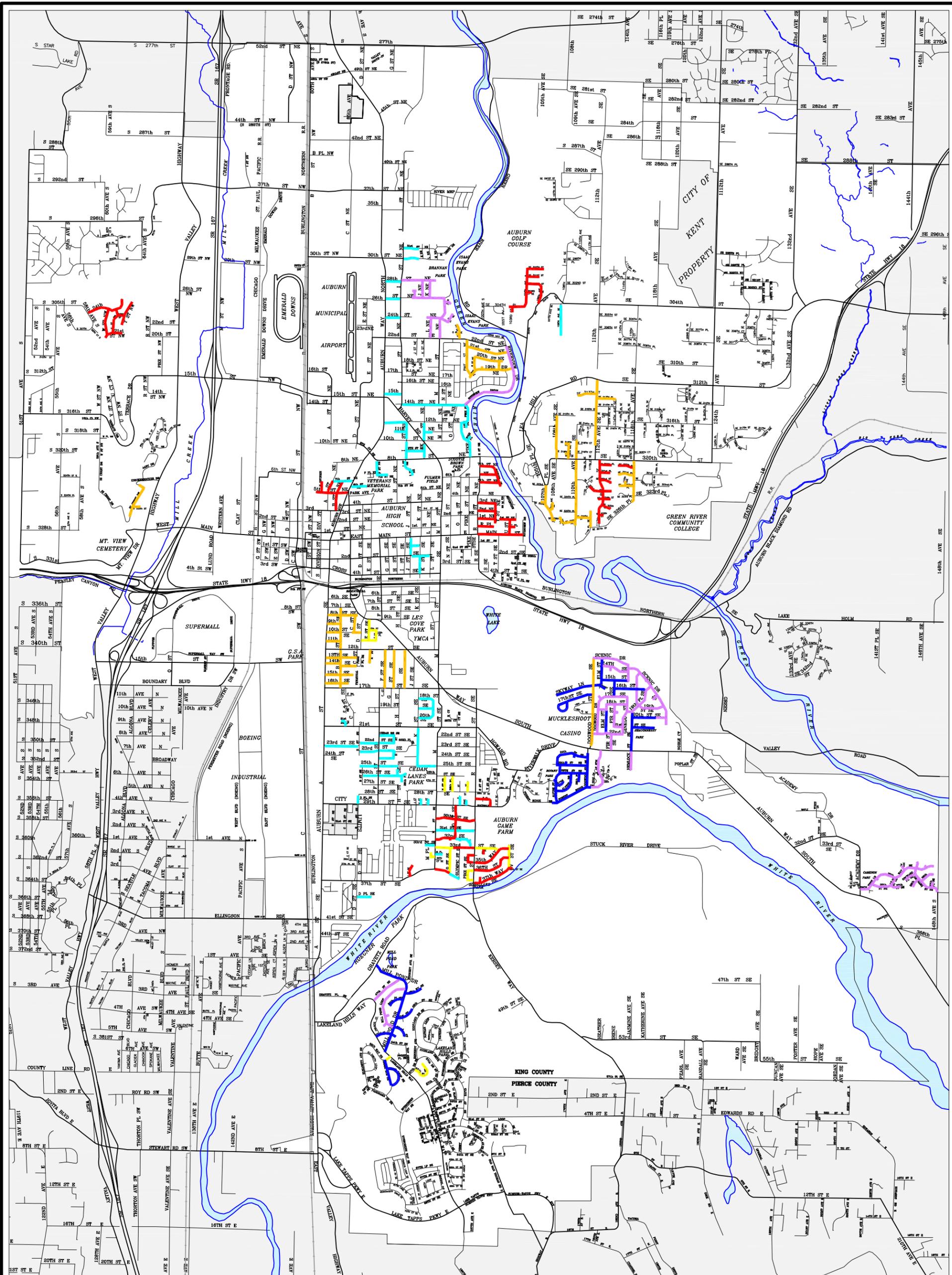
perform pavement improvement work on local streets each year until every local street in the City with deficient pavement has been treated.



J Street SE in need of being rebuilt by a future SOS Program

APPENDIX

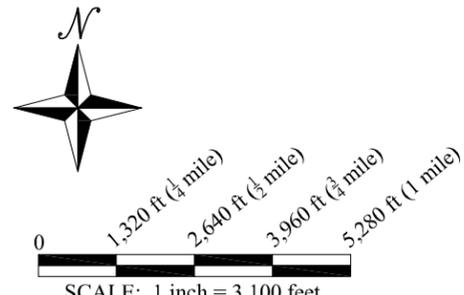
- Map 1:** **History of Local Street Treatments** - This map shows the history of local street improvement projects (including SOS projects completed in 2008).
- Map 2:** **2009 SOS Streets** - This map shows which streets the City plans to improve as part of the 2009 SOS program. This map also shows which local streets will be in need of work after 2009.

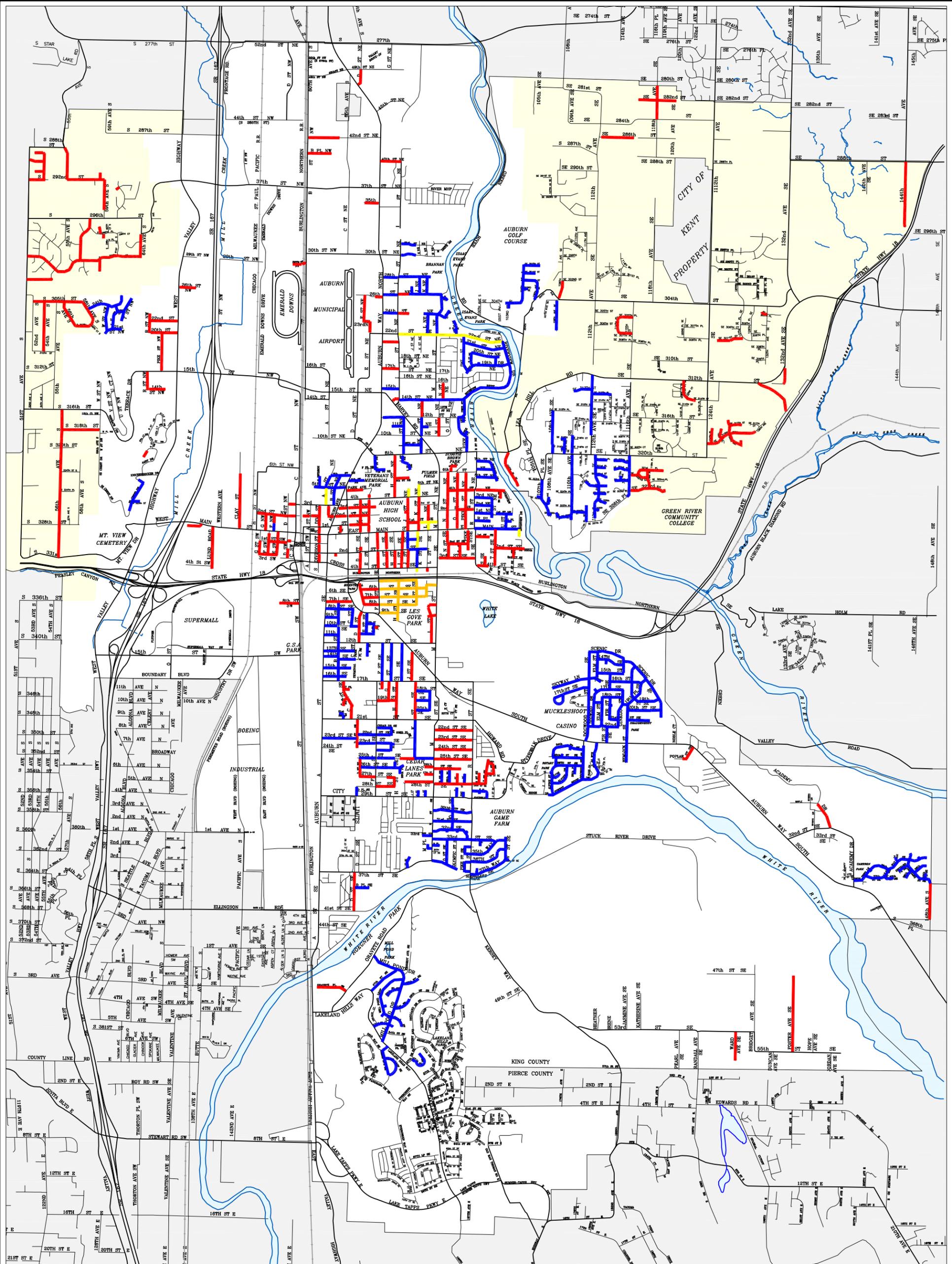


MAP 1: History of Local Street Treatments

LEGEND

- 2008 PATCHING/THIN OVERLAY (2008 SOS PROJECT)
- 2007 PATCHING/THIN OVERLAY (2007 SOS PROJECTS)
- 2006 PATCHING/THIN OVERLAY (2006 SOS PROJECTS)
- 2005 PATCHING/THIN OVERLAY (2005 SOS PROJECTS)
- 2004 CHIP SEAL
- 2003 CHIP SEAL





MAP 2: 2009 SOS Projects

LEGEND

- █ 2003 - 2008 PAVEMENT IMPROVEMENT WORK COMPLETED
- █ 2009 PAVEMENT IMPROVEMENT WORK PLANNED
- █ 2009 PAVEMENT IMPROVEMENT WORK PLANNED
(AS PART OF THE LES GOVE NEIGHBORHOOD IMPROVEMENT PROJECT)
- █ LOCAL STREET IN NEED OF WORK AFTER 2009
- 2008 ANNEXATION AREAS

