



I wanted to share an editorial from our Executive Director of Public Works, Stuart Kent. The article, which appeared in the Arizona Republic, is extremely informative and does a great job of explaining the process and prioritization of street maintenance to those of us who may not have technical expertise in that particular field. I hope you will take the time to read his editorial.

## Science helps determine Glendale road paving

**By Stuart Kent**

To pave or not to pave? Ah, if that were the only question.

The decision about which Glendale road gets a makeover goes much deeper than a pothole in the pavement. The city has more than 100 miles of major roadways and 615 miles of residential roadways. That's more than 700 miles of paved roads representing more than \$466 million in infrastructure.

So with that many miles of streets, how is it determined when a road gets repaved? It boils down to detailed research, including science and technology.

Glendale's Public Works Department coordinated a three-year study that offered a blueprint of strategy for paving the city's streets. The results indicated which roads had distress and cracking, along with factors such as surface conditions, drainage, traffic characteristics, age and prior maintenance.

Technology allows the inspectors to not only measure the surface, but also look underneath the asphalt to determine the condition of the subgrade.

Another factor to determine when a road gets repaved involves monitoring the amount of vehicles on each street by testing the volume and weight of traffic on a daily basis. Since pavement is designed to carry specific types of loads and volumes of usage, traffic that is too heavy for the pavement design can cause cracks. Even if the design weight is not exceeded, higher volumes of traffic can also cause fatigue cracks.

All of these factors help determine when it's time to repave or provide a complete makeover to a city street and prioritize roads at the critical point of their upkeep. In addition, just like

regularly changing the oil in a car, day-to-day maintenance is conducted throughout the city to prevent major issues.

Approximately 50 miles of [neighborhood streets](#) are being evaluated, and of these, about 22 miles will be resurfaced during the next fiscal year.

In addition, other factors are considered, such as other work being done in the area, so the city doesn't fix a street only to have it dug up the following year for a utility project.

From laser technology to intense studies and counting [cars](#), know that great attention is given to Glendale's roads. We always welcome citizen input and encourage people to report concerns or compliments. Residents may call 623-930-2670 to provide feedback or ask any questions.