



## **AGENDA ITEM SUMMARY**

### **Item # 1**

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**MEETING DATE:** October 19, 2021

**ITEM TITLE:** Continued Discussion & Analysis- SEPI Pavement Condition Study & CIP

**ITEM SUMMARY:**

The Town Council authorized a Pavement Condition Survey and Capital Improvement Plan which has been finalized and presented to the Council at its October 5 meeting. This plan outlined two options. The Council requested a third option and Town staff has prepared a potential 4<sup>th</sup> option. These options are described below.

Option 1 – approximately \$675,000 spent yearly on pavement maintenance improving the system from approximately 27% good/excellent condition to 53% good/excellent.

Option 2 – approximately \$1,000,000 spent yearly improving the system to 99% good/excellent.

Option 3 – approximately \$800,000 spent yearly improving the system. This option would include an additional \$200,000 for construction contingency.

Option 4 – approximately \$1,000,000 spent yearly, including \$675,000 on pavement maintenance and \$400,000 on defined construction projects.

The Town recognizes that its streets are one of its greatest assets and infrastructure responsibilities. Present practice is to fully rebuild streets when construction takes place. A schedule of street construction has been prioritized by the Capital Infrastructure Improvement Committee and recommend to the Town Council. The most recent Plan was adopted by the Town Council on July 9, 2019. This plan fully rebuilds short sections of a road at a time. One reason for seeking a qualified firm to perform a Pavement Condition Survey and Capital Improvement Plan for Maintenance and Repair Treatment Recommendations was to ensure that the Town is effectively and efficiently making budget decisions. One main goal of this study is to be able to have valuable information to make decisions based on a comprehensive system wide approach in order to improve more street miles in a shorter time period.

**STAFF RECOMMENDATION:**

It is staff's expectation that, barring any unforeseen issues, that Option 3 will be the preferred option. This plan, as envisioned, recognizes the need to spread the maintenance and repair dollars along a greater portion of the Town's streets while still reserving funding to address construction needs or build in a Capital Reserve Street Fund. The funding for construction needs could be based on known needs or funded as we become aware of issues discovered through the maintenance work. We might

allocate funding to widen a portion of a street as it is receiving maintenance, or we might use these funds as a contingency if we discover the need for additional fill material while out in the field.

Option 1 does not budget enough money annually to address and improve the present condition of the street system and results in more miles of streets falling into poor and failed conditions.

Option 2 will result in a significant improvement of the street system in a short period of time, but it does not leave funding for street conditions that need a more aggressive construction approach.

Option 3 is based on an annual budget of \$800k/yr. This option falls in between Options 1 and 2 previously presented with some changes to the types of treatments and timing of rehabilitation work.

1. This plan still uses patching heavily in the first 4 years.
2. All category A roads were brought up to at least a level of good serviceability by the conclusion of the plan. This was a priority in the logic and was not accomplished by patching only.
3. There is a slight departure from previous plans in year 2022 with more heavy rehab on the category A roads to get them squared away early and in good shape.
4. This plan touches 47 miles of road and improves the system to 73% good/excellent, 27% Fair.
5. This plan eliminates the poor roads late in the plan as compared to the previous Option 1.

Option 4 is a hybrid approach that addresses both street maintenance and construction needs but continues the present practice of full depth rebuilds, therefore limiting the amount of street miles addressed yearly. Staff was able to make adjustments to Option 1 by strategically moving maintenance items to coincide with construction projects in the same year. Those projects were identified on the CIIP Priority list adopted by Town Council in July of 2019.

**REQUESTED ACTION:**

Town Staff request that the Town Council give direction and approval of one of the four options listed above.

**ATTACHMENTS:**

Option 3 – Additional SEPI Analysis for Pavement Maintenance  
“\$800,000 pavement maintenance/\$200,000 construction contingency”

Option 4 – Staff hybrid plan  
“\$675,000 pavement maintenance/\$400,000 defined construction projects”  
This attachment consists of once Excel document with 13 sheets. Sheet one summarizes the work done in each year from 2021-2032 with an additional sheet for each of these years. Staff took the SEPI Option 1 and added construction work to each year. By doing so, some of the maintenance that SEPI identified was moved to later years. Staff’s edits are indicated with red type.

Options 1 and 2 can be found in the previously presented SEPI report as part of the Town Council’s October 5 agenda packet, or at -  
<https://www.southernshores-nc.gov/wp-content/uploads/2021/10/Southern-Shores-PCS-CIP-Final-Report-v2.pdf>