City of Albany
Pavement Management Program and Capital Improvement Project Planning

Presented by:
Jenny Van Dyke, PE
and
Robert Gonzales, PE
March 2, 2020
Today’s Discussion

Asset Management

- Goals and Objectives
- Database
- Condition Assessment
- Planning
- Implementation
- Performance Monitoring
- Paving CIP
<table>
<thead>
<tr>
<th>Functional Class</th>
<th>Centerline Miles</th>
<th>Lane Miles</th>
<th>Weighted Average PCI*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial</td>
<td>5.22</td>
<td>10.49</td>
<td>54</td>
</tr>
<tr>
<td>Collector</td>
<td>6.20</td>
<td>12.40</td>
<td>47</td>
</tr>
<tr>
<td>Residential</td>
<td>12.17</td>
<td>24.26</td>
<td>53</td>
</tr>
<tr>
<td>Other</td>
<td>5.62</td>
<td>11.12</td>
<td>59</td>
</tr>
<tr>
<td>Total</td>
<td>29.21</td>
<td>58.26</td>
<td>53</td>
</tr>
</tbody>
</table>

*PCI is from City’s StreetSaver database in late 2018
Scenario Criteria Adjustments

- Weighting factors by FC
- Budget allocation by FC
- Treatment adjustments

RESULT: Condition of each FC improves to within 5 points of each other over 10 years
Implementation

- Local Priorities
- Utility Work
- Sewer Rehab
- StreetSaver Funding Scenarios

List of Candidate Streets → Investigation and Design

ROAD WORK AHEAD
Condition Assessment
What is Albany’s PCI?

Albany in 2018 is at 53 and “At Risk”
Scenario 1 is based on existing secured funds.

Scenario 2 targets PCI in Good condition (75)
  – StreetSaver indicates budget needed.

Scenario 3 targets PCI in Very Good condition (85)
  – StreetSaver indicates budget needed.
Implementation

Funding Scenarios

PCI vs Project Year

- Scenario 1: City’s Existing Funding ($1.5M/Yr)
- Scenario 2: Improve PCI to 75 ($1.9M/Yr)
- Scenario 3: Improve PCI to 85 ($2.4M/Yr)

Project Year

Pavement Condition Index, PCI

$2.4M/yr
$1.9M/yr
$1.5M/yr

57 – MTC Vital Signs
60 – City P-TAP Report
## Implementation

### Scenario PCI by Year

<table>
<thead>
<tr>
<th>Functional Class</th>
<th>Current Funding</th>
<th>Improve to 75</th>
<th>Improve to 85</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
<td>Yr 10</td>
<td>Yr 10</td>
</tr>
<tr>
<td>Arterial</td>
<td>54</td>
<td>69</td>
<td>77</td>
</tr>
<tr>
<td>Collector</td>
<td>47</td>
<td>67</td>
<td>76</td>
</tr>
<tr>
<td>Residential</td>
<td>53</td>
<td>64</td>
<td>73</td>
</tr>
<tr>
<td>Other</td>
<td>59</td>
<td>68</td>
<td>74</td>
</tr>
<tr>
<td>Overall</td>
<td><strong>53</strong></td>
<td><strong>67</strong></td>
<td><strong>75</strong></td>
</tr>
</tbody>
</table>

+$400k/yr \quad +$900k/yr
# Proposed 2-Year Candidate Street List

<table>
<thead>
<tr>
<th>Street</th>
<th>Begin</th>
<th>End</th>
<th>Length (ft)</th>
<th>Treatment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Arterial and Collector</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brighton Ave*</td>
<td>Evelyn Ave</td>
<td>Key Route Blvd</td>
<td>1,120</td>
<td>Reconstruct</td>
</tr>
<tr>
<td>Buchanan Ave*</td>
<td>Cleveland Ave</td>
<td>Buchanan St</td>
<td>720</td>
<td>Reconstruct</td>
</tr>
<tr>
<td>Cleveland Ave</td>
<td>Washington Ave</td>
<td>Buchanan St</td>
<td>698</td>
<td>Reconstruct</td>
</tr>
<tr>
<td>Key Route (NB)*</td>
<td>Solano Ave</td>
<td>North City Limit</td>
<td>2,780</td>
<td>Reconstruct</td>
</tr>
<tr>
<td>Marin Ave*</td>
<td>Masonic Ave</td>
<td>East City Limit</td>
<td>3,248</td>
<td>Mill and Overlay</td>
</tr>
<tr>
<td>Masonic Ave*</td>
<td>Portland Ave</td>
<td>Solano Ave</td>
<td>1,432</td>
<td>Overlay and Reconstruct</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>9,998</strong></td>
<td></td>
</tr>
<tr>
<td>Washington Ave*</td>
<td>San Pablo Ave</td>
<td>Pomona Ave</td>
<td>2,190</td>
<td>Reconstruct (in design)</td>
</tr>
</tbody>
</table>

*Street section is on an existing or proposed bike route
Proposed 2-Year Candidate Street List

<table>
<thead>
<tr>
<th>Street</th>
<th>Begin</th>
<th>End</th>
<th>Length (ft)</th>
<th>Treatment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential and Other</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carmel Ave</td>
<td>Washington Ave</td>
<td>Marin Ave</td>
<td>1,585</td>
<td>Reconstruct</td>
</tr>
<tr>
<td>Cornell Ave</td>
<td>Washington Ave</td>
<td>Marin Ave</td>
<td>1,841</td>
<td>Overlay and Reconstruct</td>
</tr>
<tr>
<td>Evelyn Ave</td>
<td>Solano Ave</td>
<td>Dartmouth St</td>
<td>2,084</td>
<td>Reconstruct</td>
</tr>
<tr>
<td>Jackson St</td>
<td>Washington Ave</td>
<td>N End</td>
<td>2,248</td>
<td>Reconstruct</td>
</tr>
<tr>
<td>Kains Ave*</td>
<td>Marin Ave</td>
<td>South City Limit</td>
<td>1,616</td>
<td>Mill and Overlay</td>
</tr>
<tr>
<td>Ordway St</td>
<td>Marin Ave</td>
<td>South City Limit</td>
<td>2,004</td>
<td>Mill and Overlay</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>11,378</strong></td>
<td></td>
</tr>
</tbody>
</table>

*Street section is on an existing or proposed bike route
Proposed 2-Year Candidate Street Map
Paving CIP

2018-2022 CIP budget $8.6 million over 5 years for Street Rehabilitation
- Includes 2-yr $5.2M program

2019
- Slurry seal 20 streets
- P-TAP evaluation
- Update CIP criteria

2020
- Reconstruct Washington Ave
- Design year 1 of 2-yr program

2021
- Construct year 1 of 2-yr program, begin design of year 2

2022
- Construct year 2 of 2-yr program
- Develop next 2-yr street list
Implementation
Funding For Local Streets and Roads

FIVE YEAR CIP BUDGET ($1,000)

Meas B LSR, Veh. Reg Fees, Gas tax, Meas BB LSR, Meas F, SB-1
Performance Monitoring

P-TAP Update
- Field work completed summer 2019
- Final report completed early 2020
- Next application in 2021 for arterial/collector update

Annual report provided to staff
- PCI
- Street Maintenance
- Changes to Street Conditions
Summary

- Upgraded program treatment for 5.6 miles of bike routes on residential streets
- Current funding levels increase PCI from At Risk (53) to Fair condition (67) in 10 years
- Estimated 23% more spending will help increase PCI to 75.

Next Steps:

- 2021 implement a $1.9M CIP program, per staff recommendations.
Thank You

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Current Condition - PCI 53
NOTE: In 2015 the City Council approved fourteen (14) Class II and Class III ATP Striping and Signing Projects for implementation in 2016. Due to the timing of these projects and the General Plan, these routes show as installed facilities on this map.

FIGURE 4-2
Bicycle Network

LEGEND
Existing:  
Class I Path  
Class II Lane
Proposed:  
Class I Path  
Class II Lane

Albany City Limit  
Existing Signal  
Proposed Pedestrian Hybrid Beacon
Freeway  
Proposed Signal  
Existing Pedestrian/Bicycle Bridge  
Proposed Pedestrian/Bicycle Bridge

MILES  
0  
0.125  
0.25