

Professor Pothole Presents

Pothole Politics: The Road To Pavement Preservation

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Director

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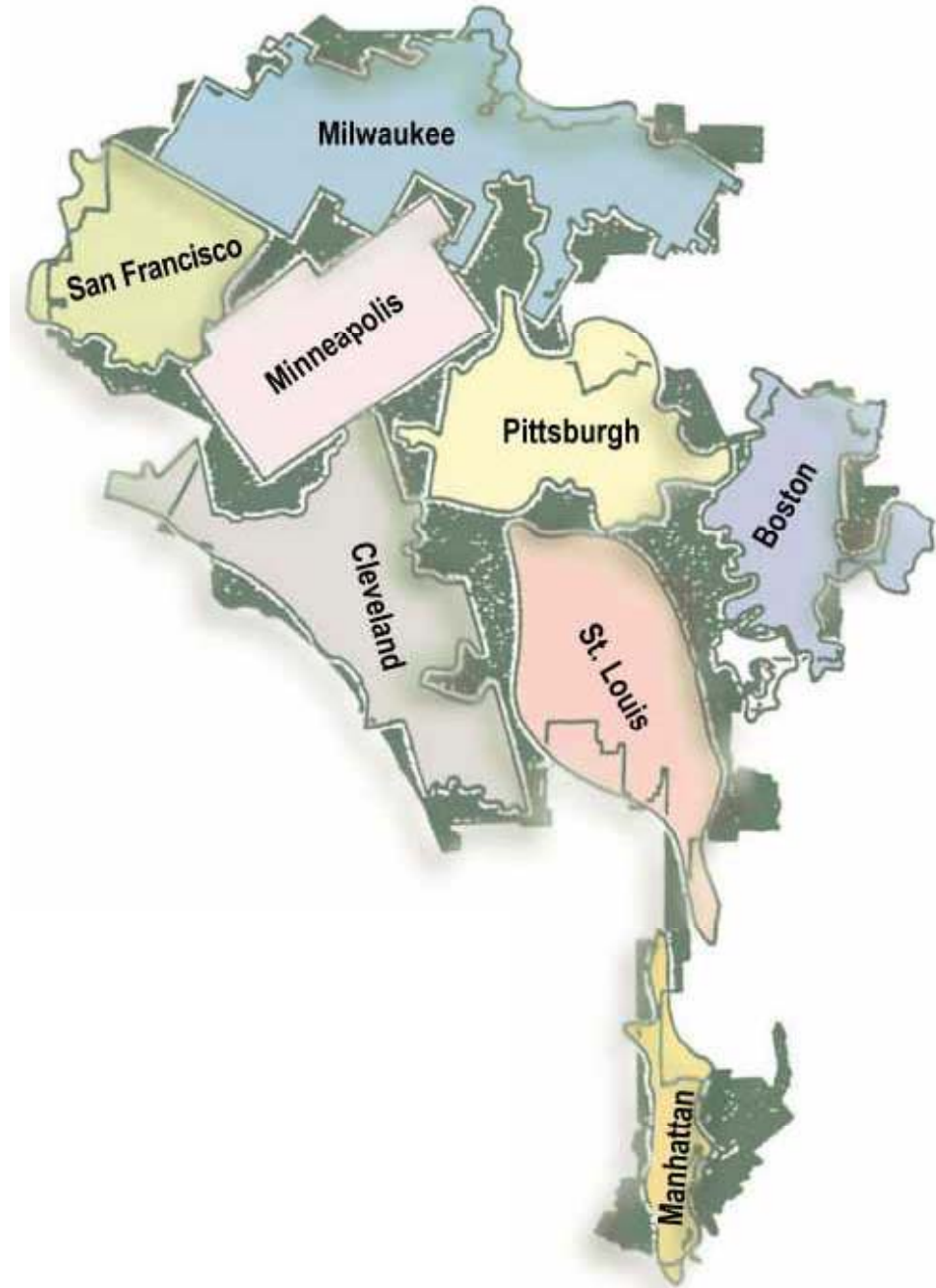
Potholes Are Like Diamonds...



They're Forever!

HOW BIG IS LOS ANGELES?

City	Square Miles
Los Angeles	468.85
Boston, MA	48.6
Cleveland, OH	77.9
Manhattan, NY	22.8
Milwaukee, WI	95
Minneapolis, MN	58.7
Pittsburgh, PA	55.5
St. Louis, MO	61.3
San Francisco, CA	47



CITY OF LOS ANGELES



Largest municipal street system in
the United States

6,500 Centerline Miles

28,000 Lane Miles

69,507 Segments

Current Condition Assessment

- Pavement Condition Index (PCI) 62
- Approximately 1,000 miles of failed streets
- \$2.3 Billion Backlog (PCI 80)
- Overall system condition is a D+

How Did We Get In This Mess?

- Prior to World War II the City was comprised of approximately 2,500 miles of paved streets and the Annual Resurfacing Program (ARP) consisted of 50 miles.
- After World War II, and the rapid growth of the San Fernando Valley the street system grew to 6,500 miles.
- Up until 1986, the ARP still consisted of only 50 miles of resurfacing.
- From 1987 to the early 1990's, the ARP was increased to approximately 150 miles.
- Fiscal Year 1994-95, the Bureau was funded for its first 200 mile ARP.
- This year the ARP is funded at 235 miles.

Strategic Plan

1. Identify the goal.
2. Create a pavement preservation plan.
3. Budget Allocation.
4. Pavement Management/ Micro PAVER™.
5. Innovations in Asphalt Technology
6. Telling the Story.

1. Identify The Goal

- Verify current condition of the street system.
- Where do you want to go?
- Where will current funding levels take you?
- With a \$2.3 billion backlog LA had one choice...slow the rapid deterioration of the street system – Save Streets.

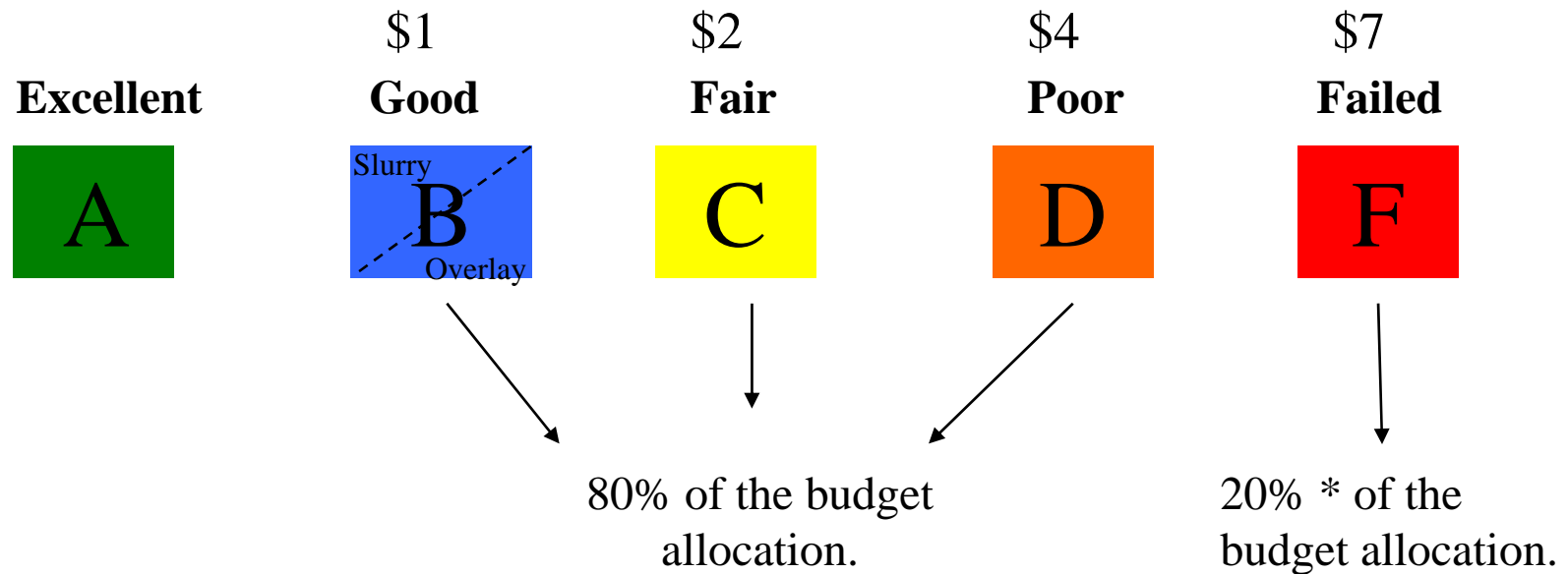
2. Pavement Preservation Plan

- Identify the elements of your program.
- What's the mix...how much of each.
- What will get me the biggest bang for my buck – In LA it was Rubberized Slurry Seal.
- Look for innovative processes.
- Commit to the plan and stay flexible.

3. Budget Allocation

Where do I put my money to get the greatest benefit?

MicroPaver



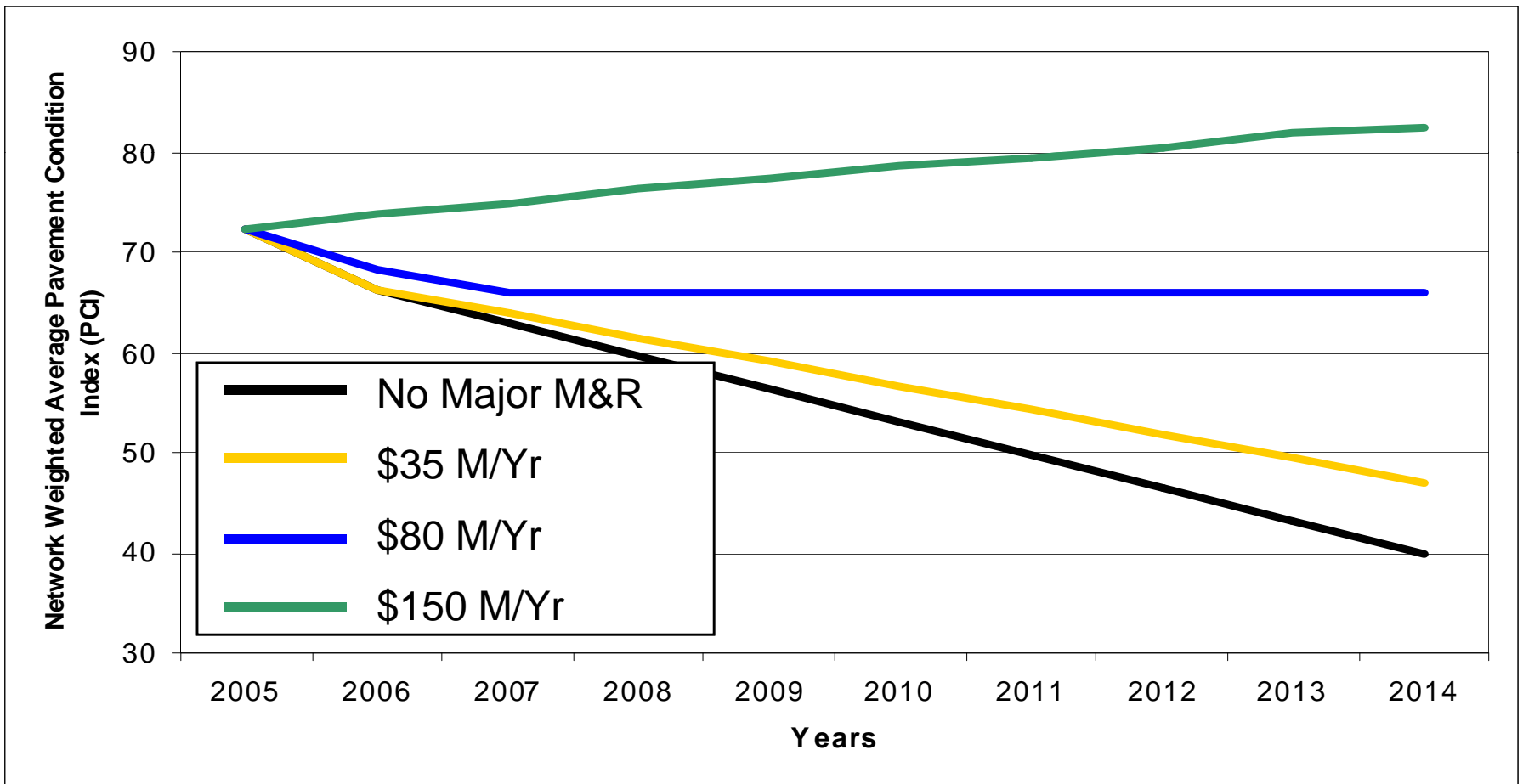
*Typically 20% of the budget is allocated towards failed streets.

4. Pavement Management Program

- Justifies different funding level requests.
- Provides information to make efficient use of available resources.
- Produces quantified and accurate information.
- Tracks pavement performance.
- Identifies current and future maintenance & rehabilitation (M&R) needs.
- Selects cost-effective repair strategies.
- Predicts future pavement condition based on different budget scenarios.

4. Work Planning

Compare various budget scenarios



5. Innovations In Asphalt Technology

Cold In-Place Recycling – The key to addressing failed streets in our neighborhoods.

- 25% to 35% more cost effective than conventional reconstruction.
- Less invasive to local neighborhoods.





5. Innovations In Asphalt Technology

- Rubberized Slurry Seal – 400 miles
- Environmentally friendly, 25,935 waste tires are recycled for every 100 miles of streets slurry sealed.
- Pre-mixed at centralized plant and delivered ready for application.



Fresh, clean, and new appearance for neighborhoods.



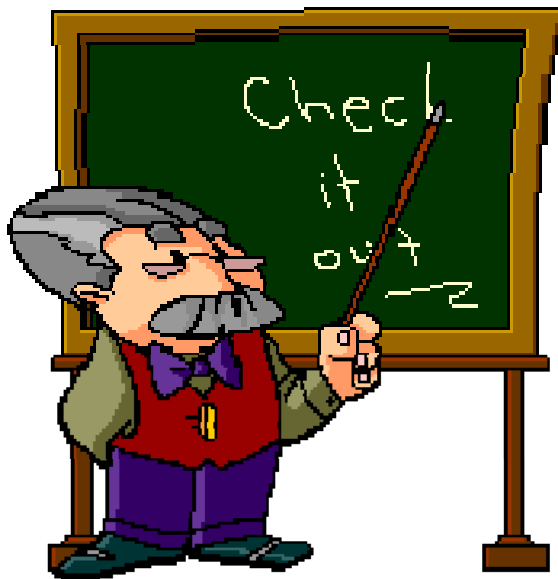
6. Telling The Story

- Public Outreach – 89 Certified Neighborhood Councils
- Outreach to Elected Officials and their staffs.
- Embrace the Media.
- Working with local Colleges and Universities.

Where The Road Has Taken Us

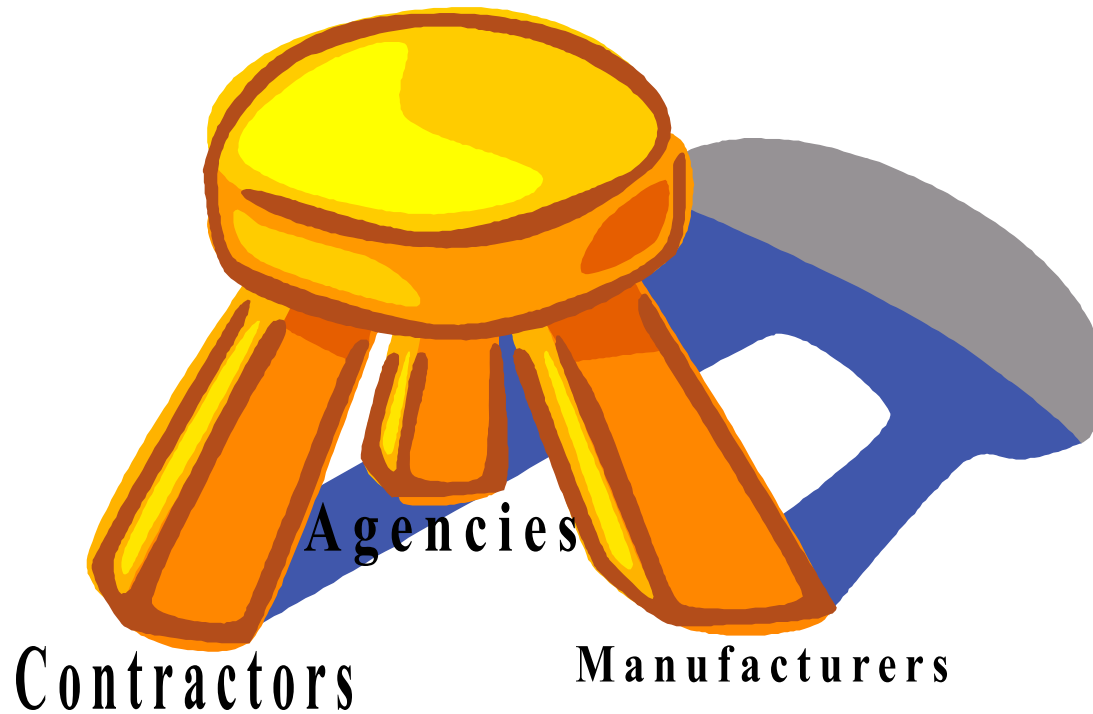
- The Pavement Preservation Program has grown from 310 miles in 2002 to 735 miles in 2008...a 137 percent increase.
- Ten million dollars allocated to rebuild the Metro Asphalt Plant to run a 50-50 recycled mix.
- For the first time since World War II the overall street system's PCI will not decline.

PROFESSOR POTHOLE'S CRYSTAL BALL

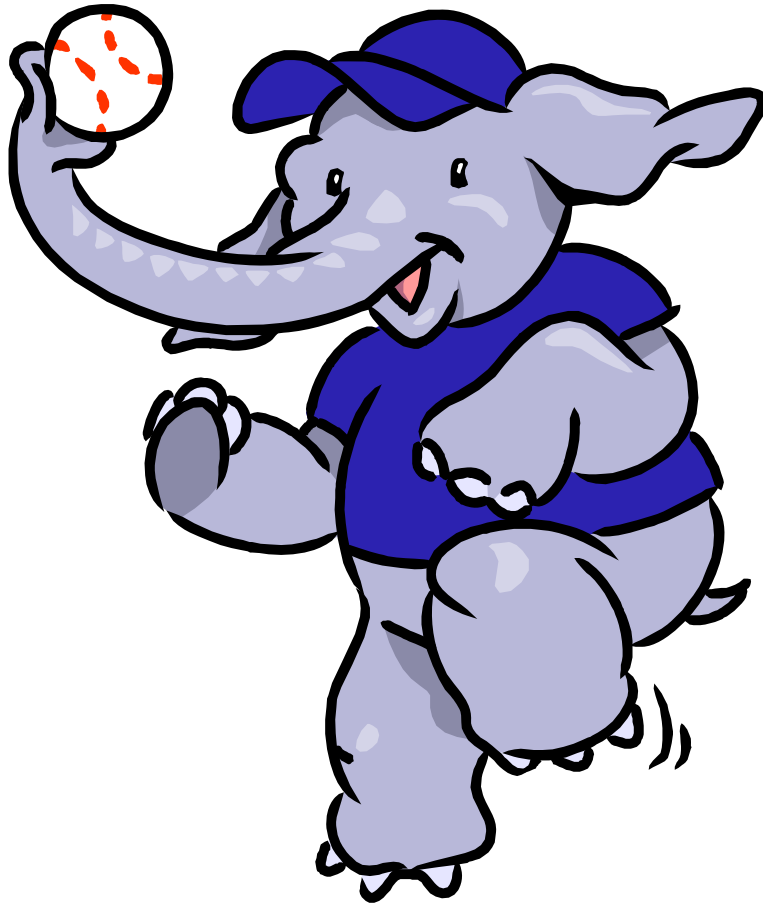


The future of Pavement Preservation...

Pavement Preservation's Three-Legged Stool



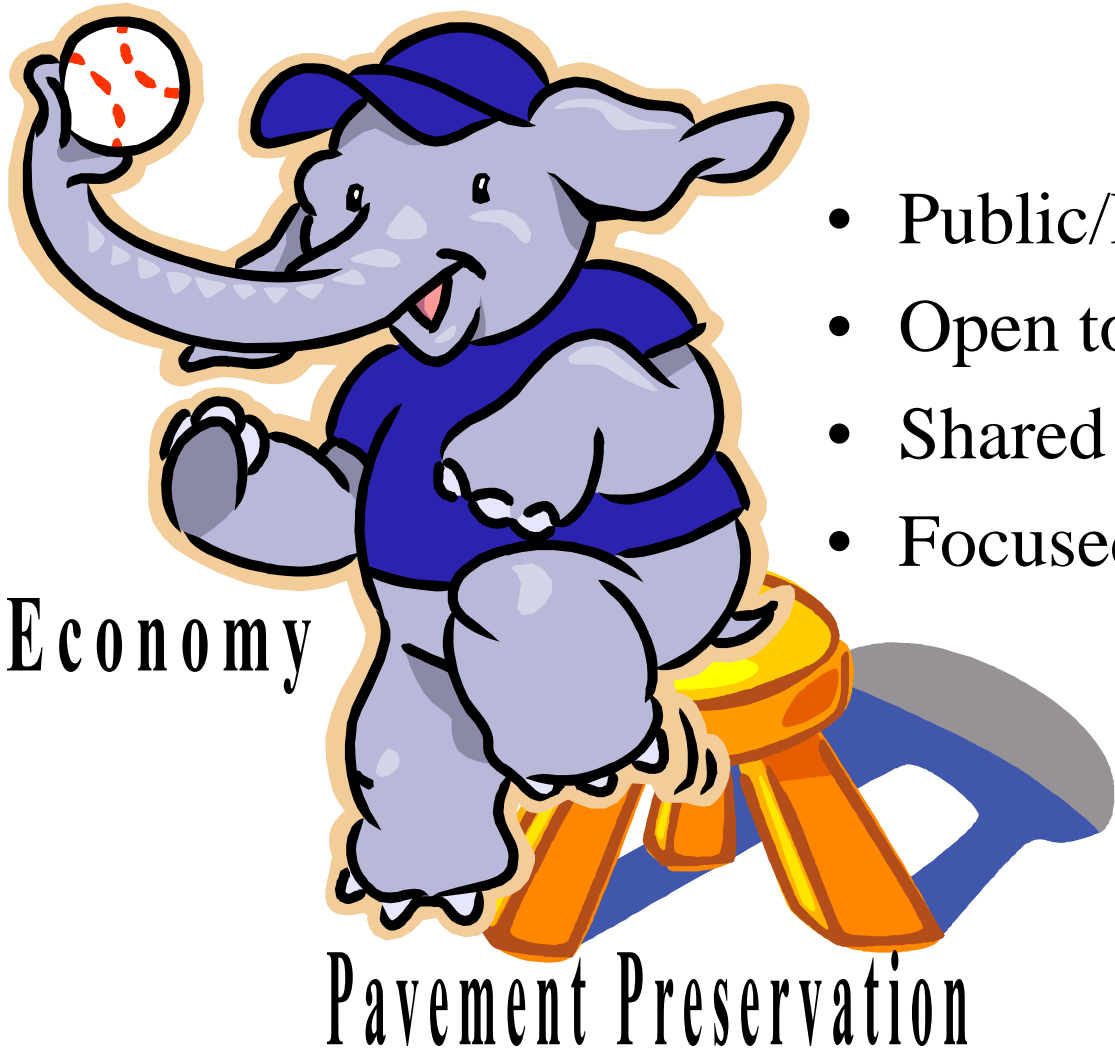
10-Ton Elephant In The Room



- Gas Tax Revenues
- Property Tax Revenues
- Increased Materials Cost

Economy

Saving Pavement Preservation



- Public/Private Partnership
- Open to new processes
- Shared Cost for R&D
- Focused outreach to tax payers.

The Road to Pavement
Preservation Is Never Finished.

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