

# BROAD AREA PATCHING PROGRAM



*Ethics, Excellence, Engagement*

WHAT IS IT?

City Crews performing a “continuous patch” on roads too deteriorated for traditional patch



2015



2021



CAME ABOUT AS A RESPONSE  
TO GROWING CRISIS WITH NO  
END IN SIGHT

# LOW COST DUE TO SIMPLE OVERLAYS ON RURAL ROADS

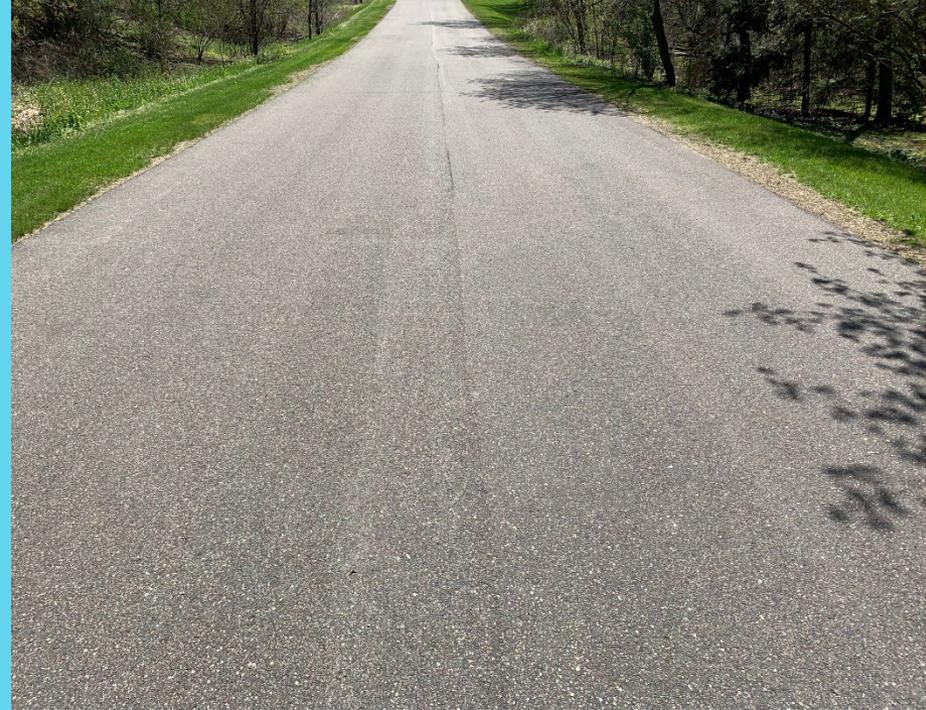


AVERAGES LESS THAN \$1.20 PER SQ FT VS \$3+  
FOR CONTRACTOR MILL AND OVERLAY

2017



2021



TRADITIONAL APPROACH WOULD BE TO REMOVE FAILED BLACKTOP. BAP IS A SIMPLE OVERLAY ON TOP OF FAILING BLACKTOP

2013



2021



**RURAL ROADS  
TEND TO HAVE  
LOW VOLUME**

BAP has been a very effective strategy given the low traffic volume and cost of these projects

# QUITE A LOT OF BROAD AREA PATCHING (OVERLAY) COMPLETED BY STREET MAINTENANCE SINCE 2013

2013 – 3.02 lane miles

2014 – 1.58 lane miles

2015 – 1.83 lane miles

2016 – 3.26 lane miles

2017 – 4.85 lane miles

2018 – 6.02 lane miles

2019 – 2.96 lane miles

2020 – 6.56 lane miles

2021 - 2.55 lane miles

Total: 32.63 lane miles



These projects have been paid for by general taxes.  
No Assessments have been levied

2013

2021



# THERE IS A FAIRNESS QUESTION



BAP is a beyond normal maintenance, and assessments for this type of improvement could be justified.

2016



2021



IF MORE MONEY WAS AVAILABLE, MORE PROJECTS COULD BE COMPLETED AND A THICKER BLACKTOP SECTION INSTALLED



CITY COULD USE CITY CREWS TO PERFORM ANNUAL BAP WITH A THICKER SECTION TO GET A LONGER LIFE—ASSESSING FOR THE IMPROVEMENTS TO INCREASE MILEAGE

2018



2021

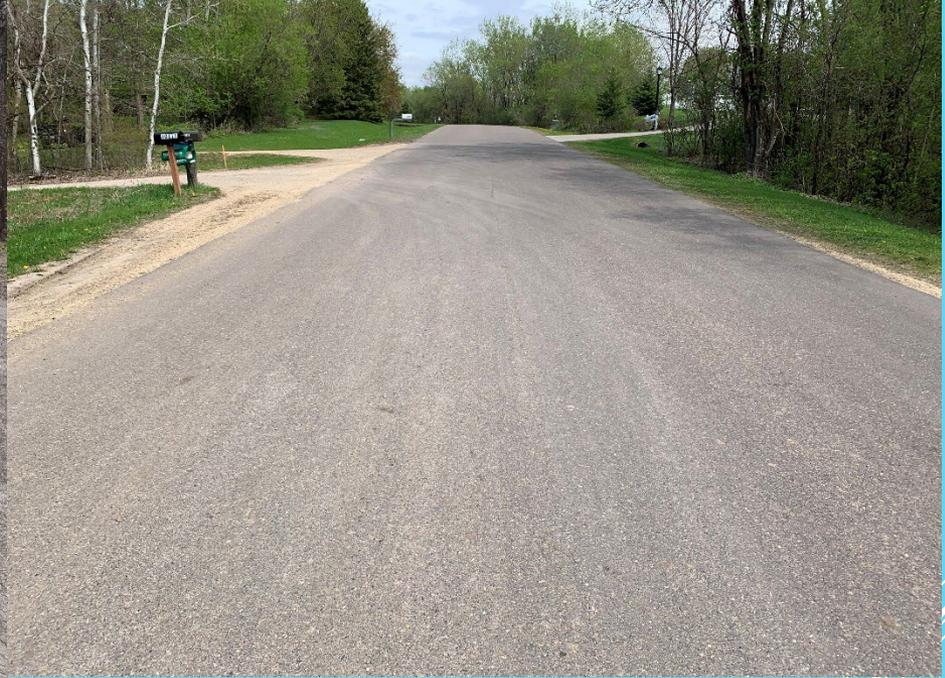


SO THE QUESTIONS: SHOULD BAP BE CONTINUED?

2018



2021



SHOULD WE FORMALIZE THE PROGRAM AND ASSESS ALL RELATED CITY DIRECT AND INDIRECT COSTS?

# IF WE ASSESS, SHOULD WE INCREASE STRENGTH AND LIFESPAN?

2020

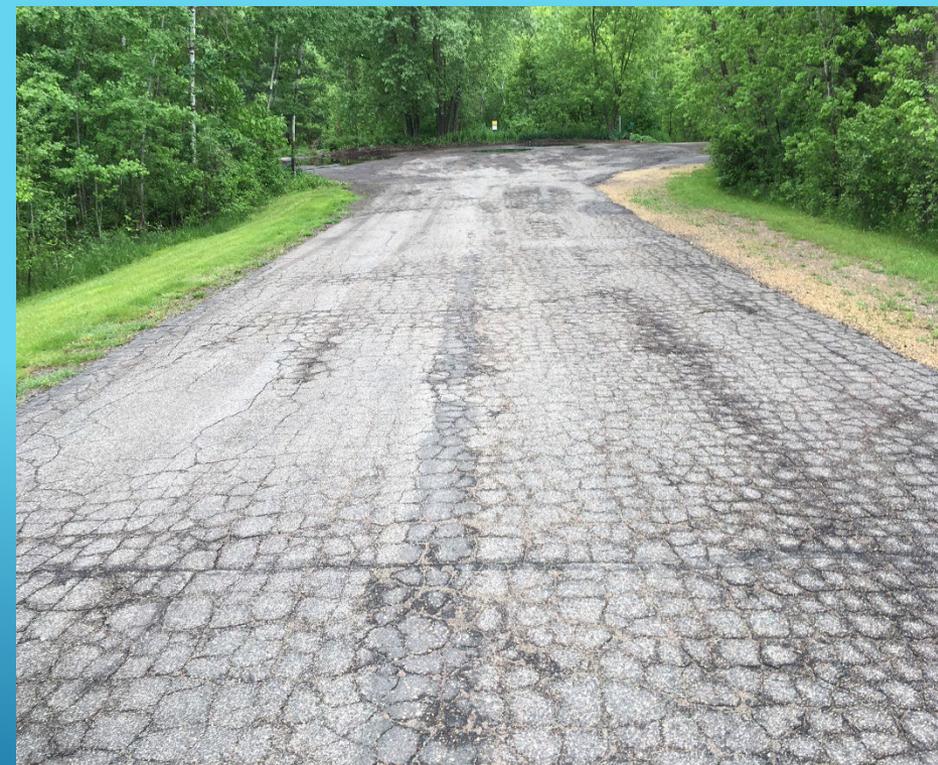
2021



# SHOULD WE CONSIDER THIS A M&O STYLE PROJECT AND ASSESS GOING RATE (OF 80%)?

2020

2021





# DISCUSSION