

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: February 28, 2014

TO: Miguel A. Santana, City Administrative Officer
Gerry F. Miller, Chief Legislative Analyst

FROM: Nazario Saucedo, Director
Bureau of Street Services

SUBJECT: **Save Our Streets LA, Long Term Pavement Preservation Plan**
(C.F. 13-1300-S1, Item C)

On August 16, 2013, the City Council adopted a Motion directing the Bureau of Street Services to report back with “a long term pavement preservation plan to maintain streets in an overall average grade of B or better, using pavement preservation best practices.”

The Bureau of Street Services (BSS) is currently funded to perform 2,000 lane-miles of Pavement Preservation work annually, including 800 lane-miles of street resurfacing and 1,200 lane-miles of slurry sealing. (All quantities in this report are expressed in terms of 11 foot wide lane-miles.)

The Pavement Preservation Program (PPP) has two primary objectives:

- Applying slurry seal to preserve streets that are currently in excellent or good condition, and
- Rehabilitating streets in fair to poor condition to improve them to an excellent condition.

The proposed “Save Our Streets LA” program would provide for a multi-year program of street rehabilitation to address streets currently in poor or failed condition to bring them back to an excellent condition.

During the first five to seven years of the bond-funded street rehabilitation program, the BSS would continue the existing 1,200 lane-miles of annual slurry seal to preserve streets in “excellent” and “good” condition and the existing 800 lane miles of annual resurfacing to rehabilitate streets that fall into a “fair” condition.

Subsequently, the BSS would need to steadily increase the annual slurry seal program to enable slurry sealing of residential streets that were rehabilitated as part of the Save Our Streets LA program. For example, the streets rehabilitated in year one of the Save Our Streets LA program would need be slurry sealed by the BSS in program year six, seven or eight (assuming 5-7 years before first slurry application is needed.)

Condition of Residential Streets at End of the Save Our Streets LA Program:

Due to light traffic loads, residential streets are designed to have a service life of 25-40 years. At the end of the proposed Save Our Streets LA program, nearly all residential streets would be in excellent or good condition. To properly maintain these residential streets, the BSS would need to slurry seal these streets every 5-7 years, requiring an annual program of 2,200 lane-miles of slurry seal. Few residential streets would need to be resurfaced in the first ten years after the bond funded program.

Condition of Major Streets at End of the Save Our Streets LA Program Program:

Due to heavy traffic loads including large trucks and articulated transit buses, major streets are designed to have a service life of 15-20 years; under current usage the curb lanes can wear out even sooner. Upon completion of the proposed Save Our Streets LA program, the BSS would need to resurface approximately 500 lane-miles of streets per year, most of which would be major streets that are being worn by heavy bus and truck traffic. Some of this resurfacing effort could be focused on curb lanes of major streets rather than the entire width of the street, since the public transit buses primarily run along the curb lanes.

Program Costs

Estimates of unit costs for construction and maintenance activities that will occur fifteen to twenty years in the future are subject to a variety of uncertainties including future wage and benefit costs, petroleum costs, and rates of inflation and interest. However, assuming similar materials and construction techniques to today's resurfacing and slurry seal methods, the BSS estimates that the Pavement Preservation Program needed to maintain the road system after completion of a bond-funded street rehabilitation program would be similar, in current dollars, to the current program, because more of the miles would be in the lower-cost slurry seal and fewer miles of higher-cost resurfacing would be required.

If you need additional information, please contact me or Ron Olive, Assistant Director at (213) 847-3333.

NS/GS:vm