

# PAVEMENT, LIGHTING AND URBAN FOREST

Alameda’s capital program aims to keep its pavement condition index in the good range, reduce the estimated \$37 million backlog in street maintenance, and ensure our transportation system encourages transit use, bicycling, walking, and carpooling.

## Pavement

**This budget includes a pavement management program that will treat 4 or more miles per year.**

Alameda’s current pavement condition index is 69, compared to its neighbors: Berkeley (57), Oakland (53), and San Leandro (57). The City is able to continue this level of investment due to countywide Measure BB funds approved by voters in 2015, and the additional SB-1 Road Maintenance funds approved by voters statewide in 2017 (initial vote) and 2018 (referendum). This capital budget also funds transportation system enhancement projects, which also include street paving.

A well-funded paving program has multiple benefits for all street users. Better maintained streets have fewer potholes, updated striping, and provide opportunities for street safety improvements, such as high visibility crosswalks and roadway reconfigurations. In addition, preventative maintenance of streets is cost-effective: it is five to ten times cheaper to properly maintain streets than to completely rebuild them after they’ve failed.

The Metropolitan Transportation Commission ranks pavement index on this scale:

80-89 Very Good-Excellent

70-79 Good

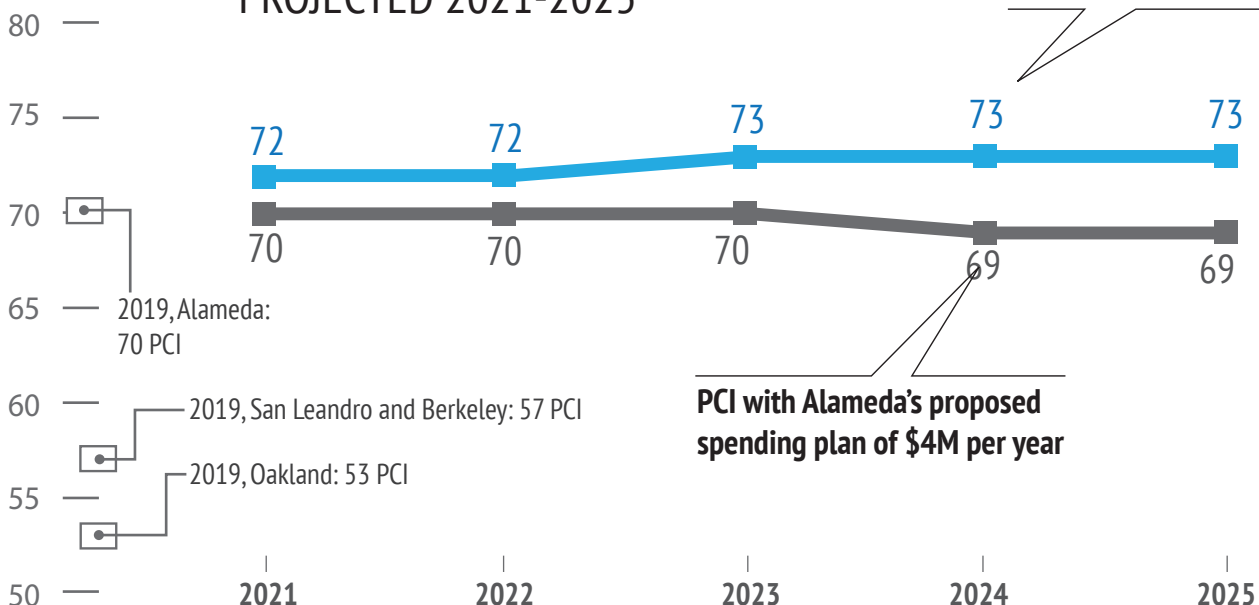
60-69 Fair

50-59 At Risk

## City of Alameda: Pavement Condition Index (PCI)

PROJECTED 2021-2025

Projected PCI if Alameda spends \$6.5M annually



Even a simple repaving project requires intensive multi-agency coordination.



When planning for pavement management projects, City staff coordinate with Alameda Municipal Power, PG&E, EBMUD, telecoms, developers, and its own sewer master plan. This coordination is required to ensure that none of those agencies (or our own forces) will soon cut into a newly paved street to maintain those agencies' infrastructure underneath that street.

The City has developed and is making available its two-year paving plan on Public Works' Key Documents webpage. Streets are evaluated based on the most cost effective treatment, which include maintenance treatments, such as crack sealing and slurry seals. In some cases, streets need to be fully resurfaced. Resurfacing (or AC overlay) projects are more intensive and typically include drainage (curb and gutter) improvements to maximize the life of the roadway. Because the city does not have the resources to resurface every street that needs it, the city also uses cape seals, which extend the life of a roadway by preventing cracks and potholes until it can be resurfaced.



## PAVEMENT TREATMENT TYPES

### AC Overlay

Remove top layer of existing asphalt and apply new layer of asphalt



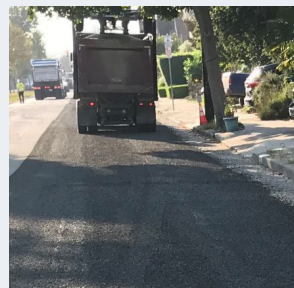
### Slurry Seal

Apply of a mixture of water, asphalt emulsion, aggregate (very small crushed rock), and additives to an existing asphalt pavement surface



### Cape Seal

Apply a thin layer of fine rock material to existing surface and apply a slurry seal



### Crack Seal

Apply hot sealant fill to individual cracks to prevent water intrusion

