

## NEWS ADVISORY

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### **Bountiful City Publishes Results of Independent Road Condition Survey**

A report released September 27, 2017, by the Utah Local Technical Assistance Program (LTAP) Center, reveals that Bountiful City roads are in better shape than some might think, declaring, “Bountiful’s paved street network is in good condition.”

According to the Utah LTAP Center, “The current condition of Bountiful’s asphalt street network meets...recommended standards”. In addition, “Zero percent (0.0%) of (Bountiful’s) network is at a terminal serviceability level.” The Survey concludes that “Bountiful has been maintaining its road network at a satisfactory level.”

The Utah LTAP Center also compared its survey results with an evaluation updated annually by the Bountiful City Streets Department, saying “A comparison between the two plans show similar results for both surveys.” LTAP found that “Overall, the results of the Utah LTAP survey support the results found in the in-house survey from Bountiful City Public Works.”

Finally, the LTAP Survey evaluated Bountiful’s plan for future spending. The City’s Five-Year Plan, adopted by the City Council in June, anticipates spending \$1.7 million on road maintenance each year for the next 5 years. The Utah LTAP Center concludes that this funding is sufficient to improve the average remaining service life (RSL) of Bountiful’s asphalt roads from 10.26 years in 2017 to 11.52 years by 2022.

Bountiful City plans to have the Utah LTAP Center resurvey the City’s road network again in five years to evaluate progress on City roads.

The entire 2017 Utah LTAP Center report is available by visiting [www.bountifulcity.org](http://www.bountifulcity.org).

### **Additional Detail**

#### **Evaluation Process**

In February 2017, Bountiful City contacted the Utah LTAP Center to conduct an in-depth survey of Bountiful’s road network in order to independently evaluate each road and to recommend a

management plan for Bountiful's street network. LTAP's pavement management evaluation included:

- A complete physical inventory and condition survey of the street network (conducted in Bountiful in July 2017)
- A needs assessment process - based on Strategic Highway Research Program (SHRP) Distress Identification Manual
- Analyses of root causes of pavement deterioration
- Through assessment of current street maintenance programs
- Recommended maintenance and preservation treatments
- Treatment costs and budget proposals
- A method to evaluate alternate funding scenarios to maximize the average RSL of the street network

LTAP's final appraisal confirmed that Bountiful City's own road assessment and management plan is right on track, saying "A comparison between the two plans show similar results for both surveys." LTAP found that "Overall, the results of the Utah LTAP survey support the results found in the in-house survey from Bountiful City Public Works."

**Survey Results**

The Utah LTAP Center Study evaluates streets based on a road's "remaining service life" or RSL. A new road can be expected to last 20 years without any maintenance before needing complete reconstruction (RSL = 20). A completely failed road will have no remaining service life (RSL = 0). LTAP concludes that an effective pavement preservation program "is one that maintains an estimated RSL of 10 years with not more than three percent (3%) of the street network at the terminal serviceability level."

**Condition Rating of Bountiful's Asphalt and Concrete Street Network**

SUBJECTIVE CONDITION RATING OF STREET NETWORK								
	FAILED	POOR		FAIR	GOOD	VERY GOOD		EXCELLENT
RSL (Years)	0	1-3	4-6	7-9	10-12	13-15	16-18	19-20
% of Network	0.00%	0.50%	16.15%	31.41%	32.00%	8.76%	0.58%	10.61%

According to the LTAP Survey, "The average RSL for Bountiful's asphalt street network for 2017 is estimated at 10.26 years with zero percent (0.0%) of the road network at a terminal service level. The current condition of Bountiful's asphalt street network meets the given recommended standards by having an estimated average RSL value above 10 years with less than three

percent of the street network at the terminal serviceability level. This illustrates that Bountiful has been maintaining its road network at a satisfactory level.”

### **Perception Versus Reality**

A challenge in any discussion about streets is how a road appears versus how it actually performs. “The RSL of a road is not affected by the appearance of the road,” states the LTAP Survey. “A road may be rough on the surface or have some small bumps and cracks, but this does not necessarily mean that the road is in poor condition. The RSL is based on the structural integrity of the road. A responsible maintenance program will be built around maintenance strategies that improve the service life of the roadway, not simply applying treatments to improve the appearance or smoothness of the road.”

### **More Work to Do**

Bountiful City’s leaders agree that one of the City’s most valuable infrastructure assets is the approximately 158 miles of local streets within Bountiful City. This road network and its performance is an essential factor in terms of quality of life, economic competitiveness and sustainable development of the City.

“We know, and this survey confirms, that some of our roads are in poor shape. Anyone can find an example of this in the City. There is certainly work to do,” acknowledges Bountiful City Manager Gary Hill. However, Mr. Hill also cautions against generalizations; “It is inaccurate to say that the entire road network is failing. Quite the opposite is true, in fact. We hope this survey reassures Bountiful residents that our road infrastructure has not been neglected.”

Voters in Davis County approved a Local Transportation Sales Tax in 2015 specifically intended to help with road maintenance. “The additional funding is just now being spent on roads in Bountiful,” says Mr. Hill. “This funding will help us continue to improve the quality of our streets and move many of the roads in the ‘poor’ and ‘fair’ categories to ‘good’ or ‘excellent.’”

Bountiful intends to invite the Utah LTAP Center to reevaluate its road network in five years to ensure that the pavement plans now in place have the desired effect.

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