

Management & Maintenance of Local Access Asphalt Pavements

City of Spokane Transportation Commission Board
March 2025

Presented by: Clint Harris - Streets Department Director





History - Transportation Benefits District Program

In February of 2011 the Transportation Benefits District (TBD) Board adopted Resolution 2010-0002 which established the Citizens Transportation Advisory Board (CTAB). The CTAB is responsible for the review of transportation projects for their consistency with parameters established in Chapter 8.16 SMC and Ordinance No.C-34648 regarding how the TBD monies are to be used. By statute, the monies need to be used specifically for projects that serve to:

Reduce risk of transportation facility failure and improve safety, decrease travel time, increase daily and peak period trip capacity, improve modal connectivity, and preserve and maintain optimal performance of the infrastructure over time to avoid expensive infrastructure replacement in the future.

-Chapter 8.16.060(B)

Projects are identified in the 6-Year Pavement Maintenance Program element of the City's 6-Year Comprehensive Street Program. CTAB has primarily chosen to implement project work for Local Access streets. Pursuant to Ordinance No. C-34690, ten percent (10-15%) of the funds generated by the TBD will be directed to implement the pedestrian program of the 6-Year Comprehensive Street Program.

The 6-Year Pavement Maintenance Program establishes the work components of the program including: pothole repair, sub-grade repair, crack sealing, skin patching, thick overlay, grind/overlay, and utility cut patching. Other programs completed by street department are leaf pick-up, snow removal, street sweeping, street grading, restriping, weed control and pavement maintenance and repair for the City's 760 lane miles of arterial streets and 1,460 lane miles of residential streets.





History

Transportation Benefits District Program

Transportation Commission Duties and Responsibilities 2024 (SMC .04.40.080)

A. Six-Year Comprehensive Street Program - The Transportation Commission, in consultation with the Plan Commission, may review and make recommendations on street improvements as part of the Six-Year Comprehensive Street Program. Integrated Capital Management shall provide staff support to the Transportation Commission to help fulfill this duty.

B. Transportation Benefit District - The Transportation Commission may make annual recommendations to the City Council regarding the allocation of Transportation Benefit District (TBD) program funds and funds allocated by the Street Department for residential/local access street maintenance and required investments in pedestrian improvements per SMC 08.16.060. The Transportation Benefit District (TBD) Administrator shall provide staff support to the Transportation Commission to help fulfill this duty. The Street Department will assist with identification of residential/local access streets appropriate for repair.

C. Bicycle Master Plan - The Transportation Commission, in consultation with the Plan Commission and Bicycle Advisory Board, may initiate revisions to the Bicycle Master Plan and recommend projects and policies that support bicycling as a viable and safe form of transportation in the city of Spokane. The Planning and Economic Development Services Department shall provide staff support to the Transportation Commission to help fulfill this duty.

D. Pedestrian Master Plan - The Transportation Commission, in consultation with the Plan Commission, may review and recommend updates to the Pedestrian Master Plan as required by SMC 16A.84.030. The Planning and Economic Development Services Department shall provide staff support to the Transportation Commission to help fulfill this duty.

E. Parking System - The Transportation Commission may make recommendations for changing parking rates for on-street parking and recommend policies or projects to improve the parking environment. The Transportation Commission shall make funding recommendations for Parking System Fund eligible projects and activities as prioritized by the City Council in SMC 07.08.130. The City Parking Manager and the Code Enforcement and Parking Services Department shall provide staff support to the Transportation Commission to help fulfill this duty.

F. Automated Traffic Safety Cameras - The Transportation Commission shall make annual recommendations to the City Council on the following: (1) the addition, relocation, or removal of automated traffic safety cameras consistent with Chapter 16A.64 of the Spokane Municipal Code and state law, (2) expenditures from the budgeted revenues generated from automated traffic safety cameras, and (3) the operation of the automated safety program and any contracts associated with its implementation. The Commission may make recommendations more frequently than annually as needed. Nothing in this subsection shall affect camera locations, projects or expenditures previously approved by the City Council as of the effective date of this ordinance. The Manager of Neighborhood Connectivity Initiatives shall provide staff support to the Transportation Commission to help fulfill these duties.

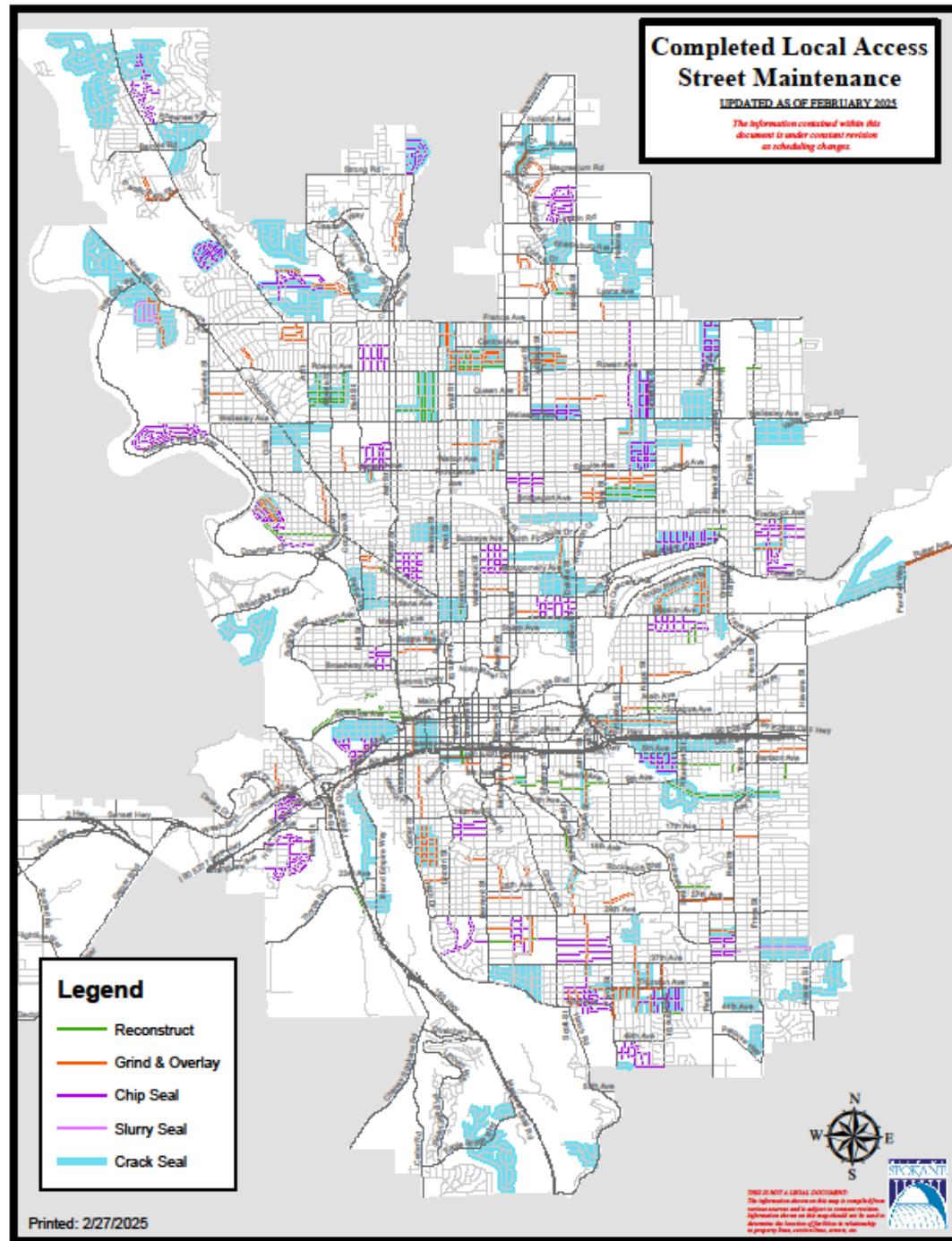
G. Annual Report - The Transportation Commission shall issue an annual report on the state of transportation in the city of Spokane. This report shall include the status of transportation projects, transportation improvement expenditures, revenues, construction schedules, and the status and outcome of any transportation studies. Pursuant to RCW 36.73.160, the report shall satisfy the reporting requirements of the Transportation Benefit District.

H. Annual Work Plan - The Transportation Commission shall establish an annual work plan in consultation with the directors of Integrated Capital Management, Planning and Economic Development Services, Street Department, Code Enforcement and Parking Services, the Transportation Benefit District Administrator, and the Manager of Neighborhood Connectivity Initiatives.



Local Access Projects 2012-Present

*Funded by Transportation
Benefits District and others*





Pavement Management 101

Process of overseeing maintenance, rehabilitation, and preservation of street assets.

Section/Asset Inventory – Pavement Management System (PMS)

- Define section attributes: length, width, area, classification, surface type, number of lanes, etc.

Construction & Maintenance History

- Define Original construction date and details
- Historic maintenance projects

Section Condition Inspection & Calculation – Pavement Condition Index (PCI)

- WSDOT rating standards
- Pavement distress identification and quantification





Pavement Management 101



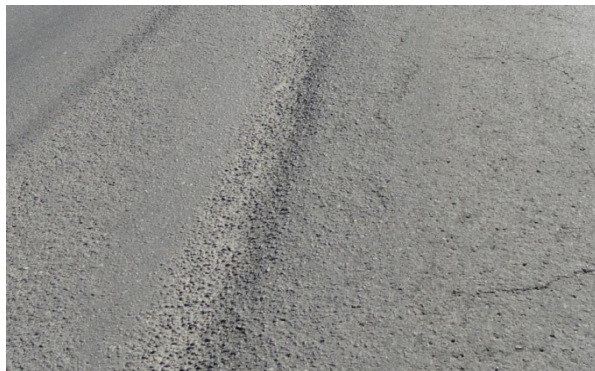
Alligator Cracking



Longitudinal & Transverse



PATCHING



RUTTING

Asphalt Defects



RAVELING





Pavement Management 101

Pavement Condition Index (PCI) Calculation

- **0 to 100 Scale** calculated using **weighted average**
- **Deduct distress values** from 100
- Pavement Management System (PMS) calculates from **yearly inspections**
- Arterials & Local Access **inspected every 2-years**

ASPHALT PAVEMENT RATING FORM

Segment: Main Street	Section (From - To): 14th St to 15th St	Functional Class: Local Access	Date: May 6, 2003
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Surveyed By: John Smith & Dennis Lee	Lanes: 2	Length: 350	Width: 24	Area: 8,400 SF
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1. Rutting and Wear	6. Reveling and Aging	11. Seals and Humps
2. Alligator Cracking	7. Flushing/Bleeding	12. Block Cracking
3. Longitudinal Cracking	8. Patching	13. Pavement Edge Condition
4. Nonwheel Path Long. Cracking	9. WSPOT Patching	14. Crack Seal Condition
5. Transverse Cracking	10. Corrugations and Waves	

Distress Severity	Quantity		
	1/2" x 1/2"	20x30	200
2L	100		
2M	75	150	
5L	24	15	24
8M	150	5x10	100

Sketch/Comments	Distress Severity	Total	Density %	Deduct Value
	SAMPLE	2L	900	11%
2M		225	3%	33
5L		63	1%	2
8M		300	4%	20

Total Deduct Values _____ 96
 Corrected Deduct Values (CDV) _____ 54
 Condition Index = 100 - CDV _____ 46



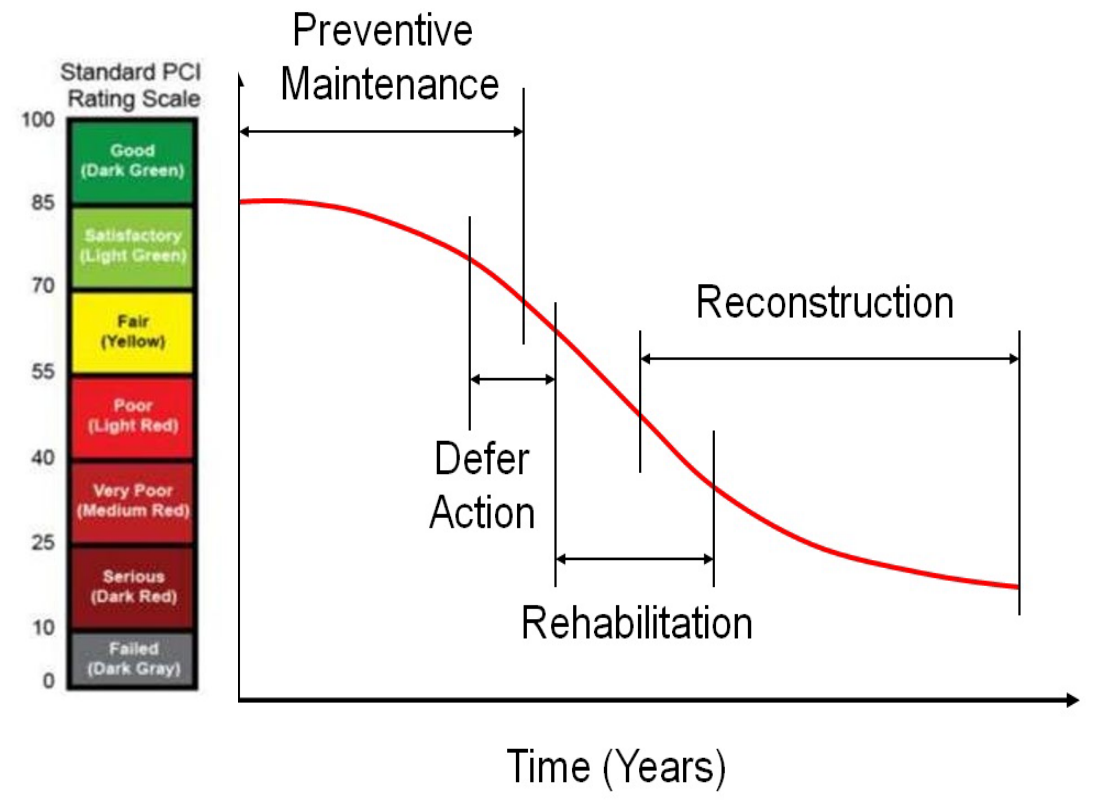


Selection Process

Identify and Prioritize Maintenance & Rehab Needs

Keep the “GOOD” streets “GOOD”

- Proper treatment and proper time
 - *Crack Seal*
 - *Chip Seal*
 - *Grind & Overlay*



PCI Breakpoints

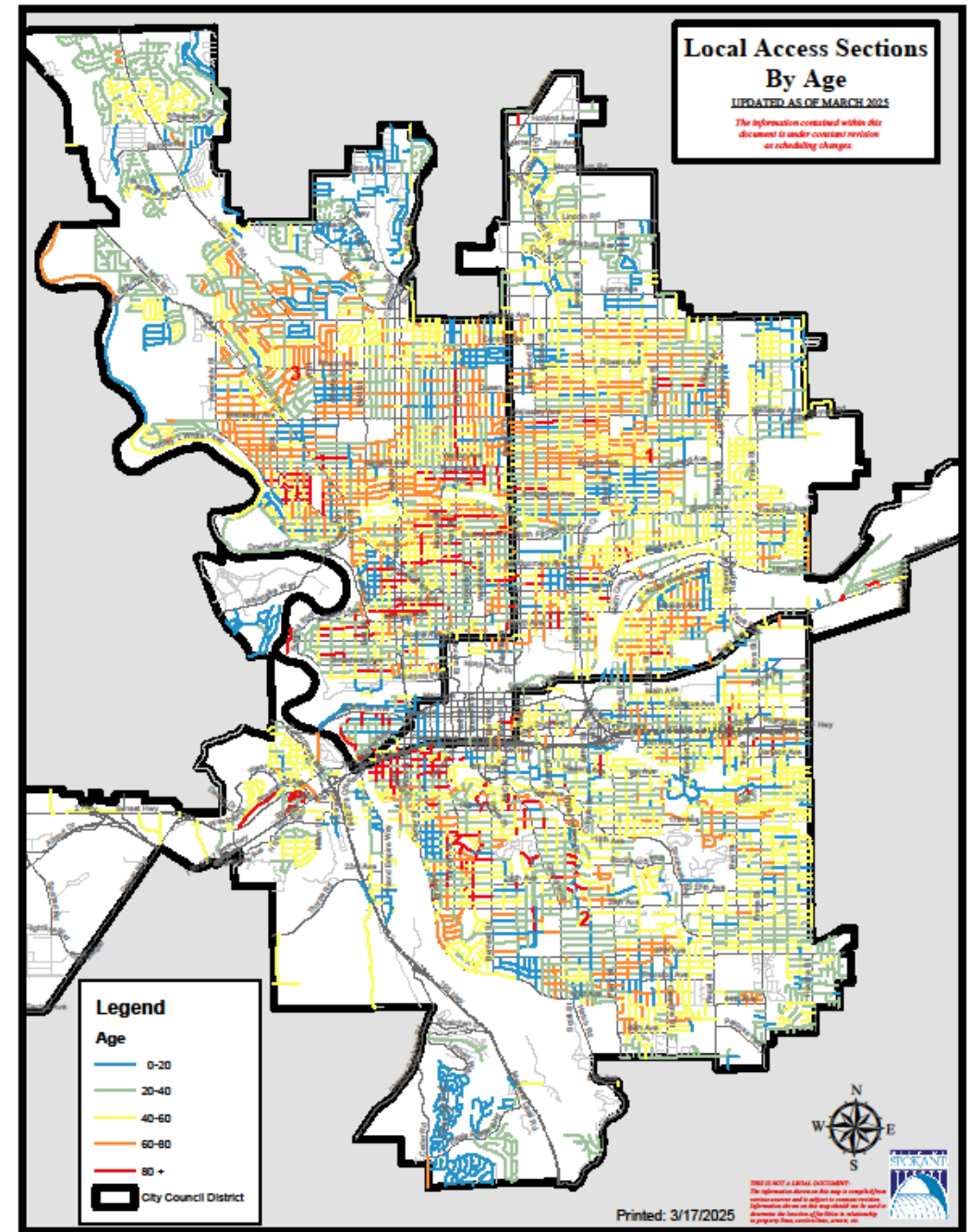
- 70-100 Preventive Maintenance
- 40-70 Rehabilitation
- 20-40 Reconstruction/Rehab
- 0-20 Reconstruction





EXISTING INFRASTRUCTURE

Local Access Street Age





6-Year Maintenance Plan

Project Selection Process

Transportation Committee Role

- **Identify areas of Interest**
 - Citizen Concerns/Public Input
 - Special Interest Groups
- **Assess Project Type & Size**
 - Field Verification
- **Rank Proposed Projects**
- **Project Selection**
 - Budget Planning per Year
 - Distribute Proportionally Across Districts

Street Department Role

- **Provide PMS Section/Project Data**

Year	Project Budget	NE	S	NW
2025	\$5,105,047	\$1,102,067	\$1,552,878	\$1,249,920
2026	\$3,400,183	\$1,964,651	\$1,631,458	\$1,270,848
2027	\$733,226	\$1,206,747	\$1,127,716	\$1,410,543
2028	-\$811,780	\$1,943,040	\$796,944	\$1,729,477
2029	-\$3,081,241	\$1,507,745	\$1,068,340	\$1,190,258
2030	-\$4,647,584	\$0	\$0	\$0
	Totals:	\$7,724,249	\$6,177,336	\$6,851,046
		37%	30%	33%

Integrated Capital Management (ICM) Role

- **Sidewalk/Pedestrian Program**

ProjYr	CDist	ProjType	ProjName	AreaYd	SegMi	LnMi	AVG PCI	AVG Age	Matrix	\$/yd	Cost
2025	1 - NE	Chip	Wilding from Standard to Lincoln Et Al	32,953	1.55	3.10	63.8	38.0	3.8	\$18.00	\$593,160
2025	1 - NE	Grind	Sinto - Hamilton to Superior	3,556	0.15	0.30	40.0	87.9	7.9	\$78.00	\$277,333
2025	1 - NE	Grind	Queen - Crestline to Stone	2,969	0.13	0.25	43.0	77.1	7.1	\$78.00	\$231,573
2025	2 - S	Chip	Chestnut St Et Al	33,650	1.84	3.68	84.9	22.2	1.8	\$18.00	\$605,698
2025	2 - S	Grind	Magnolia - Pacific to Sprague	3,700	0.14	0.28	38.5	75.8	7.4	\$78.00	\$288,600
2025	2 - S	Grind	20th/McClellan - Bernard to 19th	2,870	0.16	0.33	40.0	68.7	6.9	\$78.00	\$223,860
2025	2 - S	Grind	Christmas Tree/Rockwood Pine	5,573	0.32	0.63	50.3	61.1	5.5	\$78.00	\$434,720
2025	3 - NW	Chip	Augusta from Monroe to Howard Et Al	23,926	1.33	2.65	72.2	38.0	2.8	\$18.00	\$430,660
2025	3 - NW	Grind	Upton - A to Nettleton	6,050	0.34	0.69	17.7	81.4	9.8	\$78.00	\$471,900
2025	3 - NW	Grind	Elm - Central to Francis	4,453	0.25	0.51	23.5	71.0	8.7	\$78.00	\$347,360
2026	1 - NE	Chip	Cincinnati/Dalton Et Al	18,960	1.08	2.15	73.1	42.5	2.7	\$18.00	\$341,280
2026	1 - NE	Grind	Sanson - Addison to Cincinnati	4,393	0.25	0.50	14.5	66.0	9.3	\$78.00	\$342,680
2026	1 - NE	Grind	Ash - 5th to 3rd	2,080	0.14	0.27	33.5	80.6	8.2	\$78.00	\$162,240
2026	1 - NE	Grind	Astor - Indiana to Jackson	14,339	0.40	0.80	28.8	70.1	8.1	\$78.00	\$1,118,451
2026	2 - S	Chip	Moran View Et Al	25,196	1.19	2.39	56.7	27.0	3.8	\$18.00	\$453,528
2026	2 - S	Grind	6th - Cedar to Monroe	4,645	0.28	0.55	29.0	95.9	9.4	\$78.00	\$362,310
2026	2 - S	Grind	27th from Jefferson to Bernard	10,457	0.59	1.19	46.9	65.6	7.0	\$78.00	\$815,620
2026	3 - NW	Chip	Deschutes from Tucannon to Excel Et Al	50,496	2.39	4.78	82.2	28.9	1.2	\$18.00	\$908,928
2026	3 - NW	Grind	Sinto - Oak to Maple	4,640	0.14	0.27	43.5	50.7	5.7	\$78.00	\$361,920





Timelines

Annual Report – Spring (April/May)

- Review Proposed Projects

Project(s) Review – Spring to Fall

- Review Proposed Projects
 - *Field Checks*
 - *Stats & Data pulled from Pavement Management System (Streets Dept. Staff)*

Annual 6-Year Plan Recommendations – Fall (Oct./Nov.)

- Next year approved project list provided to Engineering Services to begin design work.





QUESTIONS?

