

# Memorandum

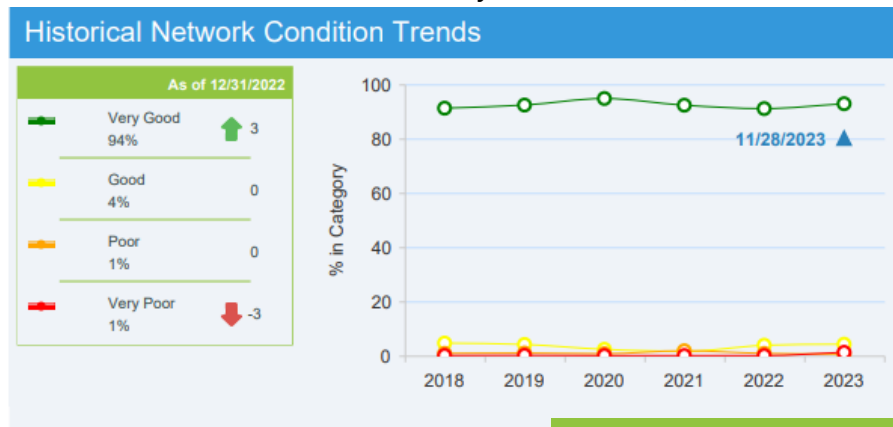
To: Board of Commissioners  
From: Eric W. Shanley, P.E., Director of Highways  
Date: December 2023  
Re: 2023 End of Year Report, 2024 Forecast

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In-house contracted road work completed in 2023 included pavement overlays on Ramsey, Seasons and Twete Roads. This work included placement of approximately 19,500-tons of asphalt on 6.25-miles of road at a final contract amount of approximately \$1.97 million dollars. 2023 road work completed by District Forces included approximately 22-miles of chip sealing at a cost of approximately \$600,000.

Staff also helped manage and provide construction oversight on several construction projects within our District that were funded by outside resources. Work included the Cape Horn Road Safety Improvement Project, Bayview Waterline, Chilco and Ohio Match Guardrail installations and the Highway 53 and Ramsey Signal. These projects were in addition to the development construction projects providing new roads within the Estates at Farragut Subdivision, Lone Mountain Estates 7<sup>th</sup> and 8<sup>th</sup> Additions, Hoodoo Valley North, Bennett Acres, Roads A and B Development, Ranch 54, Dolan Estates and Diagonal Estates. Commercial construction oversight that impacted District Roads included the Kinder Center on Prairie Ave.

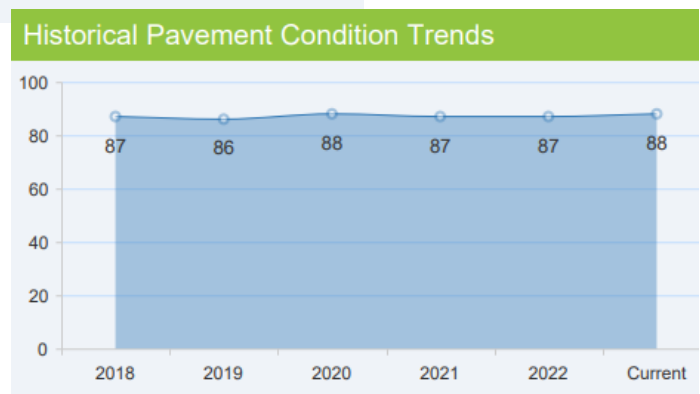
Based on current pavement assessments and work completed in 2023, the District's Average Network Pavement Condition remains in the Very Good Condition, with 94% of the roads considered in the Very Good Condition.



Good Condition.

This while Historical Pavement Condition Trends continue to react to planned treatments as described in our State of Roads Report, +/- 3 percentage points based on roads aging through treatment cycles.

Like in previous years, in 2023, the Districts Pavement Condition Index fluctuated within these limits, which reflects our goal of: "Keeping our good roads in good condition and applying the right treatment to the right road, at the right time. This to keep an equivalent and consistent Pavement Condition Index on District Roads."



From an on-going and current maintenance standpoint, the District routinely begins

preparing for winter operations in October of the year. Preparation includes winterizing specialty equipment, installing de-icer systems, sanders and snow wings. Our current snow fighting equipment and routes for this season consists of 10-plow trucks on 8-routes, 8-medium duty de-icer truck plows on 5-routes and 3- graders on 2-routes. Each of our 8-trucks that are assigned plow routes include a main front plow, snow wings and sanders with pre-wet systems. Additionally, each of our de-icer trucks that are assigned routes are equipment with a main plow, wing and chemical de-icer tank.

At both the Ramsey Operations Site and Belmont, our current fleet includes a single backup plow truck, dump truck (w/o sander) and a 550-pickup (w/o de-icers). These backups are used in the event of a plow breakdown and/or to haul trees and other debris that accumulate during storm events.

Looking ahead towards 2024 there are several major construction projects planned, including the Districts on-going Garwood Operations Facility. This is in addition to our routine maintenance and chip sealing program. On-going design and right-of-way projects include the Diagonal Road Rehab, Season Road Overlay, Tree Farm Overlay, Lakeview Overlay, Brunner and BNSF Grade Separation, Lancaster and Huetter Roundabout, The Old Hwy 95 Bridge Realignment, and the Parks Road Interchange Project.

Administratively, the Districts work is continuing to experience an increase in permitting, subdivision platting and engineering reviews. This in addition to an increase in requests for community assistance (ie public records requests, right-of-way validations, vacations and abandonment, development agreements, speed studies and general safety analyses).