

2024 CITY OF PARK HILLS PAVEMENT CONDITION EVALUATION UPDATE

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Introduction

In 1993, a council resolution was passed to form a Street Task Force for the city of Park Hills in order to better manage the City's infrastructure. In 1995, a street tax was passed by the voters to begin funding street improvement projects in the city. Park Hills completed a city-wide asphalt overlay project in 1996 to address immediate concerns about the City's streets. Following the city-wide overlay project, the Street Task Force began a Street Improvement Program with the goal of improving the City's infrastructure and quality of life for its residents.

Since the program's inception, two different methods have been utilized to achieve the desired improvement: asphalt surface improvement and full-depth pavement replacement. In improving the asphalt surface, the city has either overlaid the existing surface or milled off the existing surface and replaced it with new. In conjunction with full depth street improvements, the City has been working with public utilities to make upgrades to the existing storm sewer, sanitary sewer, water distribution, and gas distribution systems as well as a replacement of existing pavement and improved subgrade. The list of remaining Full Depth Replacement streets are provided in Appendix A.

In 2018 Bayer Becker was contracted by Park Hills to perform an evaluation of the existing pavement condition throughout the city. The engineering staff at Bayer Becker walked the streets to thoroughly inspect and document the conditions. The purpose of the evaluation was to provide the City with valuable intelligence on the current state of its streets, a general idea of any maintenance that should be performed, and a clearer picture of where best to continue the focus of the Street Improvement Program. The methodology used by Bayer Becker in 2018 is provided in Appendix B.

The 2024 report is an update to the prior report. The current PCI ratings used in this report were provided however by the city to Bayer Becker.

Results and Discussion

Since the 2018 study, the city has added Gateway Drive, Park Pointe Drive and Wald Court bringing the length of street in the city to a total of 9.1 miles. Table 1 below summarizes the results per the PCI categories as a percentage of the total length of streets in the city. The results per street can be found in Table 2 which is sorted alphabetically. The average PCI rating for to Park Hills' streets is 85.0.

PCI Range	% of Street Length
90 – 99 (Good, Blue)	49.9%
80 – 89 (Satisfactory, Green)	27.4%
70 – 79 (Fair, Yellow)	15.6%
60 – 69 (Poor, Orange)	7.1%
0 – 59 (Very Poor)	0%

Table 1: Summary of Streets as a Percentage of Total Length

Table 2

PARK HILLS PAVEMENT EVALUATION 2024			
STREET NAME	Street Length	Section Length	PCI Rating
ABERDEEN RD	685		97
ALHAMBRA CT.	605		94
ALTAVIA	1450		94
AMSTERDAM	5585		
AMSTERDAM - SLEEPY HOLLOW TO HILLCREST		1770	68
AMSTERDAM - HILLCREST TO OLD HAMILTON		1270	68
AMSTERDAM - OLD HAMILTON TO HAMILTON		385	68
AMSTERDAM - HAMILTON TO MONTAGUE		2160	95
AUDUBON LANE	160		90
AUDUBON RD.	2660		
AUDUBON ROAD - PARK TO 1115 DRIVE		225	70
AUDUBON ROAD - 1115 DRIVE TO END		2435	80
BRECKENRIDGE RD	1210		
BRECKENRIDGE - MONTAGUE TO EMERSON		430	98
BRECKENRIDGE - EMERSON TO HIGH POINT		350	98
BRECKENRIDGE - HIGH POINT TO END		430	98
CECELIA AVE.	1585		
CECELIA AVE - ROSEMONT TO SOUTH ARLINGTON		285	85
CECELIA AVE - SOUTH ARLINGTON TO SCENIC		1300	76
CLEVELAND AVE.	1800		
CLEVELAND AVE. - EMERSON TO UPPER JACKSON		735	78
CLEVELAND AVE. - UPPER JACKSON TO 1125		300	95
CLEVELAND AVE. - 1125 TO LOWER JACKSON		565	95
CLEVELAND AVE. - LOWER JACKSON TO PARK		200	95
CORAM STREET	550		94
EMERSON RD.	1390		
EMERSON ROAD - BRECKENRIDGE TO 1076		430	85
EMERSON ROAD - 1076 TO 1068		240	90
EMERSON ROAD - 1068 THROUGH MORGAN COURT		110	90
EMERSON ROAD - MORGAN COURT TO 1054 DRIVEWAY		250	90
EMERSON ROAD - 1054 DRIVEWAY TO END		360	90
EXTER DRIVE	1100		
EXTER DRIVE - SOUTH ARLINGTON TO 1121 DRIVE		700	88
EXTER DRIVE - 1121 DRIVE TO IRISH ROSE LANE		400	98
GATEWAY DRIVE	600		96
HAMILTON ROAD	1445		
HAMILTON ROAD - PARK ROAD TO END		250	90
HAMILTON ROAD - AMSTERDAM to 1049		675	90
HAMILTON ROAD - 1049 TO END		520	95

HARRIET STREET	245		92
HILLCREST LANE	640		72
HILLTOP DRIVE	250		85
IRISH ROSE LANE	520		95
JACKSON ROAD	2255		
JACKSON ROAD (UPPER) - CLEVELAND TO 1045		1240	95
JACKSON ROAD (LOWER) - CLEVELAND TO 1045		1015	95
LAWTON ROAD	2610		77
LOCUST STREET	465		80
MONTAGUE ROAD	2850		95
MORGAN CT.	615		84
MOUNT ALLEN LN.	150		70
MOUNT ALLEN RD.	1000		83
NORTH ARLINGTON	1460		
NORTH ARLINGTON - OLD STATE TO DIXIE		1090	96
NORTH ARLINGTON - OLD STATE TO HAMILTON		370	96
OLD HAMILTON ROAD	250		75
OLD STATE RD	3550		
OLD STATE - SLEEPY HOLLOW TO TERRACE		2000	80
OLD STATE - TERRACE TO NORTH ARLINGTON		1485	88
OLD STATE - NORTH ARLINGTON TO END		65	85
PARK DRIVE	1465		
PARK DRIVE - AMSTERDAM TO ROSE CIRCLE (WEST)		300	90
PARK DRIVE - AMSTERDAM TO ROSE CIRCLE (EAST)		300	90
PARK DRIVE - CLEVELAND TO PARK DRIVE STOP BAR		340	90
PARK DRIVE - PARK DRIVE STOP BAR TO CITY LIMITS		525	94
PARK POINTE DRIVE	890		96
ROSE CIRCLE	1540		98
ROSEMONT AVE	1165		85
SOUTH ARLINGTON	850		83
SCENIC AVENUE	510		76
ST JOSEPH LN.	1400		
ST JOESPH - DIXIE TO 713 ST JOSEPH		940	82
ST JOSEPH - 614 ST JOSEPH TO APARTMENTS		460	86
ST. JAMES AVE	1085		76
TERRACE DRIVE	515		90
WALD COURT	920		96

The above PCI ratings used in this report were provided by the city to Bayer Becker.

48025

85.0

Appendix A
Park Hills Streets Remaining Full Depth Replacement List

Road Name	Length (Ft.)	Completed Portion (Ft.)	Remaining Portion (Ft.)	Comment
Amsterdam	6660	4890	1770	In design phase, 2026 Construction
Aububon Road	2660	280	2380	
Breckenridge Road	1210	0	1210	Road in Covington but only access to Park Hills Properties
Cleveland Avenue	1800	0	1800	
Emerson Road	1390	0	1390	
Hamilton Road	1445	470	975	
Jackson Road	2255	1015	1240	
Lawton Road	2610	1920	690	
Locust Street	465	0	465	
Montague Road	2850	0	1425	City line with Covington is center of the road
Mount Allen Lane	150	0	150	
Park Drive	1465	0	1465	

14960 Total Portion Remaining

Appendix B - 2018 Methodology

Pavement conditions in the city of Park Hills were identified and recorded by street name and/or boundaries. A pavement conditions index (PCI) was assigned for the street or street segment based on visual inspection by the engineering staff at Bayer Becker. A handheld distance wheel and/or a GPS handheld were used to measure lengths of streets and street segments. Bayer Becker's engineering staff also recorded their observations in the form of handwritten notes.

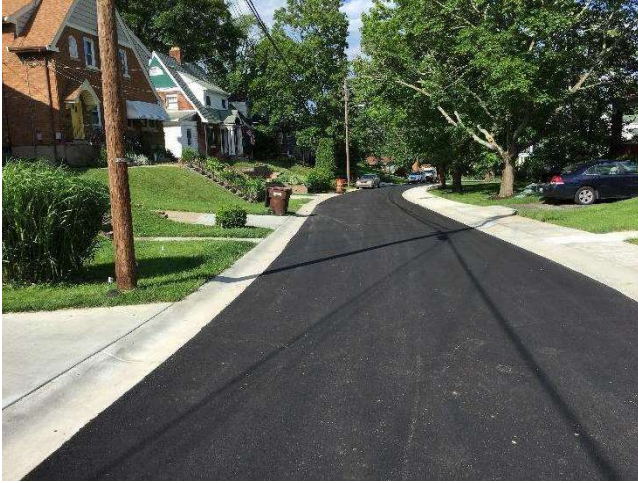
Pavement Condition Index (PCI)

The PCI provides a numerical rating for the condition of the street and/or street segments, where 0 is the worst possible condition and 100 is the best. It typically measures pavement distress and ride quality, while providing a current condition of the street system. The PCI can be updated over time to provide data on the rate of deterioration. The PCI can be used to identify immediate maintenance and rehabilitation needs, monitor pavement condition over time, develop a preventative maintenance strategy, develop road maintenance budgets, and evaluate the designed cross section. A PCI can be assigned to a street or street section following visual inspection of the surface. Typical surface defects that factor into the PCI include ravelling (loss of surface aggregate), surface deformation, and cracking. These defects are usually symptoms of one or more underlying problems that could require maintenance or rehab. After a PCI has been assigned for a street, a general guideline for preventative maintenance can be assigned to slow the deterioration of a roadway and increase the amount of time to when expensive rehabilitation would be required.

Pavement Condition	PCI Range
Good	≥ 90
Satisfactory	80 - 89
Fair	70 - 79
Poor	60 - 69
Very Poor	< 60

Table 2: Pavement Conditions and PCI Ranges

Characteristics of Streets within PCI Ranges



PCI Range 90-99: Streets that fall into this category have been recently reconstructed or repaved. The asphalt surface typically appears to be clean, black, and generally devoid of significant defects. Characterized by blue in the attached summary.



PCI Range 80-89: Streets that fall into this category have typically had work performed in the past decade. The asphalt surface has been bleached by the sun and is showing signs of minor cracking. Characterized by green in the attached summary.



PCI Range 70-79: Streets in this category are showing distress in the form of longitudinal, transverse, and alligator cracking. The surface aggregate has started to pop out of the surface and collect at street low points. The surface has a weathered appearance. Some areas may be showing signs of subgrade distress. Characterized by yellow in the attached summary.



PCI Range 60-69: Streets in this category are showing widespread longitudinal, transverse, and alligator cracking. Subgrade distress is evident for the street in areas where the pavement has settled. The surface looks heavily weathered. Characterized by orange in the attached summary.



PCI Range 0-59: Streets in this category are showing widespread longitudinal, transverse, and alligator cracking. Areas where the pavement has failed are evident from visual inspection. Spots of pavement may be missing. Characterized by red in the attached summary.