

Street Maintenance Program Costs

The City of Raytown maintains 331 lane miles. We use the transportation sales tax and some City revenue to pay to upkeep our streets. Over the last five (5) years the City has spent \$833,600 per year for this service. These costs also include sidewalk and curb repair, striping as well as handicap ramps which is a federal law requirement under the American with Disabilities Act (ADA). We have to be in compliance with this law.

Let's say you purchase a new car. You know in 10 years you may be able to afford to buy a new one, but you cannot expect your car to go that long without some repair. So, you do repairs to extend the life of your car until you can afford to purchase a new one. Or, you could ignore the repairs until it quits running or until you have the money to purchase a new car. Not a reasonable choice.

This is what the City faces when it comes to street maintenance. We'd love to have new streets, and be able to do overlays. But, the reality is the City cannot afford it. So, we use a seal that extends the life of the street until we can afford to do the mill and overlay.

To understand the numbers you need to know how the Public Works Department determines costs. A lane mile is a unit of measurement used by Public Works Departments for determining progress of maintenance programs. One lane mile is the width of one lane (12 feet) by one mile (5,280 feet). If you have a two lane street then that would be two lane miles. A turn lane also counts as a lane mile.

The two tools the City of Raytown uses are Light Weight Aggregate Seal and Mill and Overlay. The cost per lane mile and life cycle of each tool is:

	<u>Cost per Lane Mile</u>	<u>Life/Treatment</u>
Light Weight Aggregate	\$21,542/Lane Mile	7 to 10 years
Mill and Overlay	\$66,176/Lane Mile	10 to 15 years

If all of the maintenance program funds from the last five years had been spent on Mill and Overlay, the treatment would have covered 50 lane miles, only 15% of all lane miles in five years. In one year we would be able to cover about three percent of all streets or 10 lane miles.

If we go back to our car example, the life cycle of a car is similar to the life cycle of a mill and overlay street which is about 10 to 15 years with normal usage. Only doing Mill and Overlay would force us to expect a life cycle of a street to be 33 years. We can't wait 33 years to treat our streets; therefore, the mixed approach is needed.

In the last five years, we have been able to complete Light Weight Aggregate on 70 lane miles and Mill and Overlay on 40 miles, in total 110 lane miles have been treated, or 33% of all the roads in Raytown using both tools. It is prudent to use the most appropriate tool at the proper time. Using the Light Weight Aggregate treatment stretches the life of the street and allows us to keep our roads in a manageable condition.

The City understands that the Light Weight Aggregate is not the first choice of our residents but we hope that this explanation will help you understand the decisions we face in developing a fiscally responsible street maintenance program.