



# PAVEMENT MANAGEMENT PLAN

PRESENTED TO  
**Village of Anmore**

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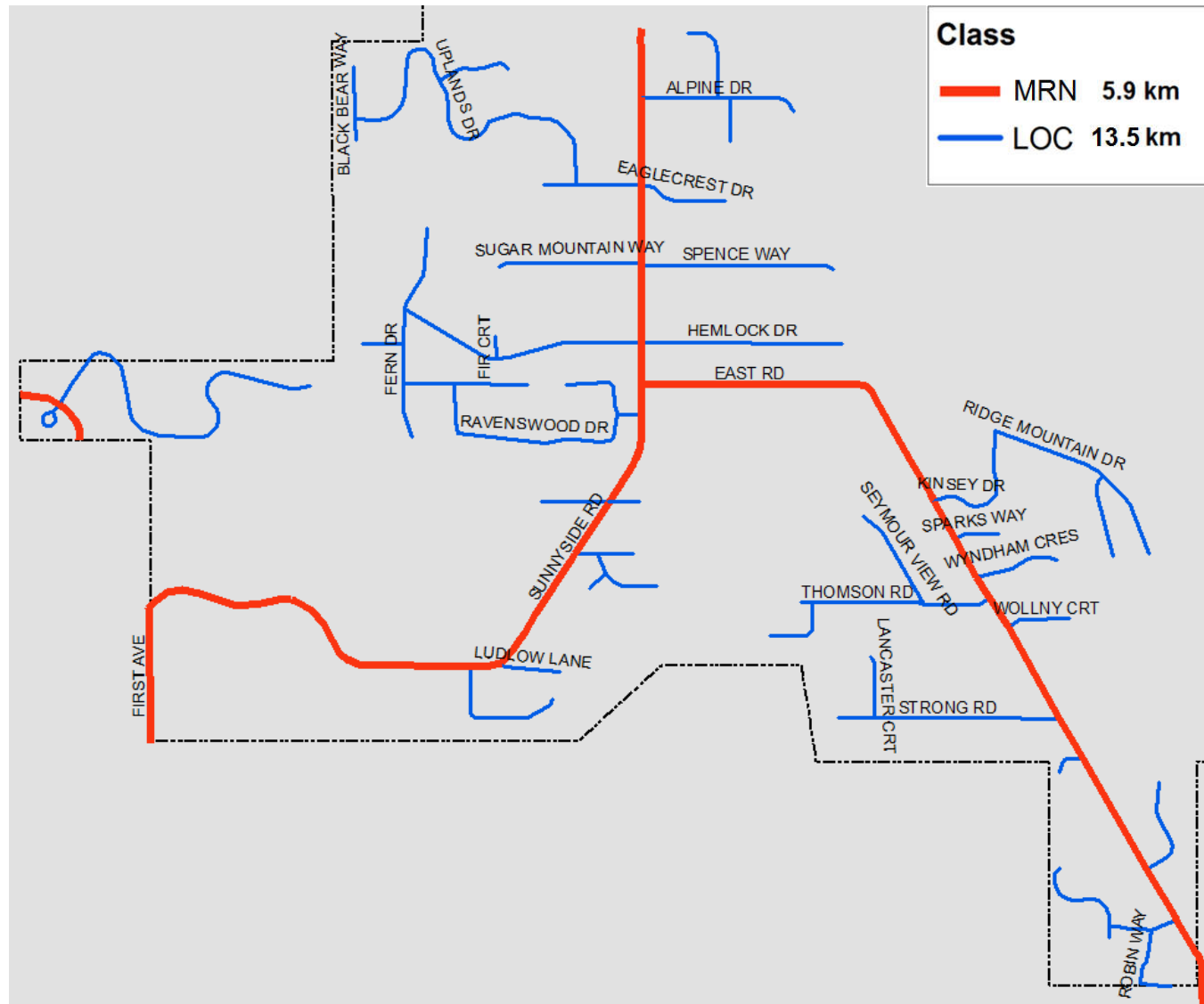
# Project Definition

The Village of Anmore has approximately **19.4 centreline-km** of streets consisting of **local roads** (excluding Private Road) and TransLink Major Road Network (**MRN**)

Road Class	Road Length (km)
MRN	5.9
Local	13.5
Total Network	19.4

# Project Definition

## Paved MRN and Local Roads



# Pavement Data Collection

Tetra Tech EBA collected pavement condition data with the **Pavement Surface Profiler (PSP-7000)** vehicle on the Village's network in September 2015



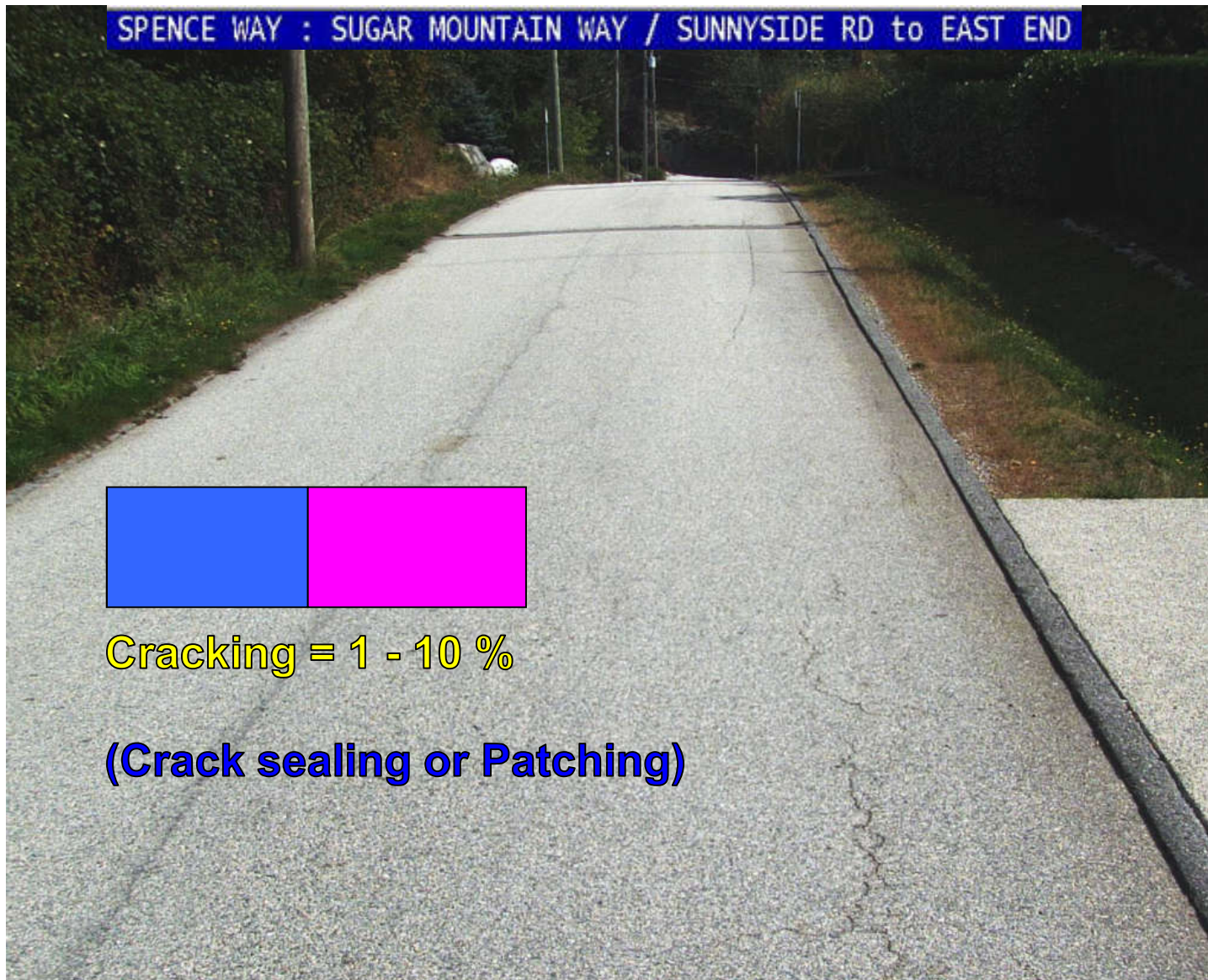
# Pavement Condition Indices

## Index Ranges for Condition Descriptions

Rating	Cracking Index Range (%)	IRI Index Range (mm/m)	PCI	Colour Code
Very Good	0-1	< 1.8	85-100	Green
Good	1-5	1.8 - 2.5	70-85	Blue
Fair	5-10	2.5 -3.5	55-70	Magenta
Poor	10-30	3.5 - 6.5	40-55	Yellow
Very Poor	30-100	> 6.5	<40	Red

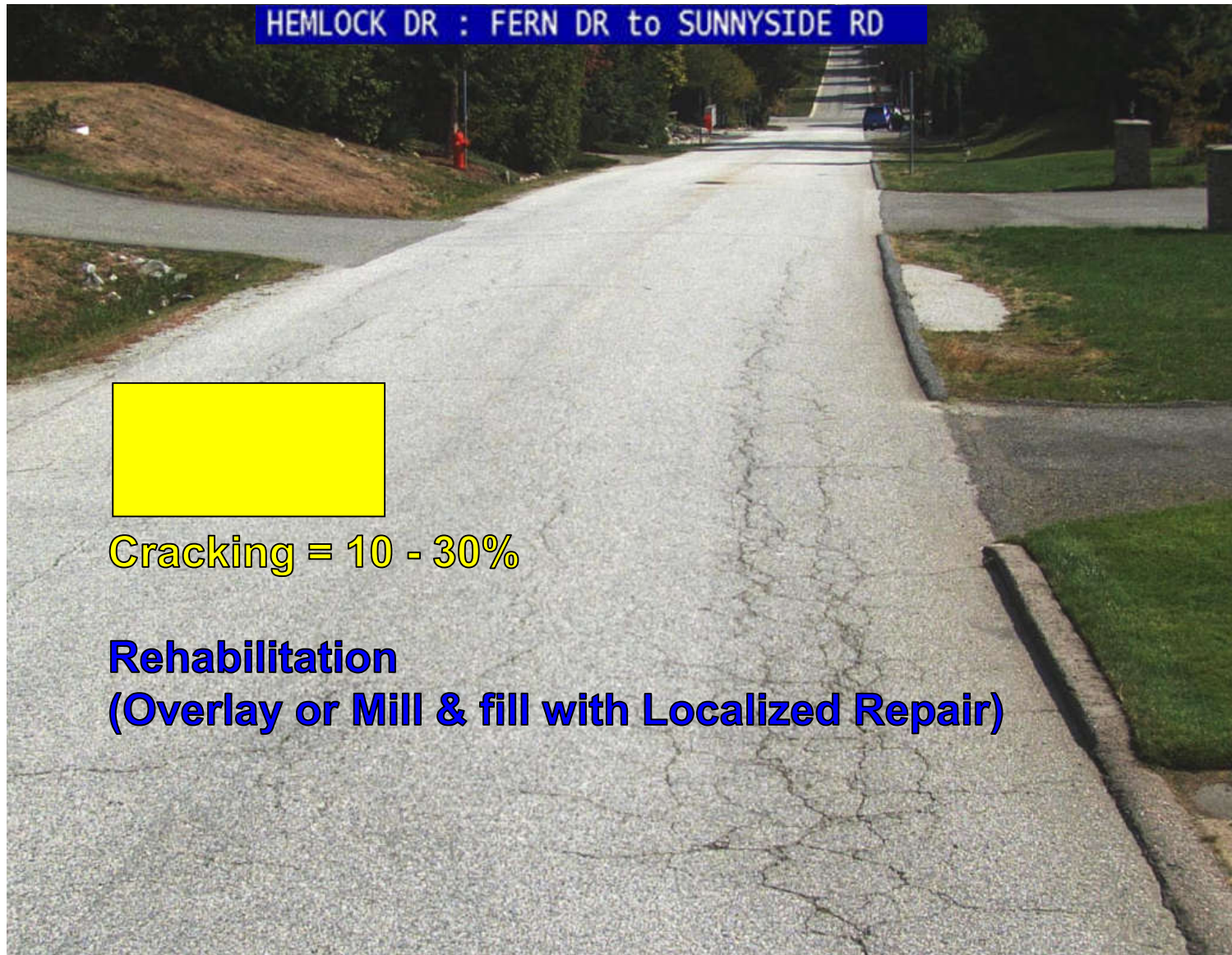


# Pavement Condition Indices





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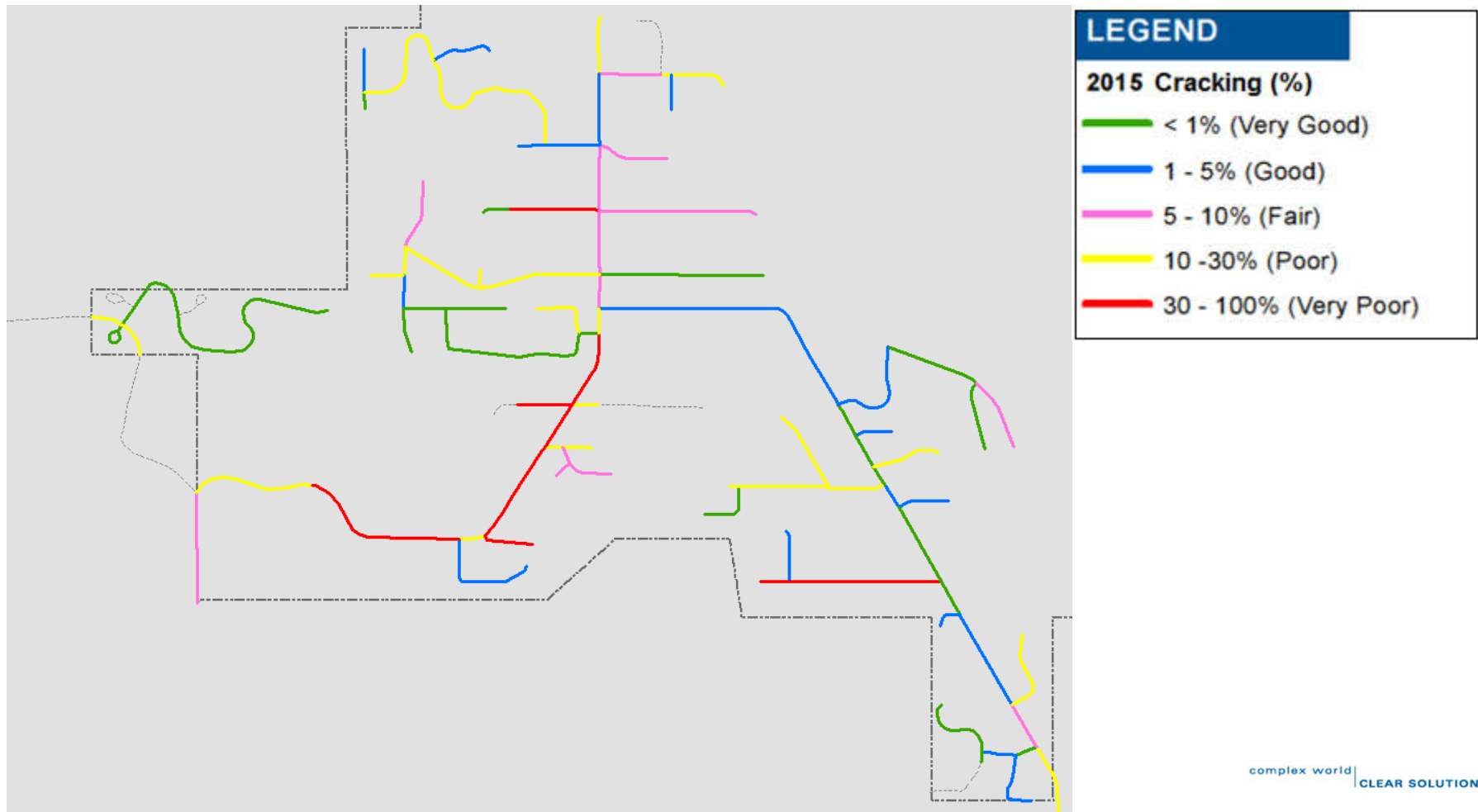


# 2015 Road Network Conditions

Average Network **PCI= 72.4**

Average Fatigue Cracking Area (**AFCA**) = **10.2%**

Average All Cracking Area (**ACA**)= **12.3%**



# Comparison to other Municipalities

## Major Roads (MRN, ART, ..)

Municipality	% Cracking	Major Road Length (centreline-km)
<b>Anmore (2015)</b>	<b>15.0</b>	<b>5.9</b>
Hope (2006)	13.7	20
Fernie (2007)	13.6	11
New Westminster (2011)	9.6	54
New Westminster (2015)	8.8	54
Langley City (2008)	8.2	50
Gibsons (2014)	8.1	11
Pitt Meadows (2011)	7.3	46
Oak Bay (2012)	5.0	37
Richmond (2004)	3.7	98

# Comparison to other Municipalities

## Local Roads:

Municipality	% Cracking	Local Road Length (centreline-km)
Fernie (2007)	13.6	36
New Westminster (2015)	12.8	98.3
<b>Anmore (2015)</b>	<b>11.1</b>	<b>13.2</b>
Dawson Creek (2015)	10	84.7
Banff (2006)	7.7	27
Pitt Meadows (2011)	6.4	52.4
Salmon Arm (2008)	3.8	95

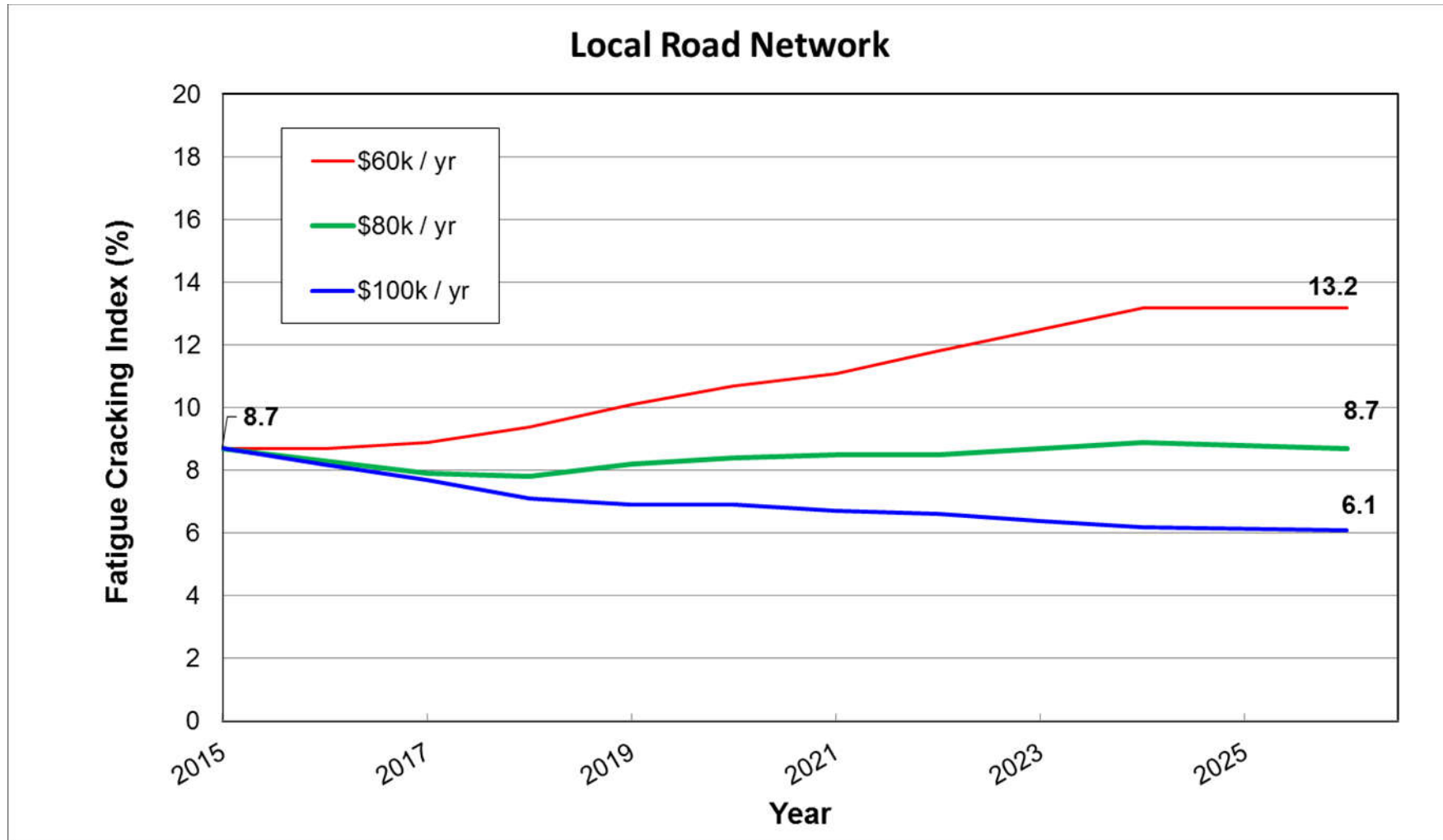


# Analysis Methodology

## Capital Budget Scenarios (excluding Maintenance)

Road Class	Budget Scenario	Average Annual Funding Over 10-Years
Local Roads	1	\$60,000
	2	\$80,000
	3	\$100,000
TransLink MRN	1	\$92,000
	2	\$100,000
	3	\$120,000

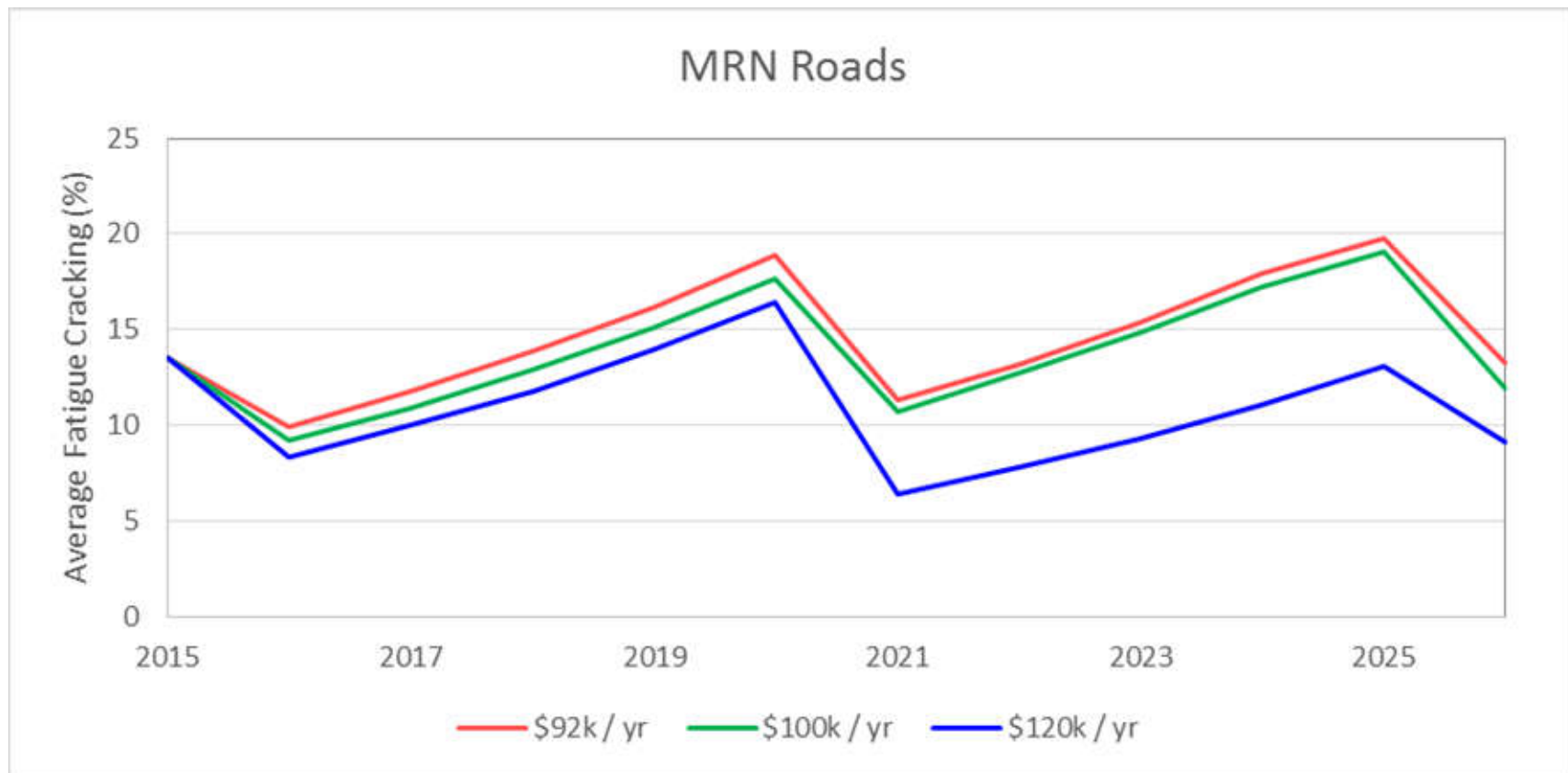
# Analysis Results



**Annual Capital Budget of \$80,000 would be required to keep pavement cracking around 8.7% within 10 years**

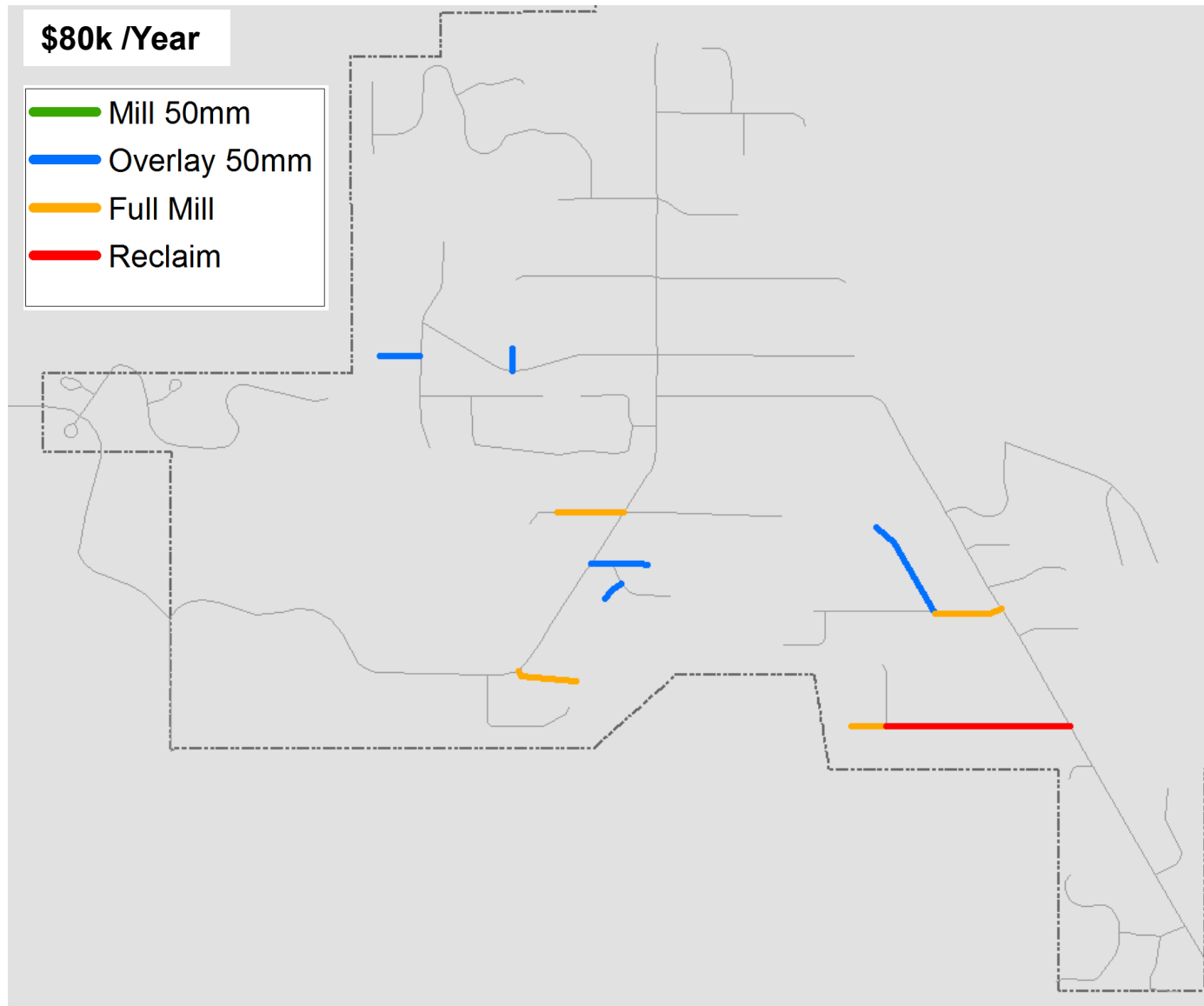
# Analysis Results

**\$92,000 / year** is the current funding level provided by TransLink to maintain the MRN. 5 years worth is currently saved up.



# Program Development

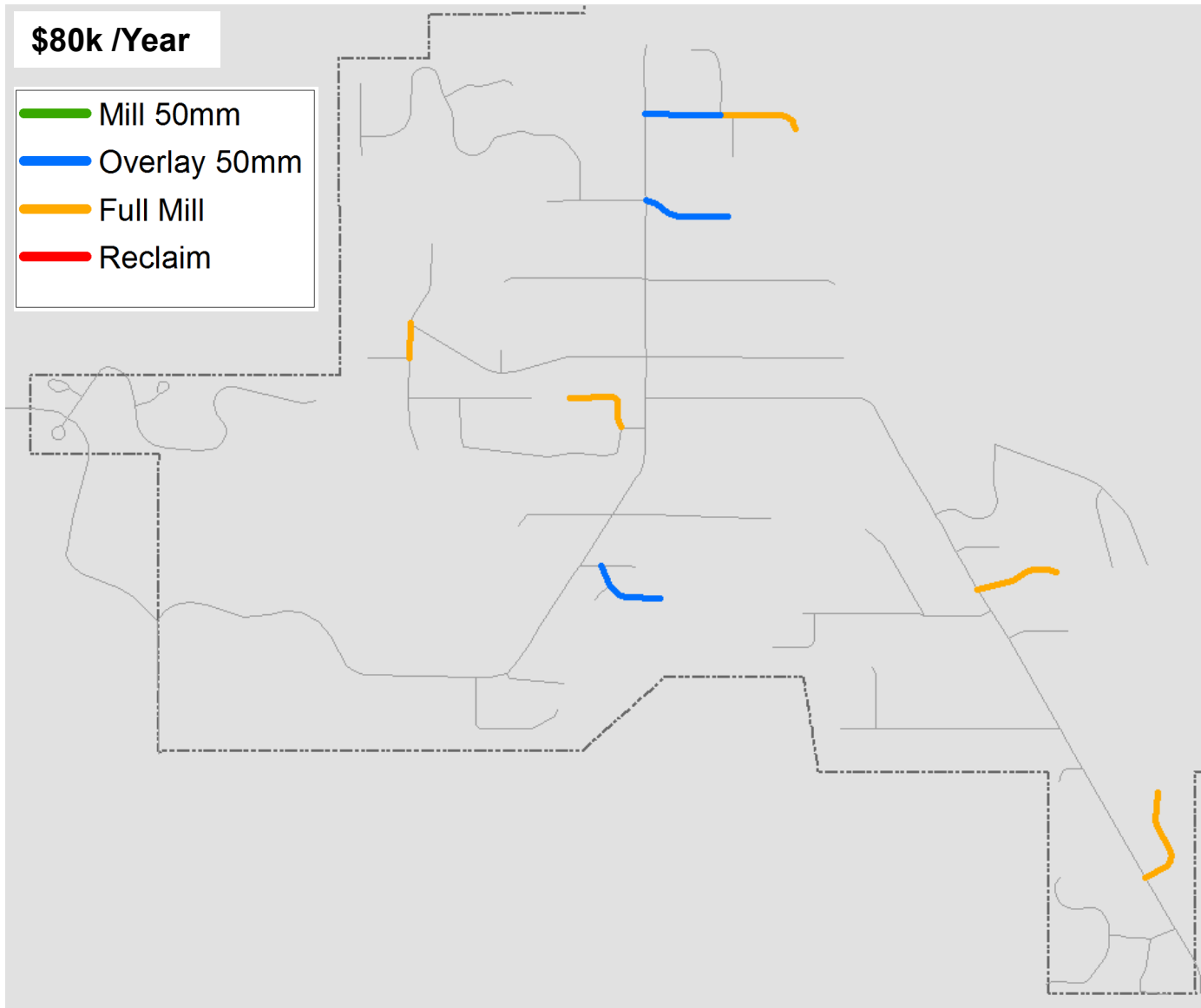
## Local Paving Plan (2016-2020)





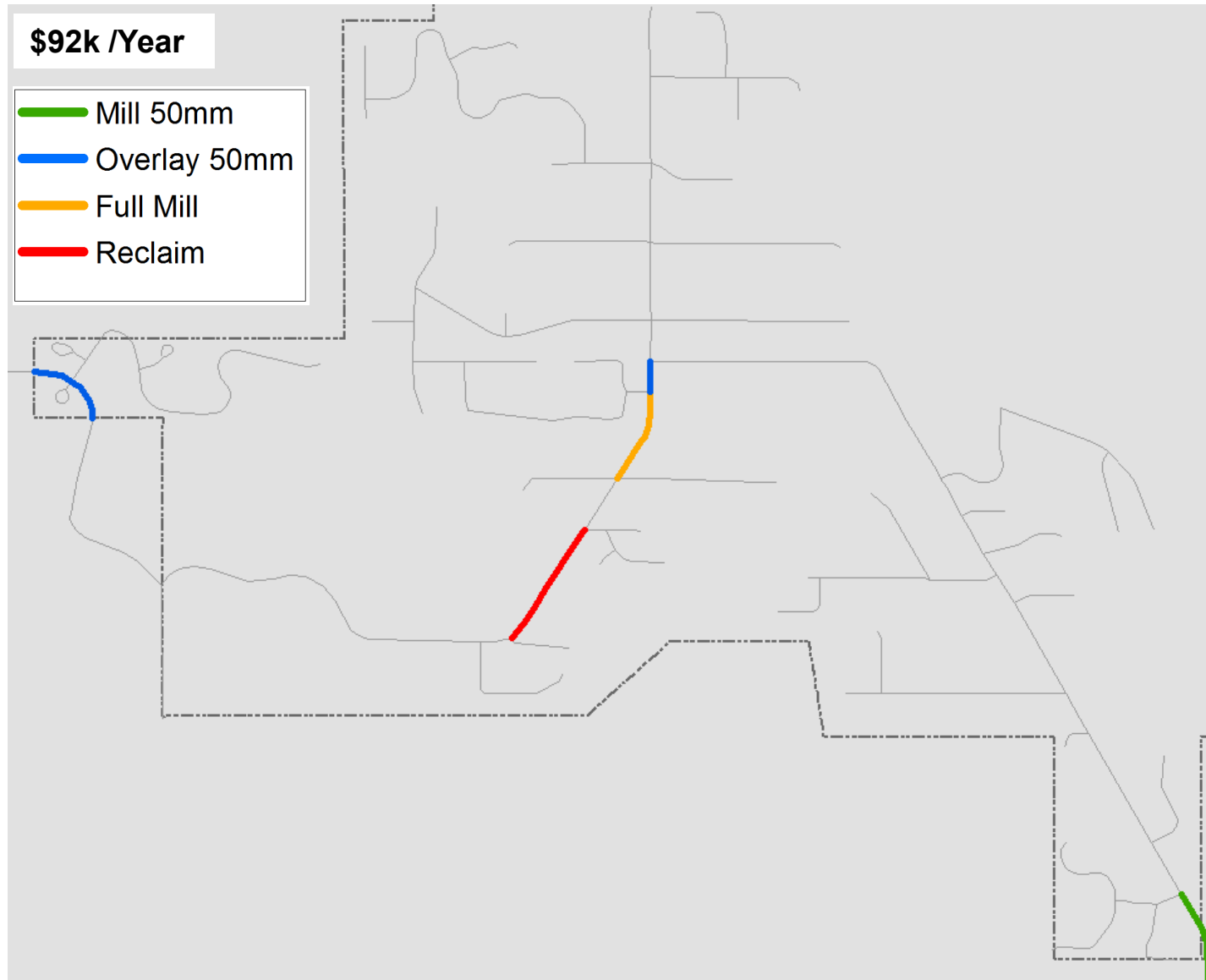
# Program Development

## Local Paving Plan (2021-2025)



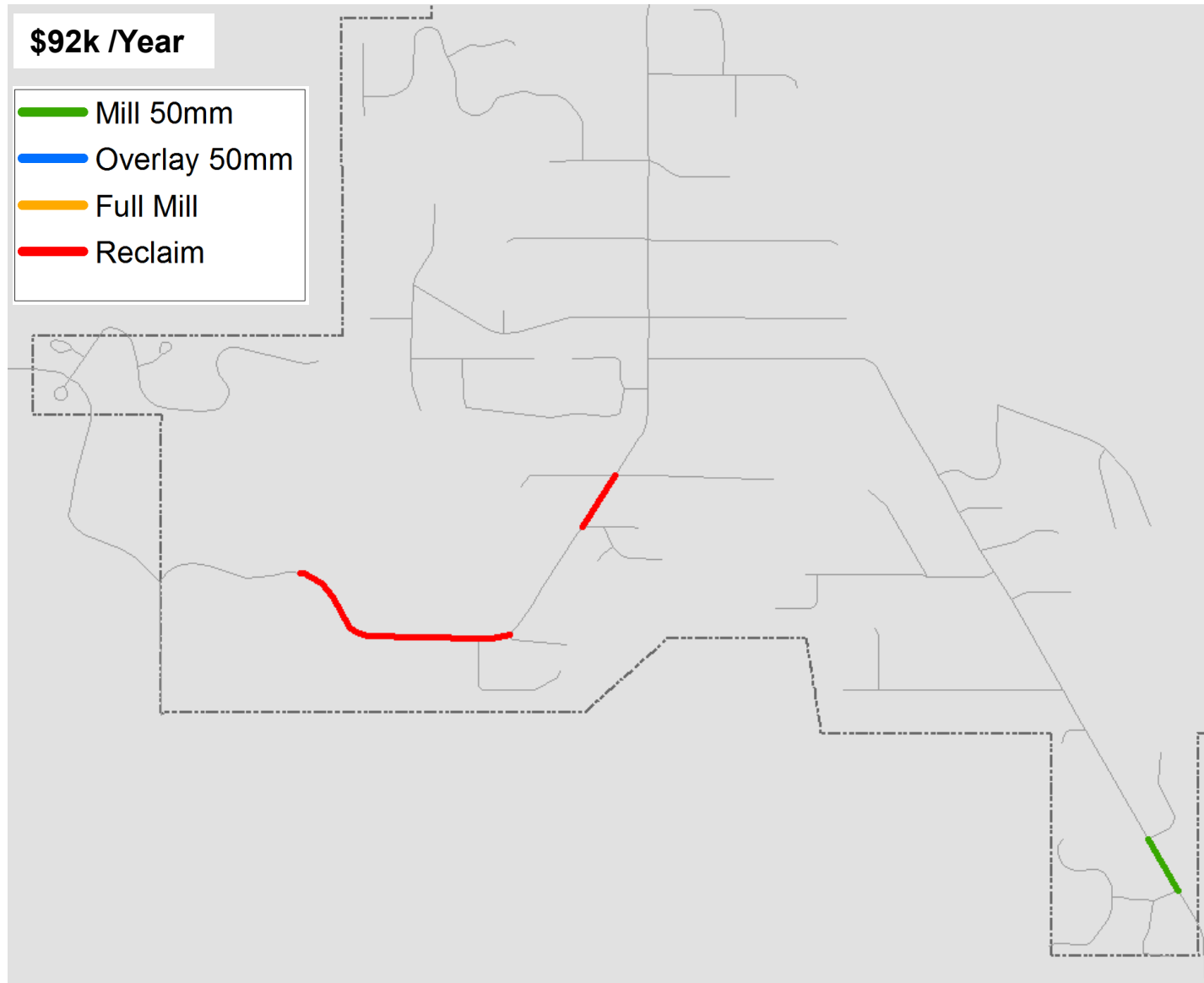
# Program Development

## MRN Paving Plan (2016-2020)



# Program Development

## MRN Paving Plan (2021-2025)





TETRA TECH



# Good Roads Cost Less !!

Thank You!