

CITY OF COOS BAY CITY COUNCIL
Agenda Staff Report

MEETING DATE February 5, 2013	AGENDA ITEM NUMBER
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TO: Mayor Shoji and City Council

FROM: Jim Hossley, Public Works and Development Director
Through: Rodger Craddock, City Manager



ISSUE: Status of City Streets

BACKGROUND:

The City of Coos Bay is responsible for approximately 167 lane miles of streets, of which approximately 130 miles are asphalt, 14 miles are concrete and the remaining miles are gravel. U.S. 101, which includes Broadway and Bayshore, are maintained by the Oregon Department of Transportation.

Comprehensive pavement management inspection and reporting is very labor intensive, thus the cost to collect the street condition data is usually very high. In 2002 a consultant completed a comprehensive pavement evaluation and report for the City. The purpose of the evaluation and report were to identify the City of Coos Bay's street maintenance priorities. The report examined the overall condition of the City's street network and highlights the impacts of funding levels on the network pavement condition and deferred maintenance funding short falls. At that time the estimated replacement value of the City's street network was \$70 million. That estimate is now...**at least half again as much**. At the time, 44% of the street network was considered in the "good" condition category; 21% "satisfactory"; 11% "fair", and 24% "poor".

While we have not been able to systematically address the deficiencies identified in the 2002 report, street improvement projects have been completed as funding has allowed. Since 2002, City staff has been continually revising street maintenance priorities based on staff observation of road conditions, emergency needs, and dollars available to make repairs.

Due to funding constraints, most pavement maintenance dollars have been expended on arterial streets, while only stop gap (e.g. pothole patching) repairs were performed on collector and local streets.

The lack of asphalt treatments or overlays exacerbated by poor subsoil, old construction methods, improperly repaired utility trench cuts, groundwater, and leaking utility pipes (water, sanitary and storm) has led to the demise of portions of the collector and local street network. Staff estimates that at best, approximately 40% of the total street network is currently in "good" condition while the percentage in the bad condition has grown. As more "good" streets deteriorate into the satisfactory and poor categories, the price tag for deferred maintenance will continue to increase.

Staff will provide a more in depth presentation on this issue during the council meeting.

ADVANTAGES:

The presentation will highlight the status of one of the City's most expensive infrastructure and will facilitate discussion regarding provision of proper maintenance of the City's street network.

DISADVANTAGES:

None

BUDGET:

None at this time

RECOMMENDATION:

Staff recommends that Council consider creation of an infrastructure finance advisory committee to explore methods to pay for needed street maintenance and repairs.

ATTACHMENTS:

PowerPoint Presentation