COUNCIL MEETING DATE:

Monday, April 3, 2017

ADDITIONAL CORRESPONDENCE

RECEIVED AFTER COUNCIL PACKET

PREPARATION

Item 4-2 - Annual Street Rehabilitation Program

DO NOT REMOVE

Please return to Eileen Harrington, Administration
Hello Council members and staff-

The staff report regarding the pavement rehabilitation design contract notes the consultant will use the software StreetSaver developed by MTC.

This software is out of compliance with complete street policy. StreetSaver only considers motorist network typology (such as arterials versus local streets) and possibly motorist volume in its algorithm that generates scenarios for which blocks should be rehabilitated. As a result the scenarios it generates do not provide any weighting for transit and active transportation. This is instead accommodated by some jurisdictions by manually making adjustments after the fact. This is a poor substitute to starting from properly formulated scenarios, but it is all that is available until MTC sees fit to comply with complete streets policy by upgrading StreetSaver. Albany Strollers & Rollers (AS&R) trusts Albany staff will pass whatever scenarios StreetSaver puts out through a substantial complete streets adjustment.

Because there has been substantial turnover in Public Works management and engineering staff since the last pavement rehabilitation project, this message shares AS&R’s institutional memory from the planning for that project. This contains some cautionary notes for planning the next project.

A project was formulated and put out to bid about two years ago. This project was based on the results of the pavement management planning effort undertaken by a consultant funded by a technical assistance grant from MTC. This grant was for $15k if recollection serves. That translates to about $50 per block of pavement.

AS&R reviewed the proposed work in the field. It found the blocks in the best condition among those proposed for rehabilitation were scheduled for grind and overlay and the others for chip seal. This did not make sense.

Fortunately there were no bids submitted for that project. This provided engineering staff a chance to review the PCI scores developed by the consultants. The result was that the scores of half the blocks in the city changed by at least one category. This suggested that $50 per block is too little for a consulting firm to accurately measure PCI, input it, run the software, and write the pavement management plan.

Staff subsequently adjusted the proposed rehabilitation and combined it with the next year rehabilitation project to provide a more valuable project put out to bid at a better time. This strategy successfully enticed a number of bids. Noteworthy for AS&R was that this project dropped almost all the grind and overlay originally proposed because it did not make sense. For instance several contiguous blocks of Neilson were proposed for grind and overlay in the initial project that were dropped from the rebid project.

With this history described, AS&R cautions against relying on PCI scores developed previously for determining which blocks of pavement should be rehabilitated.

Thank you for your attention.

Preston Jordan for Albany Strollers & Rollers