

# Street Maintenance

# Goal

Slow the degradation of City roads by keeping good roads in good condition

- Leverage reconstruction dollars
- Follow pavement best management practices
- Capitalize on OCI data for decision-making

# Maintenance Activities

## Surface treatments

- For roads in fair to good condition
- Applied at 7-year intervals
- Returns road to 85-95 OCI
- Results in a 28-year road life for reconstructed roads

## Repairs

- Applied to all roads to address deficiencies
- Prep roads for surface treatments
- Use as stop-gap measure until road reconstruction

# Current conditions

## Surface treatments

- Applied to 75 lane miles annually
- Lane miles are limited by weather and crew capacity
- Crew capacity is dictated by budget, equipment, and personnel

The Streets Division has one dedicated asphalt crew to run two surface treatment applications and one repair application

# Proposed

## Add a second asphalt crew

- Double lane miles to 155 annually
- Run two surface treatments applications (equipment) simultaneously
- Expand repair application to address poor-condition roads

## Requires

- One-time equipment and infrastructure expenses
- Ongoing personnel and materials expenses
- Ramp-up period

# Approach

- Target best roads to avoid need for early reconstruction
- Use an 80/20 split local to arterial & collector
- Increase large repairs to poor condition roads to extend life prior to reconstruction
- Expand repairs to improve ride-ability

# Constraints

- Existing Streets facility infrastructure
- Materials storage
- Accelerated equipment replacement
- Long lead time for new equipment purchases
- Recruitment and job market forces
- Training period
- Auxiliary support positions for public engagement