



Public Works Commission

CONSENT CALENDAR  
November 27, 2012

To: Honorable Mayor and Members of the City Council  
From: Public Works Commission  
Submitted by: Keith Alward, Chair, Public Works Commission  
Subject: Update of the 5-Year Street Paving Plan FY 2013 – FY 2017

RECOMMENDATION

Adopt a Resolution updating the City’s 5-Year Street Paving Plan for FY 2013 – FY 2017, and approving the allocation of up to 15% discretionary funding (approximately \$420,000) in FY 2013 for a trial installation of permeable paving.

FISCAL IMPACTS OF RECOMMENDATION

The attached 5-year paving plan is based on estimated 5-year funding levels as follows:

FY 2013 .....	\$3,785,918
FY 2014 .....	\$3,572,166
FY 2015 .....	\$3,582,722
FY 2016 .....	\$3,582,722
FY 2017 .....	\$3,582,722

The local street-paving program is funded from the General Fund, Measure B, and State Gas Taxes. Due to the current economic climate, these funding levels cannot be assured and may change at almost anytime during the upcoming fiscal years.

In 2013, up to \$420,000 would be allocated to a permeable paver trial. The details of this trial project were provided to Council in an [Information Report on June 12, 2012](#)<sup>1</sup>.

CURRENT SITUATION AND ITS EFFECTS

As recommended by this Commission, Council adopted an update to the Street Repair Policy in December 2009 (Resolution No. 64,733-N.S.). The changes included encouraging the experimentation and application of new technologies and materials for sustainable street management; and reaffirming allocation of 15% of the annual 5-Year Plan budget for “discretionary” projects, and assigning top priority for trial applications of innovative technology, such as permeable paving.

As the City Auditor’s fall 2011 report on the future of street infrastructure detailed, City, local transportation, and state funds have been reduced in recent years, at the same

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<sup>1</sup> See the Links list on last page of this report for full web addresses to documents.

time the cost of asphalt pavement continues to rise. It is the City's intent to maintain its streets in the best condition possible and thus additional funds are required or a new methodology for street maintenance needs to be considered. It is no longer sustainable economically nor environmentally to maintain solely asphalt concrete streets as the City has historically done.

Staff has included the 2016 1-year Citywide street sealing program in the plan again this year. This approach provides an efficient means to arrest deterioration of streets in good condition, extend significantly the useful life of streets Citywide, and provide the opportunity to commit resources to research, learn, and design alternative paving strategies for application in the coming years. The Public Works Commission (PWC) continues to support staff efforts to identify streets for trial applications of new paving methods, and looks forward to staff proposals that include a new paradigm to address the street surface and storm water interaction, utilizing the results of the permeable pavement trials to be initiated in the immediate future.

The PWC has reviewed and supports the 5-Year Paving Plan proposed by staff. The plan addresses the aging street infrastructure with available resources, and identifies streets that require maintenance and restoration, ranging from sealing to overlay to full reconstruction, based on regional standards. This action was taken at the Commission's June 7, 2012 meeting. (M/S/C: Yep/Kidd; Ayes: Henry, Holland, Ingram, Kidd, Schueler, Yep; Noes: None; Abstain: None; Absent: Alward, Diaz, Neal)

#### BACKGROUND

The City Council adopted Resolution No. 55,384 on May 22, 1990, requiring the City to adopt a 5-Year Street Paving Plan and to update it annually in conjunction with the budget process. This Resolution assigned the responsibility for submitting the annual update to the Public Works Commission, working in collaboration with staff. The City Council subsequently adopted a plan, as well as several yearly updates since then.

The process for selecting streets for inclusion in the Plan is detailed in Attachment 3, the Street Rehabilitation Policy, which was updated by Council in December 2009. The Policy is based on the output from the City's Pavement Management System for the most cost-effective repair schedule. Coordination with other City Capital Improvement Programs and outside utility companies is also performed.

Also, on December 2009, the City Council expanded the application of the traditional 5-Year Paving Program to include experimental applications of alternative materials such as permeable pavers.

#### RATIONALE FOR RECOMMENDATION

With severely limited funding and resources, it is important for the City to have a systematic plan for pavement rehabilitation that takes into account budget constraints, coordination with other programs and projects, and the impacts/effects of bus and bicycle routes.

Additionally, in the era of extreme climate change, it is essential to change many approaches to environmental protection. One important technique to improving water quality and reducing pollutants and environmental risks is the promise of the many benefits of pervious and permeable paving materials.

#### ALTERNATIVE ACTIONS CONSIDERED

Other alternative paving systems are being evaluated for possible future use and will be discussed further with Council when information becomes available.

#### CITY MANAGER

The City Manager concurs with the content and recommendations of this Report, but also notes that with the passage of Measure M at the November 6, 2012 election, the City's street repaving program will be enhanced and coordinated with watershed improvements and green infrastructure. The Public Works Commission's recommendations for the next update to the 5 year plan will reflect additional criteria for determining which streets will be included in the enhanced program resulting from the voter approved bond funding.

#### CONTACT PERSON

Keith Alward, Chair, Public Works Commission  
Jeffrey Egeberg, Secretary, Public Works Commission, 981-6400

#### Attachments:

1. Resolution  
    Exhibit A: 5-Year Street Paving Plan FY 2013 – FY 2017
2. Street Rehabilitation Program 5-Year Street Plan
3. Street Rehabilitation Policy

#### Link:

Information Report on June 12, 2012:

[www.ci.berkeley.ca.us/uploadedFiles/Clerk/Level\\_3 - City Council/2012/06Jun/2012-06-12 Item 49 Permeable Pavers Trial Project.pdf](http://www.ci.berkeley.ca.us/uploadedFiles/Clerk/Level_3_-_City_Council/2012/06Jun/2012-06-12_Item_49_Permeable_Pavers_Trial_Project.pdf)

RESOLUTION NO. ##,###-N.S.

UPDATE OF THE 5-YEAR STREET PAVING PLAN FOR FY 2013-2017

WHEREAS, the Street Rehabilitation Policy, Resolution No. 55,384–N.S., approved on May 22, 1990, requires that there be a 5-Year Street Paving Plan for the entire City to be adopted by the City Council; and

WHEREAS, the Street Rehabilitation Policy shall be reviewed and updated annually by the City Council, with the advice of the Public Works Commission; and

WHEREAS, the Public Works Commission recommends that Council adopt the 5-Year Street Paving Plan attached as Exhibit A.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the updated 5-Year Street Paving Plan for Fiscal Year 2013 – Fiscal Year 2017, attached as Exhibit A and made a part hereof, is hereby adopted; and approving the allocation of up to 15% discretionary funding (approximately \$420,000) in FY 2013 for a trial installation of permeable paving.

Exhibit

A: 5-Year Street Paving Plan FY 2013 – FY 2017

5-YEAR STREET PAVING PLAN  
APRIL 2012

FISCAL YEAR	STREET NAME	FROM	TO	CLASS	TREATMENT	ESTIMATED COST	PCI	DISTRICT	P	MILEAGE
2013	DWIGHT WAY	SHATTUCK AVE	FULTON ST	A	OVERLAY	38528	56	34	C	0.11
2013	DWIGHT WAY	FULTON ST	DANA ST	A	OVERLAY	99263	16	347	C	0.25
2013	DWIGHT WAY	DANA ST	TELEGRAPH AVE	A	RECONSTRUCT	229081	12	7	C	0.13
2013	SACRAMENTO ST	ASHBY AVE	SOUTH CITY LIMIT	A	OVERLAY	167763	49	2	C	0.41
2013	ALCATRAZ AVE	WEST CITY LIMIT	SACRAMENTO ST	C	OVERLAY	45185	55	2	C	0.23
2013	4TH ST	HARRISON ST	CAMELIA ST	R	RECONSTRUCT	221452	3	1	D	0.26
2013	4TH ST	CAMELIA ST	CEDAR ST	R	RECONSTRUCT	214204	0	1	D	0.25
2013	9TH ST	NORTH CITY LIMIT	CAMELIA ST	R	OVERLAY	87651	53	1	B	0.33
2013	9TH ST	CAMELIA ST	CEDAR ST	R	OVERLAY	72618	77	1	A	0.25
2013	COWPER ST	SAN PABLO AVE	BYRON ST	R	RECONSTRUCT	49659	0	2	D	0.07
2013	HILLSIDE AVE	PROSPECT ST	DWIGHT WAY	R	RECONSTRUCT	118080	39	8	D	0.14
2013	HILLSIDE CT	DEAD END	HILLSIDE AVE	R	SLURRY	1155	55	8	D	0.05
2013	IDAHO ST	ALCATRAZ AVE	SOUTH CITY LIMIT	R	OVERLAY	5897	76	2	D	0.03
2013	POTTER ST	3RD ST	9TH ST	R	OVERLAY	101000	47	2	D	0.32
2013	PROSPECT ST	HILLSIDE AVE	DWIGHT WAY	R	RECONSTRUCT	98815	34	8	D	0.10
2013	WOOLSEY ST	TELEGRAPH AVE	HILLEGASS AVE	R	RECONSTRUCT	304413	31	7	B	0.29
2013	PERMEABLE PAVER PILOT					600000				

FISCAL YEAR 2013 TOTALS

Total Estimated Cost and Miles \$2,454,765 3.22 miles

	MILEAGE	ESTIMATED COST	% COST	% MILEAGE
ARTERIALS	0.90	\$534,635	29%	28%
COLLECTORS	0.23	\$45,185	2%	7%
RESIDENTIALS	2.09	\$1,274,945	69%	65%
SLURRY SEALS	0.05	\$1,155		
OVERLAYS	1.93	\$617,905		
RECONSTRUCTS	1.24	\$1,835,704		
PCC STREETS	0.00	\$0		
BIKE ROUTES	0.87	\$464,682	25%	

NOTE: COLUMN P DENOTES PRESENCE OF (A) BICYCLE BOULEVARD, (B) BICYCLE ROUTE, (C) BUS ROUTE, OR (D) NONE

5-YEAR STREET PAVING PLAN  
APRIL 2012

FISCAL YEAR	STREET NAME	FROM	TO	CLASS	TREATMENT	ESTIMATED COST	PCI	DISTRICT	P	MILEAGE
2014	CEDAR ST	MILVIA ST	MILVIA ST	C	OVERLAY	42752	4	4	C	0.13
2014	CEDAR ST	MILVIA ST	SHATTUCK AVE	C	RECONSTRUCT	190011	1	4	C	0.13
2014	CEDAR ST	SHATTUCK AVE	OXFORD ST	C	RECONSTRUCT	177736	14	4	D	0.12
2014	CEDAR ST	OXFORD ST	SPRUE ST	C	RECONSTRUCT	99242	61	4	D	0.06
2014	DEL NORTE ST	THE CIRCLE	SUTTER ST	C	OVERLAY	25102	73	5	B	0.13
2014	GRIZZLY PEAK BLVD	MARIN AVE	SHASTA RD	C	RECONSTRUCT	743045	25	6	B	0.77
2014	LA LOMA AVE	CEDAR ST	VIRGINIA ST	C	RECONSTRUCT	135717	0	6	D	0.13
2014	SHASTA RD	KEELER AVE	QUEENS RD	C	OVERLAY	40257	58	6	B	0.25
2014	SHASTA RD	QUEENS RD	GRIZZLY PEAK BLVD	C	OVERLAY	36035	44	6	B	0.21
2014	ALLSTON WAY	SACRAMENTO ST	MARTIN LUTHER KING JR WY	R	OVERLAY	128099	27	4	B	0.50
2014	ALLSTON WAY	MARTIN LUTHER KING JR WY	MILVIA ST	R	OVERLAY	38808	30	4	B	0.13
2014	BERKELEY WAY	MARTIN LUTHER KING JR WY	MILVIA WAY	R	SLURRY	3702	36	4	D	0.13
2014	BERKELEY WAY	MILVIA WAY	SHATTUCK AVE	R	SLURRY	4014	39	4	D	0.12
2014	CONTRA COSTA AVE	YOSEMITE RD	SOLANO AVE	R	OVERLAY	60129	61	5	D	0.53
2014	DEL NORTE CT	DEL NORTE ST	DEAD END	R	RECONSTRUCT	5905	4	5	D	0.02
2014	EUNICE ST	MILVIA ST	HENRY ST	R	OVERLAY	9828	45	5	D	0.04
2014	FAIRLAWN DR	QUEENS RD	AVENIDA DR	R	RECONSTRUCT	154546	22	6	D	0.31
2014	FULTON ST	STUART ST	ASHBY AVE	R	OVERLAY	50931	61	3	B	0.22
2014	HENRY ST	HEARST AVE	BERKELEY WAY	R	OVERLAY	15946	32	4	D	0.06
2014	KITTREDGE ST	MILVIA ST	SHATTUCK AVE	R	OVERLAY	30794	46	4	D	0.13
2014	LE ROY AVE	HAWTHORNE TERRACE	CEDAR ST	R	RECONSTRUCT	165753	14	6	D	0.23
2014	MENLO PL	THOUSAND OAKS BLVD	SANTA ROSA AVE	R	RECONSTRUCT	54804	16	5	D	0.09
2014	MENLO PL	SANTA ROSA AVE	THE ALAMEDA	R	RECONSTRUCT	48317	28	5	D	0.09
2014	MILVIA ST	HOPKINS ST	EUNICE ST	R	SLURRY	7749	70	5	A	0.13
2014	MILVIA ST	EUNICE ST	BERRYMAN ST	R	OVERLAY	21136	48	5	A	0.13
2014	MILVIA ST	BERRYMAN ST	ROSE ST	R	OVERLAY	29047	35	4	A	0.13
2014	PARKER ST	MARTIN LUTHER KING JR WY	MILVIA WAY	R	OVERLAY	32021	43	3	B	0.13
2014	PARKER ST	MILVIA ST	SHATTUCK AVE	R	OVERLAY	36301	47	3	B	0.14
2014	PARKER ST	SHATTUCK AVE	FULTON ST	R	OVERLAY	28392	36	3	B	0.12
2014	RIDGE RD	SCENIC AVE	EUCLID AVE	R	OVERLAY	40656	46	6	D	0.13
2014	RIDGE RD	EUCLID AVE	LA LOMA AVE	R	OVERLAY	50086	40	6	D	0.18
2014	SAN MIGUEL AVE	THOUSAND OAKS BLVD	SANTA ROSA AVE	R	RECONSTRUCT	46259	21	5	D	0.09
2014	SANTA ROSA AVE	MENLO PLACE	SAN LORENZO AVE	R	RECONSTRUCT	170764	15	5	D	0.33
2014	VINE ST	SPRUCE ST	HAWTHORNE TERRACE	R	OVERLAY	23421	2	6	D	0.04
2014	VIRGINIA ST	LA LOMA AVE	DEAD END	R	RECONSTRUCT	58080	42	6	D	0.19
2014	YOLO AVE	THE ALAMEDA	MILVIA ST	R	OVERLAY	24898	52	5	D	0.11
2014	YOLO AVE	MILVIA AVE	SUTTER ST	R	SLURRY	4704	74	5	D	0.07

FISCAL YEAR 2014 TOTALS

Total Estimated Cost and Miles \$2,834,984 6.45 miles

	MILEAGE	ESTIMATED COST	% COST	% MILEAGE
ARTERIALS	0.00	\$0	0%	0%
COLLECTORS	1.93	\$1,489,896	53%	30%
RESIDENTIALS	4.52	\$1,345,088	47%	70%
SLURRY SEALS	0.45	\$20,168		
OVERLAYS	3.59	\$799,296		
RECONSTRUCTS	2.41	\$2,015,519		
PCC STREETS	0.00	\$0		
BIKE ROUTES	2.99	\$1,216,921	43%	

NOTE: COLUMN P DENOTES PRESENCE OF (A) BICYCLE BOULEVARD, (B) BICYCLE ROUTE, (C) BUS ROUTE, OR (D) NONE

5-YEAR STREET PAVING PLAN  
APRIL 2012

FISCAL YEAR	STREET NAME	FROM	TO	CLASS	TREATMENT	ESTIMATED COST	PCI	DISTRICT	P	MILEAGE
2015	DERBY ST	WARRING ST	BELROSE & TANGLEWOOD	A	RECONSTRUCT	264859	14	8	B	0.23
2015	DWIGHT WAY	TELEGRAPH AVE	BOWDITCH ST	A	OVERLAY	49062	21	7	C	0.13
2015	DWIGHT WAY	BOWDITCH ST	COLLEGE AVE	A	RECONSTRUCT	248791	22	7	C	0.13
2015	DWIGHT WAY	COLLEGE AVE	PIEDMONT AVE	A	SLURRY	8373	35	8	C	0.15
2015	BELROSE AVE	DERBY ST	CLAREMONT BLVD	C	RECONSTRUCT	218322	27	8	C	0.12
2015	CLAREMONT BLVD	BELROSE AVE	CLAREMONT AVE	C	OVERLAY	57814	29	8	C	0.17
2015	PIEDMONT CRESCENT	DWIGHT WAY	WARRING ST	C	SLURRY	5908	37	8	B	0.05
2015	WARRING ST	DWIGHT WAY	DERBY ST	C	RECONSTRUCT	531287	18	8	B	0.29
2015	5TH ST	CEDAR ST	VIRGINIA ST	R	SLURRY	6586	80	1	B	0.13
2015	5TH ST	VIRGINIA ST	UNIVERSITY AVE	R	SLURRY	16099	72	1	B	0.31
2015	10TH ST	NORTH CITY LIMIT	HARRISON ST	R	SLURRY	5018	70	1	D	0.09
2015	10TH ST	HARRISON ST	CAMELIA ST	R	RECONSTRUCT	181814	0	1	D	0.24
2015	ACTON ST	RUSSELL ST	ASHBY AVE	R	SLURRY	6159	83	2	D	0.09
2015	BROOKSIDE AVE	CLAREMONT AVE	DEAD END (CLAREMONT AVE)	R	SLURRY	3850	71	8	D	0.08
2015	BROOKSIDE CT	DEAD END	BROOKSIDE DR	R	OVERLAY	4316	54	8	D	0.02
2015	BROOKSIDE DR	CLAREMONT AVE	CLAREMONT AVE	R	RECONSTRUCT	73711	24	8	D	0.10
2015	BUENA AVE	WEST DEAD END	MCGEE AVE	R	OVERLAY	41104	60	1	D	0.17
2015	CHABOLYN TERRACE	SOUTH CITY LIMIT	SOUTH CITY LIMIT	R	RECONSTRUCT	68389	8	8	D	0.08
2015	COMSTOCK CT	JAYNES ST	CEDAR ST	R	OVERLAY	8848	63	1	D	0.06
2015	ELMWOOD CT	ASHBY AVE	DEAD END	R	SLURRY	3015	87	8	D	0.05
2015	FOLGER AVE	3RD ST	HOLLIS ST	R	OVERLAY	36712	56	2	D	0.12
2015	FOLGER AVE	7TH ST	SAN PABLO AVE	R	RECONSTRUCT	351250	0	2	D	0.20
2015	JAYNES ST	CALIFORNIA ST	EDITH ST	R	OVERLAY	43798	58	1	D	0.19
2015	MURRAY ST	7TH ST	SAN PABLO AVE	R	RECONSTRUCT	153773	4	2	D	0.25
2015	NORTH ST	NORTH DEAD END	JAYNES ST	R	RECONSTRUCT	16642	0	1	D	0.03
2015	ROSLYN CT	THE SOUTH CROSSWAYS	CHABOLYN TERRACE	R	RECONSTRUCT	13422	13	8	D	0.03
2015	STANTON ST	RUSSELL ST	ASHBY AVE	R	RECONSTRUCT	89317	25	2	D	0.11
2015	VINE ST	MCGEE AVE	EDITH ST	R	RECONSTRUCT	66884	34	1	D	0.11

FISCAL YEAR 2015 TOTALS

Total Estimated Cost and Miles	MILEAGE	ESTIMATED COST	% COST	% MILEAGE
ARTERIALS	0.64	\$571,085	22%	17%
COLLECTORS	0.63	\$813,331	32%	17%
RESIDENTIALS	2.46	\$1,190,705	46%	66%
SLURRY SEALS	0.95	\$55,007		
OVERLAYS	1.22	\$241,654		
RECONSTRUCTS	2.05	\$2,278,461		
PCC STREETS	0.00	\$0		
BIKE ROUTES	1.01	\$824,739	32%	
<b>Total</b>		<b>\$2,575,122</b>		<b>3.73 miles</b>

NOTE: COLUMN P DENOTES PRESENCE OF (A) BICYCLE BOULEVARD, (B) BICYCLE ROUTE, (C) BUS ROUTE, OR (D) NONE

FISCAL YEAR	STREET NAME	FROM	TO	CLASS	TREATMENT	ESTIMATED COST	PCI	DISTRICT	P	MILEAGE
2016	STREETS TO BE DETERMINED				SLURRY	3000000				TBD
<b>FISCAL YEAR 2016 TOTALS</b>										
<b>Total Estimated Cost and Miles</b>						<b>\$3,000,000</b>				<b>0.00 miles</b>
	ARTERIALS					TBD				TBD
	COLLECTORS					TBD				TBD
	RESIDENTIALS					TBD				TBD
	SLURRY SEALS					\$3,000,000				
	OVERLAYS					\$0				
	RECONSTRUCTS					\$0				
	PCC STREETS					\$0				
	BIKE ROUTES					TBD				TBD

NOTE: COLUMN P DENOTES PRESENCE OF (A) BICYCLE BOULEVARD, (B) BICYCLE ROUTE, (C) BUS ROUTE, OR (D) NONE



5-YEAR STREET PAVING PLAN  
APRIL 2012

FISCAL YEAR	STREET NAME	FROM	TO	CLASS	TREATMENT	ESTIMATED COST	PCI	DISTRICT	P	MILEAGE
2017	DWIGHT WAY	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	A	OVERLAY	151189	38	34	C	0.50
2017	DWIGHT WAY	MARTIN LUTHER KING JR WAY	MILVIA ST	A	SLURRY	9124	78	34	C	0.13
2017	DWIGHT WAY	MILVIA WAY	SHATLUCK AVE	A	SLURRY	10282	74	34	C	0.13
2017	COLUSA AVE	NORTH CITY LIMIT (VISALIA)	SOLANO AVE	C	RECONSTRUCT	969330	20	5	B	0.68
2017	COLUSA AVE	MARIN AVE	MARIN AVE	C	OVERLAY	603883	69	5	B	0.13
2017	COLUSA AVE	MARIN AVE	MONTEREY AVE	C	OVERLAY	60759	38	5	B	0.16
2017	WILDCAT CANYON RD	THE SPIRAL	EAST CITY LIMIT	C	RECONSTRUCT	803825	17	6	B	0.68
2017	CHANNING WAY	SACRAMENTO ST	ROOSEVELT AVE	R	OVERLAY	99066	37	4	A	0.31
2017	CHANNING WAY	ROOSEVELT AVE	MARTIN LUTHER KING JR WAY	R	OVERLAY	61152	37	4	A	0.19
2017	CHANNING WAY	MARTIN LUTHER KING JR WAY	MILVIA ST	R	OVERLAY	40972	43	4	A	0.13
2017	CHANNING WAY	MILVIA ST	SHATLUCK AVE	R	OVERLAY	43418	39	4	A	0.13
2017	LA VEREDA RD	LA LOMA AVE	CEADAR ST	R	RECONSTRUCT	51664	10	6	D	0.10
2017	LA VEREDA RD	CEADAR ST	DEAD END	R	RECONSTRUCT	77026	5	6	D	0.16
2017	MILVIA ST	BLAKE ST	RUSSELL ST	R	OVERLAY	135233	44	3	A	0.44

FISCAL YEAR 2017 TOTALS

Total Estimated Cost and Miles \$2,573,424 3.87 miles

	MILEAGE	ESTIMATED COST	% COST	% MILEAGE
ARTERIALS	0.76	\$170,595	7%	20%
COLLECTORS	1.65	\$1,894,297	74%	43%
RESIDENTIALS	1.46	\$508,531	20%	38%
SLURRY SEALS	0.26	\$19,406		
OVERLAYS	1.99	\$652,173		
RECONSTRUCTS	1.62	\$1,901,845		
PCC STREETS	0.00	\$0		
BIKE ROUTES	2.85	\$2,274,138	88%	

GRAND TOTALS

Grand Total Estimated Cost and Miles \$13,438,294 17.27 miles

	MILEAGE	ESTIMATED COST	% COST	% MILEAGE
ARTERIALS	2.30	\$1,276,315	13%	13%
COLLECTORS	4.44	\$4,242,710	43%	26%
RESIDENTIALS	10.53	\$4,319,269	44%	61%
SLURRY SEALS	1.71	\$3,095,736		
OVERLAYS	8.73	\$2,311,028		
RECONSTRUCTS	7.32	\$8,031,529		
PCC STREETS	0.00	\$0		
BIKE ROUTES	7.72	\$4,780,481	49%	

NOTE: MILEAGE AND % BREAKDOWNS DO NOT INCLUDE 2016 OR PERMEABLE PAYER PILOT INFORMATION

NOTE: COLUMN P DENOTES PRESENCE OF (A) BICYCLE BOULEVARD, (B) BICYCLE ROUTE, (C) BUS ROUTE, OR (D) NONE

### City of Berkeley Street Rehabilitation Program 5-Year Street Plan

Berkeley maintains a rolling 5-Year Street Rehabilitation Plan for paving and reconstructing City streets. Due to the extensive coordination and design information that must be gathered, changes to early years of the existing plan are not feasible. City staff updates the plan on an annual basis for timeline changes in coordinated projects and for addition of a new fifth year. The plan is then presented to the Public Works Commission, which recommends it to City Council for adoption.

The 5-Year Plan is generated with the aid of a computerized Pavement Management System developed by the Metropolitan Transportation Commission. The Pavement Management System uses the following criteria:

1. Street pavement condition
2. Type of repair required
3. Road classification, e.g., arterial, collector, or residential
4. Cost effectiveness
5. Budget constraints

The Street Rehabilitation and Repair Policy, Resolutions No. 55,384-N.S. and 64,733-N.S. approved by City Council after recommendation by the Public Works Commission, contains the basic criteria for developing the plan and includes the following:

1. PMS output based on:
  - Street pavement condition
  - Type of repair required
  - Cost effectiveness
  - Amount and type of traffic
2. Coordination with other City programs:
  - Sanitary sewer
  - Storm drain sewer
  - Sidewalk
  - Utility undergrounding districts
  - City building upgrades
  - Traffic signals and other traffic calming measures
  - Bicycle improvements
  - Park projects
  - Street Maintenance Division activities
3. Coordination with known utility company work:
  - Pacific Gas & Electric (PG&E)
  - East Bay Municipal Utility District (EBMUD)
  - AT&T
  - Comcast
  - New services for developments (private building projects)
4. Budget distributed accordingly:
  - Arterials – 10%
  - Collectors – 50%
  - Residentials – 25%
  - Concrete and discretionary – 15%
5. Collector and residential streets with AC Transit bus routes or bicycle routes (from Berkeley Bicycle Plan) given first consideration over those without such routes.
6. Contiguous blocks rather than one block at a time as much as possible.

**CITY OF BERKELEY STREET REHABILITATION  
AND REPAIR POLICY  
Updated March 2009**

**A. STREET REHABILITATION POLICY**

**Section 1. General Policy**

It is the policy of the City of Berkeley that there shall be a 5-year Street Rehabilitation Plan for the entire City to be adopted by the City Council.

The primary purpose of the street rehabilitation program is to maintain a safe surface conveyance system in the public right-of-way for vehicles, bicycles, transit and pedestrians. The right-of-way also provides ancillary functions of a water conveyance system and location of public utilities.

The City shall strive to identify and implement integrated solutions that address the multiple demands on the street infrastructure that are designed for safety, environmentally sustainable and economically efficient over the long run.

The Plan shall make use of all available funding and set priorities for rehabilitation of streets in accordance with their use, as follows:

- Arterials
- Collectors
- Residentials

(Within the collectors and residential street categories, bus and bicycle routes shall be given first consideration.)

To the extent practicable, these priorities shall be consistent with:

- 1) the City's General Plan policy of encouraging use of forms of transportation other than automobiles,
- 2) the Regional Water Quality Control Board (RWQCB) goals regarding water quality, flooding potential and runoff control, and
- 3) the City's Measure G goal of an 80% reduction of greenhouse gas emissions by 2050.

**Section 2. Assumptions**

- 1) Emergency and interim work for trench and pothole repair will be done and funded outside this program.
- 2) Available funds for street rehabilitation include Gas Tax, Measure B Sales Tax, and other federal, state, and local funds appropriated by the City Council for this purpose during the annual budget process.
- 3) Additional sources of funding other than those above will be needed to ensure acceptable levels of effort in street rehabilitation.

**Section 3. Funding**

3) Both the 5-Year Program and the Street Rehabilitation Policy shall be reviewed and updated annually to ensure that the revolving 5-Year Street Plan is consistent with the policy stated herein and for consistency with General Plan and Area Plan policies.

## **B. UTILITY TRENCH AND POTHOLE REPAIR POLICY**

### **Section 1. General Policy**

It is the policy of the City of Berkeley that there shall be an annual Utility Trench and Pothole Repair Program for the most heavily used streets and in the priority order, as follows:

1. Arterials
2. Collectors
3. Residentials with bus routes

Additionally, the other residential streets shall be repaired on an area by area basis at least every five (5) years. The program shall be reviewed and updated annually to ensure adherence to the City policy.

### **Section 2. Assumptions**

- a. Emergency work for trench and pothole repair will be done as a part of this program.
- b. Utility company created trenches will be repaired by the respective utility company, and no City resources will be used for these purposes.

### **Section 3. Funding**

- a. Gas Tax subventions and General Funds of the City shall be used for pothole repair.
- b. Sanitary sewer funds shall be used for City created sewer trench repair.

### **Section 4. Specific Policy**

In addition to applicable policy under Street Rehabilitation Policy, the Utility Trench and Pothole Repair Program shall be based on the following criteria:

- a. A trench or a pothole is defined as any pavement surface irregularities with a change of elevation (plus or minus) of more than one (1) inch in twelve (12).
- b. All on-going trench and pothole repair shall use the permanent repair technique, i.e., prepare the trench or pot hole into a rectangular shape, fill with hot asphalt mix, and roll to match the grade adjacent to it.