

Street Resurfacing Information – Message from CD11 District Director Debbie Dyer Harris

Steps to creating an annual resurfacing list:

City Council staff compiles, on an ongoing basis, constituent requests that have been reported to our office. We ensure that these requests are submitted to the City's 311 system as well as our own list, so that both avenues of entry are covered. At the same time, the Bureau of Street Services (BSS) compiles their own list from 311 requests and their own deep knowledge of our streets. Each spring we submit our list to the Bureau's Resurfacing Coordinator in late spring so that they can combine it with their own to create a draft resurfacing list for the upcoming fiscal year (which starts July 1).

BSS uses these combined lists to create a recommended program list. Consideration for eligibility for the program involves:

- If a street has cleared all current and potential utility holds (if a permit has already been taken out for other work to be done under the street, or a utility has plans to do so). If a street has a utility hold, it cannot be resurfaced until that hold is released.
- If a street was not listed as a "Failure" causing it to be economically burdensome for the program

If a street can be part of a grid of streets that can be done in bulk, in order to reduce costs, all the better.

After this criteria is examined, and BSS has placed the eligible streets into a draft program, they ask if there are any eligible streets which the Council office may want to prioritize. Once we do that, the draft is further fine tuned.

We do our best to prioritize the streets that residents submit through our office. However, if they submit it through 311, we have no knowledge of it. If a street that we prioritize has a utility hold, we work with BSS to see if it can be lifted.

It is key to understand that even if a street is eligible for resurfacing, that does not mean it will get done this fiscal year. There is only so much money available to our 64 square miles of streets in all of CD11. For example, the City's budget reduced our allocation of street miles by more than 10 miles from last fiscal year to this fiscal year. In addition, we have one of the large districts in terms of square miles, and we must spread resurfacing evenly throughout the district.

Another key point to understand is that putting this list together is like a very complicated jigsaw puzzle dependent on funding sources and street width and length. Each street is not funded in the same way. For instance, we get gas tax funds for some larger streets that have public buses on them. Other streets are paid for through the City's General Fund. For instance, while very long and very wide Palisades Drive is clearly a major arterial traveled by thousands each day, as there is no public bus service, resurfacing there is funded by the City's General Fund. Also, we only get a very specific number of miles, in this fiscal year that is approx. 56 miles for the entire district. That means if we were to prioritize Palisades Drive as number one and do the entire length, we would not be able to do any other streets in the Palisades that year. This is why we have broken up Palisades Drive into several fiscal years, otherwise nothing else in this area would get resurfaced. And each street length and width is factored into how to fit them into the jigsaw puzzle. If we don't have the right street segments, we could go over our allotment, and then have to remove streets from the lists. It is complicated and takes a lot of configuring- it is not done lightly or without significant care.

There is also something called slurry, an asphalt-like coating that BSS applies to streets that are in satisfactory condition. The slurry seal is like a coat of clear nail polish- it keeps the asphalt underneath it in better shape for longer. Some residents assume that slurry is the same as resurfacing, but it is not

nearly as involved. Our office has no input into where slurry is applied.

For your information here is the breakdown on the rating of streets, per the Bureau of Street Services:

Streets in Condition A (Good) have the following characteristics:

- Type of Maintenance required: none
- Physical Condition: no cracking, no oxidation, and no base failure

Streets in Condition B (Satisfactory) have the following characteristics:

- Type of Maintenance Required: Slurry seal
- Physical Condition: minimal cracking, no oxidation, and no base failure

Streets in Condition C (Fair) have the following characteristics:

- Type of Maintenance required: maintenance overlay (1.5 to 2.0 inches of Asphalt Concrete)
- Physical Condition: minimal cracking, no base failure to 5% of base failure

Streets in Condition D (Poor) have the following characteristics:

- Type of Maintenance required: resurfacing (2.0 to 2.5 inches of Asphalt Concrete)
- Physical Condition: some cracking, 6% of base failure to 35% of base failure

Streets in Condition F (Very Poor) have the following characteristics:

- Type of Maintenance required: resurfacing and/or reconstruction (6.0 inches to 12.0 inches of Asphalt Concrete)
- Physical Condition: major or unsafe cracking, 36% to over 50% of base failure

In addition, you may also be interested in the Bureau's website which gives a lot of great information on our resurfacing program, including current and completed resurfacing projects, as well as a road surface condition map, among other things: <http://bss.lacity.org/>.

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