



DISTRIBUTION DATE: 10/1/13

MEMORANDUM

TO: HONORABLE MAYOR &
CITY COUNCIL

FROM: Brooke A. Levin
Interim Director, PWA

SUBJECT: City of Oakland 2013 Street Improvement Program Update
DATE: October 1, 2013

City Administrator

Date

Approval

Deanna J. Santana

10/1/13

INFORMATION

This is an informational memo related to the City's paving program currently underway throughout the City. This info memo addresses recent questions regarding the Campus Drive area, including media reporting. The questions and issues raised by residents and the press are as follows:

*"Contractor (Gallagher & Burke) has no competition...
Gallagher & Burke does almost all of the City's street paving work...
The paving work on the Campus Drive area and Oakland Avenue is sloppy....
Why didn't we fix all the problems on Harrison Street..."*

Background

The City of Oakland entered into two contracts with Gallagher & Burk through the formal bidding process. The contracts consisted of several different approaches to preserving Oakland streets including the following methods: Microsurfacing, Chip Seal, Resurfacing, Base Repairs.

Paving/Street Preservation Methods

There are numerous applications available in our "tool box" for pavement preservation and restoration, many of which have been discussed in detail in previous reports to Council relative to the City's pavement program. The following is a brief summary:

Microsurfacing

This is the least costly pavement preservation method, sometimes called "slurry seal," where a thin layer of asphalt mix is applied to existing pavement. It is not a substitute for complete rehabilitation, but does prevent further deterioration of the roadway. Cost: \$2 per square yard.

Chip Seal

This is another less costly preservation method that used extensively throughout California, but has only recently been used in Oakland. It is the method used on Campus Drive and surrounding streets. This method applies a very thin layer of fine aggregate (either rock or, in some cases, rubber particles), followed by an application of

“microsurfacing” (described above). This method is in the category of “pavement preservation” and is not intended to produce a new pavement section. It is rather intended to prevent further deterioration of the existing pavement condition. The final pavement is granular and coarse. Cost: \$8 per square yard.

Resurfacing

This is the traditional (resource-intensive and expensive) method many are familiar with. In this process, the top layer of existing street pavement is ground down and removed, typically 2 or 3 inches, and a new layer of asphalt is placed on top. The result is a “like new” street. Cost: \$13 per square yard.

Base Repair

Base repairs are done at selected locations when it is clear that the pavement has failed and needs to be repaired. This is expensive work and is only done in limited locations where conditions demand. Typical signs that base repair is needed include “alligator cracking” where the surface takes on the look of alligator skin for an area. Cost: \$45 per square yard.

Campus Drive

The work on Campus Drive was added to this year’s contract as a response to community concerns. Because of budget constraints and existing cracked pavement conditions, a full pavement project was not possible. Instead, the “chip seal” method was selected to meet the request. As such, it is not a full paving job. This method is a two-layer paving treatment that is often used on streets with low to moderate traffic. This two-layer treatment is a cost-effective way to prevent further degradation of streets. However, it is not a complete paving job and does not restore the street to “like new” condition. It does allow the City to provide substantially more paving for the available dollars than the conventional method. The first issue raised by residents, is that they had waited for a “paving job” and did not receive what they had expected. In recognition of this, staff will in the future provide better communication to the residents on pavement types and detail final product expectations.

The second issue raised was the work cleanliness and the contractor's operations. The application of the two-layer treatment, by nature, is messy and needs continuous cleaning. The contractor was directed by staff and has swept the work area several times to clear paving debris from the area. Staff will also ensure that the future project specifications contain clear requirements for site cleanliness and that they fully are enforced.

The third issue was uneven surfaces left after paving. The two-layer treatment was able to even out a majority of uneven surfaces to a degree. However, some divots along the road still remain present after paving. Staff has met with the community and is currently working to address the major uneven surfaces within the budget to alleviate concerns. It is understood that this street will need a more comprehensive resurfacing in the future dependent on funding availability.

To: Honorable Mayor and City Council

Subject: City of Oakland 2013 Street Improvement Program Update

Date: October 1, 2013

Page 3

Oakland Avenue Partial Paving

As part of this contract, localized “Base Repair” was made in selected locations along Oakland Avenue and Harrison Street. This work was specifically funded through a State grant intended to make the streets safer for cyclists before new bicycle lanes were added. The grant did not cover resurfacing of the entire street.

Oakland faces a significant backlog in deferred pavement maintenance. We strive to preserve as much of our pavement inventory as possible using the most cost effective tools available. The current backlog of paving in Oakland is \$435 million and growing, which would require an annual investment of \$30 million. We have about \$5 million per year for this work, and as such, a variety of methods are being used to maximize resources.

Below is a link to the City’s Pavement Management page and a list of current paving construction activities and paving work, both planned and completed.

<http://www2.oaklandnet.com/Government/o/PWA/o/EC/s/STS/OAK030328>

Respectfully submitted,

_____/s/_____

BROOKE A. LEVIN

Interim Director, Public Works Agency