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GLENDALE EMBARKS ON MULTI-YEAR STREET REHAB INVESTMENT

Citywide Pavement Management Program ensures cost effectiveness and long-term benefits

Glendale, Ariz.---A full survey of Glendale's streets is helping the city prioritize roadwork and make the best use of limited funding. High tech lasers, GPS, 3D cameras, 360-degree cameras and other technology were used to analyze the pavement condition of city streets.

"The survey data on pavement roughness, rutting and defects is so detailed, we are able to prioritize projects and see where timely and less costly repairs can prevent more pricey street reconstruction later down the road," said Public Works Director Jack Friedline.

The city of Glendale owns, operates and maintains 750 miles of roadway, nearly 20 percent of which are major arterial streets carrying traffic volumes up to 70,000 vehicles per day. That's a roadway network that equates to 51.6 million sq. ft. of paved asphalt concrete street surface, with an estimated asset value of nearly \$1 billion within Glendale city limits.

Over the next five years, the city is investing \$38.5 million in street repair and hopes to supplement that number with additional funding from city bonds in 2018. In all, the Glendale City Council has approved a total investment of \$77 million over the next 10 years towards city roadway improvements.

The Pavement Management Program is a strategy to protect the city's investment. "It has already resulted in savings by helping us to maximize the life of our streets," said Friedline.

According to city transportation officials, the Pavement Management Program (PMP) is a fiscally responsive implementation plan to systematically improve the quality of Glendale's streets while addressing both immediate and long-term needs. Its number one objective is to allocate limited city resources in the most effective way possible to maximize the service life of roadway pavement.

"It also exhibits an open and transparent decision-making process in the distribution of limited street improvement funds throughout the city," said Friedline. "It identifies not only which streets should receive work and the specific type of maintenance activity needed, it pinpoints the optimum time in a street's lifecycle when the work should be performed."

The result is a "big-picture" approach that shows which streets warrant treatment based on function, location and the condition of the street surface.

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Currently under development, the city's Pavement Management Program will be used to maintain the city's 110 miles of arterial roadways and additional 638 miles of paved residential streets on an ongoing cyclic basis, and to forecast future maintenance or reconstruction activities on an annual basis.

The systematic planning process for inspection, evaluation and maintenance will identify the appropriate pavement maintenance strategies, including timely and less expensive preventative maintenance and rehabilitation activities as well as the more costly measures like full street reconstruction, based on pavement condition and service life.

“New pavement deteriorates slowly at first and then at a continually increasing rate over time,” said City Engineer David Beard. “This deterioration, caused by normal traffic wear and tear, weather and erosion, can be significantly slowed by use of systematic preventive maintenance starting in the early stages of a pavement's lifecycle.”

The city program uses three primary strategies to maintain, repair and extend the service life of roadway pavement. Preventative maintenance typically includes the application of crack seals and thin non-structural surface overlays. Rehabilitation strategies include the milling and replacement of the top 2-3 inches of pavement followed by the application of structural pavement overlays and limited full-depth patching. Reconstruction strategies are more costly and involve the removal and replacement of existing pavement with new base material and pavement.

“Bottom line is the PMP is a budgeting tool to help the city make the best, most consistent and cost-effective decisions about what work to do and when to do it,” said Friedline. “This holistic strategy of prevention protects both the asset --- our roadway system--- as well as the investment in it.”

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