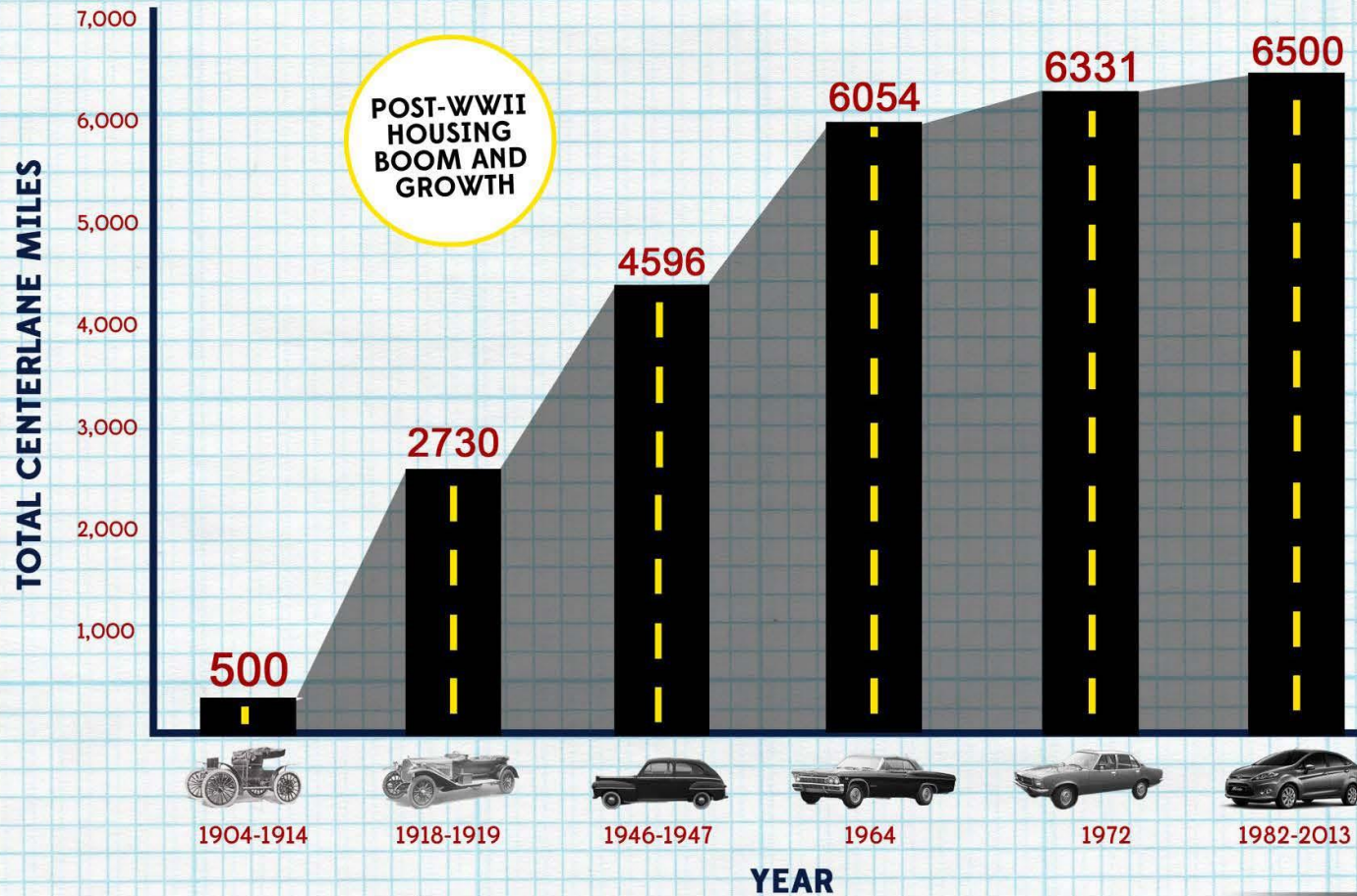


# GROWTH & HISTORY OF THE STREET NETWORK



\*developers paid initial construction cost for most streets and sidewalks

# HISTORY OF THE STREET NETWORK

...CONTINUED

GAS TAX IS A FLAT AMOUNT PER GALLON, REGARDLESS OF PRICE.

WHILE GAS PRICES HAVE GONE UP, GAS TAX REVENUE HAS NOT.



SINCE THE 1970S, FUEL EFFICIENCY OF VEHICLES HAS INCREASED DRAMATICALLY.



FEWER GALLONS PURCHASED = LESS GAS TAX REVENUE

# COMPARING LANE MILES OF PAVED ROADWAY



THAT'S ENOUGH ROADWAY TO BUILD A **TEN-LANE** FREEWAY FROM **LA** TO **NYC!**

# QUALITY OF OUR STREETS

THE AVERAGE **GRADE**  
FOR OUR CITY'S  
STREETS IS A...



## WHAT'S AT THE **HEART** OF THE PROBLEM?



AGING  
STREETS



HEAVY  
TRAFFIC



UNDULATING  
TERRAIN



SIZE OF  
NETWORK

SAVE OUR  
STREETS **LA**  
#SOSLA

# EFFECTS OF POOR PAVEMENT CONDITION



**\$832 ADDITIONAL PER-VEHICLE OPERATING COSTS**

**REPAIRS AND MAINTENANCE**

**INCREASED FUEL CONSUMPTION**

**TIRE WEAR**



**INCREASED TRAFFIC**



**SLOWER PUBLIC SAFETY RESPONSE**



**BAD FOR BUSINESS**

## METHOD OF GRADING & SELECTING STREETS FOR MAINTENANCE

### WHAT WE DID BEFORE: VISUAL INSPECTION

SUBJECTIVE, UNSCIENTIFIC

### WHAT WE DO NOW: MICROPAVER

OBJECTIVE, SCIENTIFIC, REPLICABLE  
SPECIALIZED SOFTWARE & SURVEY VANS  
RECOMMEND STREETS FOR MAINTENANCE

## METHODS OF MAINTENANCE

### SLURRY SEAL

A RUBBERIZED SEAL THAT REPLACES ERODED FINE AGGREGATE PARTICLES, SEALS MINOR CRACKS AND PROVIDES APPROXIMATELY 1/8" TO 3/8" WEARING SURFACE THAT LASTS APPROXIMATELY **SEVEN YEARS** AND CAN BE APPLIED A MAXIMUM OF **3 TIMES**.

### RESURFACING

THE PLACEMENT BY PAVING MACHINE OF ASPHALT WEARING SURFACE OVER A PREPARED SUB BASE, RETURNS ROADWAY TO **NEW STATUS**.

### RECONSTRUCTING

THE **MOST EXPENSIVE** REPAIR AND INVOLVES THE **REMOVAL** AND **REBUILDING** OF A ROADWAY. SOME FORMS REQUIRE COMPLETE REMOVAL AND RECONSTRUCTION OF THE BASE AND SOME REQUIRE LESS.

# HOW ARE OUR STREETS?



## GRADES

A 21%

B 23%

C 18%

D 13%

F 25%

## WHY?

NO CRACKING, NO OXIDATION,  
AND NO STREET BASE FAILURE.

MINIMAL CRACKING, NO  
OXIDATION, AND NO STREET  
BASE FAILURE.

MINIMAL CRACKING, OXIDATION  
AND STREET BASE FAILURE.

SOME CRACKING, OXIDATION  
AND STREET BASE FAILURE.

MAJOR CRACKING, OXIDATION  
AND STREET BASE FAILURE.

## MAINTAINANCE REQUIRED

NO MAINTAINANCE  
REQUIRED

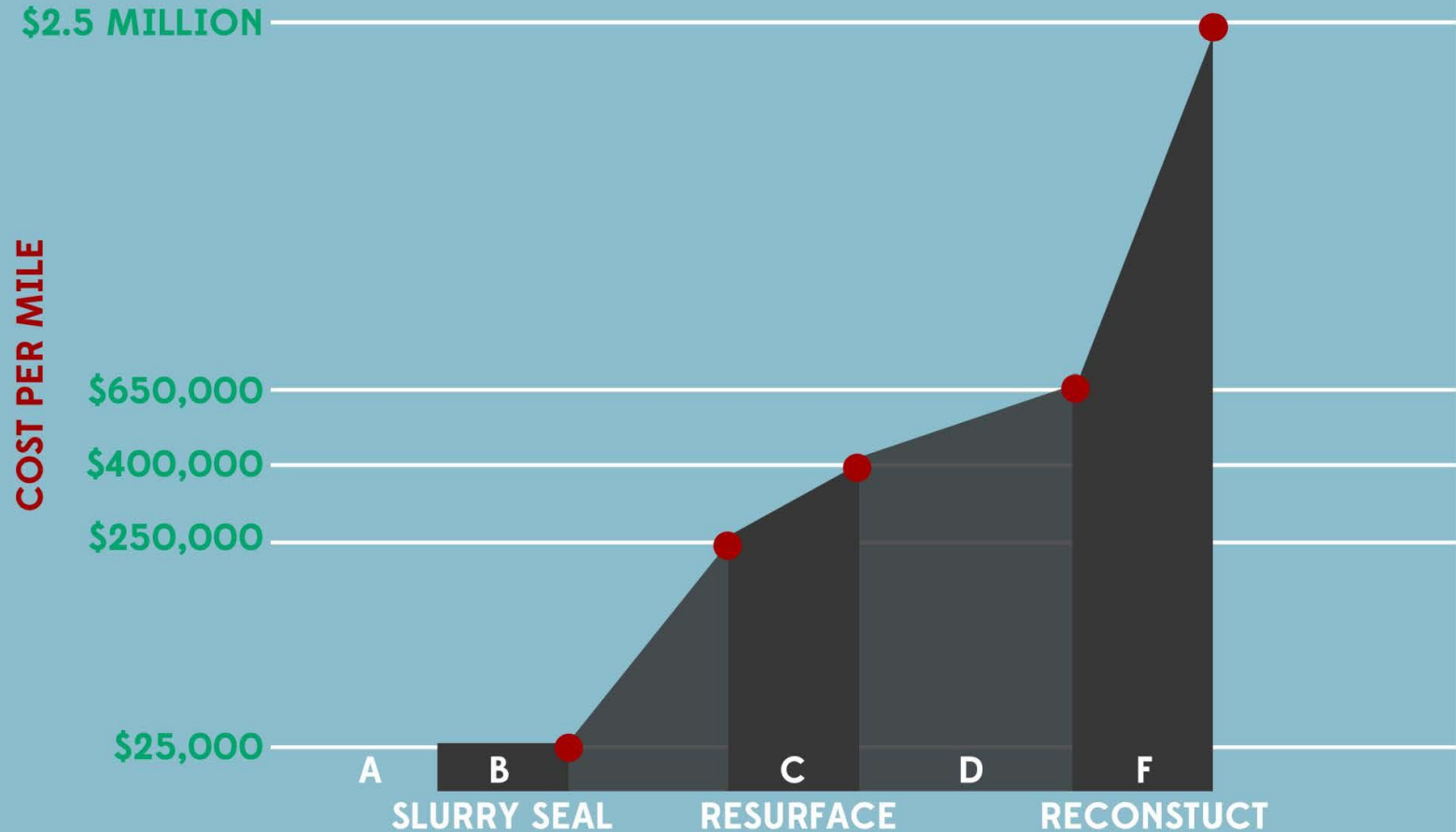
SLURRY SEAL  
REQUIRED

RESURFACING REQUIRED

RESURFACING OR  
RECONSTRUCTION  
REQUIRED

RECONSTRUCTION  
REQUIRED

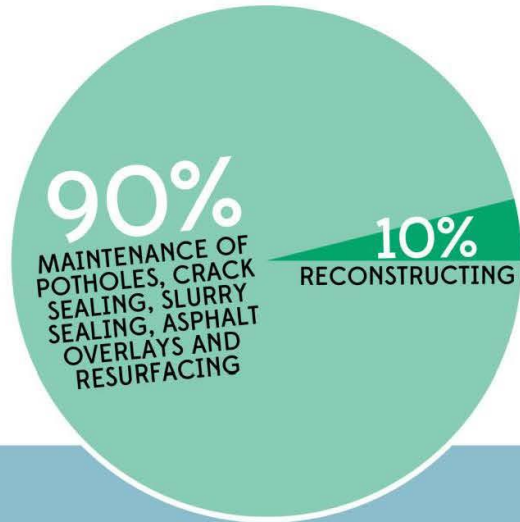
# COST COMPARISON



\*Reconstruction costs vary depending on area of pavement, magnitude of base failure, thicknesses of different roadway layers, need to repair or rebuild adjacent structures such as curb, gutter, access ramps, sewer maintenance holes, etc.



# COSTS FOR REPAIR



WITH LIMITED FUNDS,  
THE BUREAU OF STREET SERVICES FOCUSES ON  
MAINTAINING **A, B, AND C STREETS**,  
WITH ONLY A SMALL FRACTION GOING TO  
RECONSTRUCTING **FAILED STREETS**

ESTIMATED  
**\$3.86 BILLION**  
NEEDED FOR STREET RECONSTRUCTION