



MOST COMMON QUESTIONS REGARDING PAVEMENT MANAGEMENT

STREET PAVEMENT

Each year, typically during the summer, Public Works completes street maintenance with the aid of a private contractor. Because the work is done in different ways, it generates questions. These are some of the most common.

Why do some streets get paved and not others?

These are some of the factors that determine which streets will be worked on each year:

- ① The street location within the City
- ② The number of cars that use the street
- ③ The street's existing condition
- ④ The City's budget

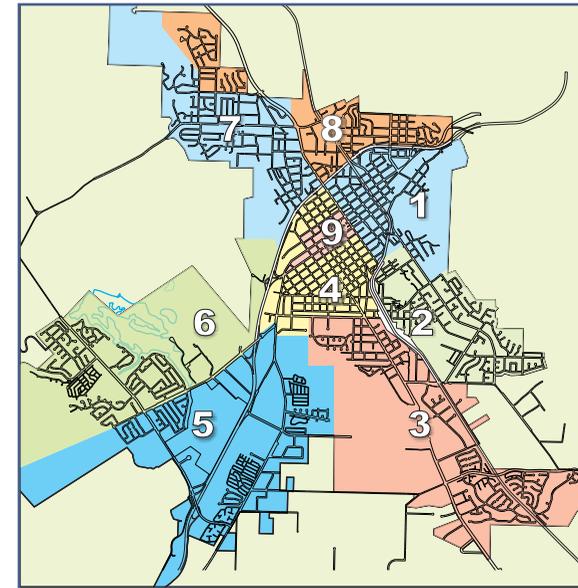
Let's take these one at a time.

① Street location

The City is divided into 9 areas. Work moves from one area to another area each year. That means if we worked on your street last year, you probably won't see us back for 7 to 9 years.

For the two years prior to completing street paving, utility lines are replaced, small pavement and sidewalk repairs are made and sidewalk ramps are installed. This is done to minimize cuts into new street pavement which reduces its life. The system is not perfect, occasionally something happens and things get out of sequence.

Paving Areas (9 total)



② Number of cars

The City Council was clear in developing the program for street maintenance, busy streets deserve more attention. That means that regardless of what area we are working in, a busy street such as Madonna Road or Los Osos Valley Road may get attention more often than a residential street.

③ Street's existing condition

This is probably the most difficult part of the City's program to explain. Think of it as a word problem from a math book.

Let's say you have \$1,000 to spend this year on pavement maintenance. You have 1 street that is falling apart. It will take the whole \$1,000 to restore to good condition.

You also have 3 streets that are so-so. They will take \$300 a piece to restore to good condition.



Lastly you have 7 streets that are in pretty good shape. If you spend \$100 on each of them, they will remain in good shape for another 10 years.

If your goal is to have as many good streets as you can for the next 10 years, how do you spend the money?

The likely answer to this question by the City would be to spend \$700 on the streets that are in pretty good shape to prevent them from deteriorating, and \$300 on one of the so-so streets.

The City has many streets to maintain and so must look at more than just the one bad street to determine how to best spend the available funds. Fortunately, we also have more than \$1,000 to spend each year on pavement maintenance, thanks to your support for this work. That means we do eventually get around to the streets that are falling apart and rebuild them. Once that happens, they are regularly sealed to keep them in good shape.

④ The budget

This is the easy answer. The City typically spends between \$1,000,000 and \$2,000,000 per year. In 2014 and 2015 the City will spend an average of \$1,180,000 per year on pavement maintenance.

What is that black stuff that gets painted on?

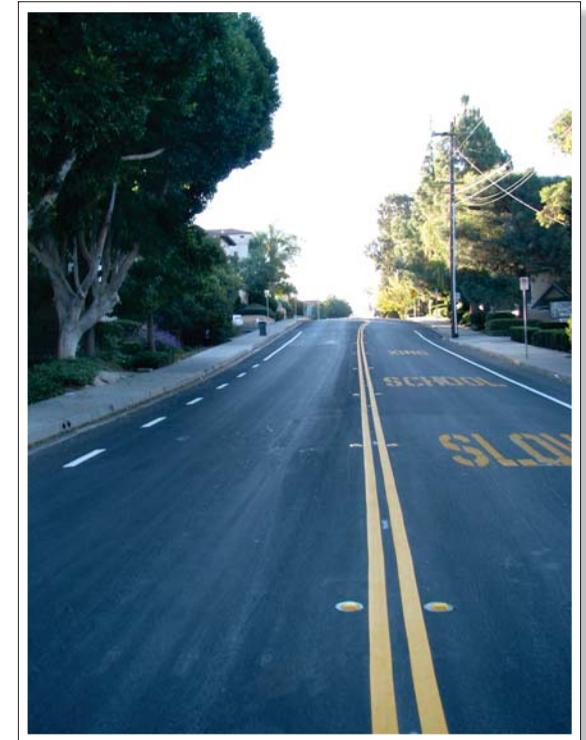
When a street is generally in decent condition with some cracks and perhaps some areas of failure, the street is sealed with an asphaltic material to prevent more costly repairs down the road. Water intrusion is a primary cause of street failure and sealing a street keeps water from penetrating the surface. If sealing is done on a regular basis, it can delay the reconstruction of any street almost indefinitely.

How important is the Pavement Management Program?

Roadways are the backbone of all other services we need. Without roadways emergency services such as police and fire protection cannot respond to our needs. Without roadways simple needs like going to the grocery store or the park could be more challenging for our residents. In essence, good roads help us get to the things that we need and like to do.



PAVEMENT MANAGEMENT



The City has sustained a good quality Pavement Management Program for many years, exceeding that of many other cities and counties.

A review of the Pavement Management Program by a private consultant confirmed that the program is well thought out and on track.

The program incorporates the elements that are expected of pavement plans which are:

- Review of pavement performance
- Public perception
- Impact of pavement treatments
- Impact of varied funding levels.

