

## COMMITTEE OF THE WHOLE MEETING

The Common Council of the City of Ashland will meet as the Committee of the Whole on September 29, 2020 immediately following the City Council meeting which begins at 12:59 AM

**To join the meeting from your computer, tablet or smartphone:**

<https://global.gotomeeting.com/join/348056485>

**You can also dial in using your phone.**

United States (Toll Free): [1 877 309 2073](tel:18773092073)

**Access Code:** 348-056-485

The following items will be considered:

1. Roll Call
2. Council President's Report
3. Administrator's Report
4. Approval of Agenda
5. Committee Updates
6. Discussion Items
  - A. **Presentation, Discussion and Possible Action Regarding City Priorities for Paving of Roads and Paving Costs** (*Councilor Moore*)
7. Adjournment

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*NOTE: Upon reasonable notice, the City of Ashland will accommodate the needs of disabled individuals or individuals with limited English proficiency through auxiliary aids or services. For additional information or to request this service, contact Denise Oliphant at 715-682-7071 (not a TDD telephone number) or FAX: 715-682-7048*

**SUBJECT:** Committee Updates

**RECOMMENDATION:** Discussion Only

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**DEPARTMENT OF ORIGIN:**

**CLEARANCES:**

**EXHIBITS:**

**SUMMARY STATEMENT:**

Harbor Commission: Pufall  
Plan Commission: MacKenzie  
Police & Fire: Lewis  
Library Board: Jackson  
Housing Authority: Franek  
Housing Committee: Tochterman  
Parks and Rec Committee: Haas  
Public Works Committee: Moore  
Sustainability Committee: Ullman  
Historic Preservation Committee: Franek  
Disabled Parking Committee: Whitebird  
Source Water Protection Committee: Ortman

**SUBJECT:** Presentation, Discussion and Possible Action Regarding City Priorities for Paving of Roads and Paving Costs (*Councilor Moore*)

**RECOMMENDATION:** As the Council Desires

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**DEPARTMENT OF ORIGIN:** Councilor Moore

**CLEARANCES:** Mayor, City Administrator, Public Works Director, City Council President

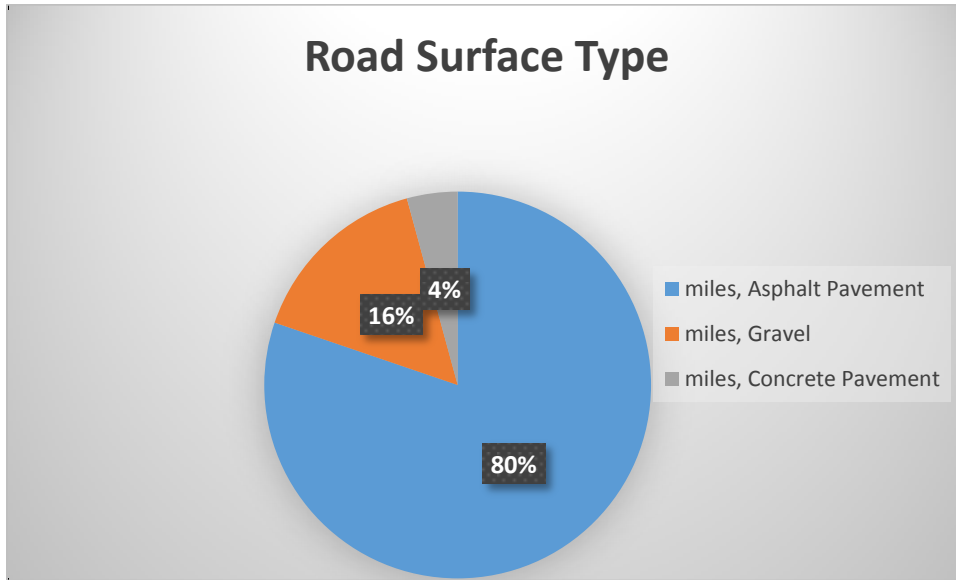
**EXHIBITS:** 1. City of Ashland Roads Overview

**SUMMARY STATEMENT:**

Councilor Moore has requested a broader discussion of existing and potential paving expenses in the City in light of the topic of paving 18th Street. raised by an area resident at the last meeting. There are a number of unpaved roads in the city limits of Ashland, especially in Ward 11, which covers a large area in the City. Attached is an exhibit by the Public Works Director which provides a City of Ashland roads overview.

## City of Ashland Roads Overview

### Existing Roadways



Total of 60.7 miles (excluding state highways)

|       |                          |
|-------|--------------------------|
| 48.73 | miles, Asphalt Pavement  |
| 9.44  | miles, Gravel            |
| 2.57  | miles, Concrete Pavement |
| 60.74 | Total                    |

### Roadway Costs

Roadway costs include capital and maintenance costs. Capital costs for gravel roads are difficult to quantify but would include the cost of asphalt/concrete for paved roads and associated prep costs.

The maintenance cost of a given gravel road (1 block) is \$888 per year or \$17,760 over a 20 yr lifetime. This includes labor and equipment for grading and annual overlay of gravel and application of dust control.

The maintenance cost of a given asphalt road (1 block) is \$218 per year per year of \$4,358 over a 20 yr lifetime. This includes labor and equipment for crack sealing, misc patching, and street sweeping.

However, reducing the maintenance burden of gravel roads requires a significant capital investment, estimated to be \$15,542 per block for asphalt pavement (2019 pricing).

**The cost of an asphalt road is \$20,000 (rounded) over a 20 yr lifetime compared to \$18,000 (rounded) for a gravel road over the same time period.**

### Gravel vs Paved Roads

- Annual cost of maintenance is easier for the City to budget for as the costs are spread across a 20 yr period.
- Capital cost of asphalt paving is more difficult for the City to budget for as the costs are required in a single year.
- Asphalt roads are more costly over a 20 yr period but provide other benefits to residents such as dust issues, perception of improved urban area, and better accommodation of bicycles/pedestrians.
- However the decision to provide the higher level of service associated with asphalt roads should be supported by required resources.

### Roadway Needs vs Resources

Roadway budget recommendations from Master Plan:

- Reconstruct or improve 11.3 miles of road over 30 yr period @ estimated cost of \$19.43 million. \$648,000 annual
- \$202,000 for annual pavement preservation, \$446,000 for annual reconstruction, and \$62,000 for annual crack sealing = \$710,000 per year.

2020 budget levels

- 2020 budget includes \$135,000 for pavement preservation and \$30,000 for crack sealing = \$185,000.
- 2020 budget also includes \$985,000 for street reconstruction from City funds borrowed every 3 yrs. \$328,000 per year.
- $\$185,000 + \$328,000 = \$513,000$  per year.
- City has historically rec'd \$500,000 in CDBG funds biannually. \$250,000 per year.
- $\$513,000 + \$250,000 = \$763,000$  per year.

## Pavement Condition

