

Policy Statement for Future Street Improvements and Maintaining Improved and Non-Improved City Streets

Introduction

Shortly after the City took responsibility and ownership of the approximate 95 miles of streets from the HSBPOA in 2009, the then City Council started an in-depth planning process for improving the streets. Ultimately a plan developed that set a standard for the new improved streets and which streets were to be upgraded. A formula was developed of 15 homes per mile equivalent as the determining factor for a street to be improved. Of course there were some exceptions, such as several main arterial streets (Apache Tears & Broken Hills) that alone did not meet this threshold; however these arterial streets led to many streets that met the math.

Working with the City's contracted engineer Willis Engineering the formula was applied and a list of streets to be improved and broken down by geographical areas was developed that constituted 50 miles. Construction started on the first area—the Fairways Subdivision—in the fall of 2010. The last area—the Highlands/Clayton Nolan Area, and 57 miles later, will be completed in January of 2016.

The following will cover the topics of what streets would be eligible for improvement in the future; the maintenance schedule for the improved streets; and the maintenance for the streets not improved. The source for the policy statements below is from City Council discussion and votes and assembled here in one document. This document does not bind any future City Council; however that Council would have to amend this policy if they so choose to make a change from this policy once passed.

Definitions:

Improved Streets: Street improvements or “Streets Improved” are those streets that were recycled in place with ribbon curb and hot mix asphalt added.

Non-improved Streets: Those streets not chosen by the 2010 Council to be improved. In other words, the City streets—not improved.

Street Maintenance: This can apply to both improved and non-improved streets and is any maintenance to include fixing a pothole, sealing cracks, and chip sealing or sealcoating a street.

Chip Seal: A process where rock and oil is added to the existing non-improved streets.

Sealcoating: A process where a coat of hot black liquid oil-type product is added to surface of a street and in most instances an improved street.

Street Improvement Formula: A formula was developed of 15 homes per mile equivalent.

Example: If a street is 880 ft long with one home is it eligible for improvement?

$880/5280 = .16$ and 15 multiplied by $.16 = 2.4$. Therefore, this street would not meet the threshold for improvement because it lacks 2 more (rounding) homes.

Policies

Policy for Future City Street Improvements: The 2010 Council set a policy that any street not meeting the threshold formula and not being improved would be improved in the future when it does meet the threshold formula of enough minimum homes per mile. The City will wait until an appropriate time with enough improved street length before contracting to have said street(s) improved. The City will have at a minimum 1.0 mile of improvements needed before contracting for work. Once enough building permits to meet the threshold formula for a non-improved street are paid for and a certificate of occupancy (CO) is given then paving will be considered/scheduled.

Policy for Maintenance on Improved Streets: The City will seal cracks, fix base failures, and sealcoat all streets improved on a rotating basis with one large area to be completed each year. This area will be designated in the annual Street Capital Improvement Plan.

Policy for Maintenance on Non-Improved Streets: These streets will continue to be maintained and kept in a safe state. Potholes will be corrected and either chip sealing and/or sealcoating will take place on certain designated roads as needed.