

Preserving and Repairing FRASER Streets

A plan for pavement preservation

Street Facts

- City has more than 43 miles of local streets and roads.
- In 1983 a comprehensive \$22.5 million Capital Improvement Plan (CIP) was presented to the Fraser City Council, but not acted upon.
 - City's infrastructure is 30 years older and in greater need than ever.
 - 1983 dollar is worth \$0.83 today meaning the proposal by Mr. Beer in 1983 would cost \$27.12 million today or 4.53 mils per year for 20 years at 4.25% interest

Street Facts

- No CIP has been presented since that time, City has done pay-as-you-go.
 - Used funds from annual budget to supplement State Money.
- City budget has shrunk from \$15.3 million to \$12 million since 2007.
 - City has cut Staff from 117 in 2002 to the current 67 employees.
 - DPW was cut from 17 to 9 employees which impacts all infrastructure repairs and maintenance.
 - No money in annual budget for Capital expenditures.

Street Facts

- Under Act 51 the State provides all municipalities a share of gasoline taxes it receives for local and major road maintenance and upkeep.
 - This includes sweeping, snow removal, winter salt use, and other related activities

Street Facts

- This leaves an average of \$150,000/year for actual road maintenance and repair.
- Cost to restore bad pavement ranges from \$45,000 to \$322,000 per mile
 - Act 51 money is not enough to maintain 43 miles of local roads or provide matching funds for major roads.

Street Failures - The Cause



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Street Failures – The Cause

- Water is the #1 cause of street failure
 - From spring - fall water ponds work under the street causing failure under the street.
 - During winter water seeps into cracks and seams and freezing/thawing action leads to pot holes and breakdown of streets

Are you tired of pot holes?



Are you tired of bumpy streets?



Are you tired of watching the streets around your house get worse each year?



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City Asset Management Plan

- A comprehensive study of Fraser streets in 2006 was submitted as an Asset Management Plan to the State.
 - Based on street conditions in 2006 the study showed the City needed to invest \$900,000/year over 20 years to reverse the trend of deteriorating and ultimately failing streets.
- Recession hit in 2007 and plan was not implemented.

A problem with a solution.....

- Fraser streets are ageing and failing
 - 1983 CIP and 2006 Asset Management plans were not implemented.
 - Lack of funding was the primary problem
 - Instead City did pay-as-you go with Act 51 State funds and whatever funds could be spared from the annual budget.
- Since 2007 there has not been enough money each year slow, let alone stop the crumbling of streets

A problem with a solution.....

- To get the most bang for our dollars the program emphasizes pavement preservation
- Best example is the recently completed project on 14 Mile Rd from Garfield to Kelly Rd.
 - 1 mile stretch of road by 5 lanes
 - 2 ½ times the size of local streets.
 - Total cost less than \$330,000 or \$66,000/lane mile
 - Extends the service life of 14 Mile Rd. by 10 years.

A problem with a solution.....

- In August the Fraser City Council adopted a resolution authorizing language for a referendum on the November 2014 ballot.
- The measure, if approved by voters, allows Fraser to seek \$5.13 million for a period of 5-years for road repairs and upkeep.
- The cost to taxpayers is less than 2 mils/year.
 - For homes with taxable value of \$50,000 this is less than \$100/year.

Summary

- Water- the primary cause of road deterioration
- Fraser – unsuccessful in launching a comprehensive capital improvement plan in 1983 and it's 2006 Asset Management plan.
- State Act 51 money with some from annual budget to do some projects.
 - Not enough spent to keep up with deterioration.
- Not enough money to even do that today.

Summary

- Council authorized bond issue to start to address problem.
- \$5.13 million over five years.
 - \$1 million/year = to that recommended in 2006 Asset Management Plan.
 - Less than 2 mil tax increase, less than \$100/year on SEV \$50,000.
- Project will emphasize Pavement preservation.
 - Similar to 14 Mile Rd. Garfield to Kelly repairs

Summary

- Bond requires voters approve the measure as well.
- If approved, work will begin in the spring.
- The City will undergo an aggressive street program to quickly extend the life of our deteriorating streets.