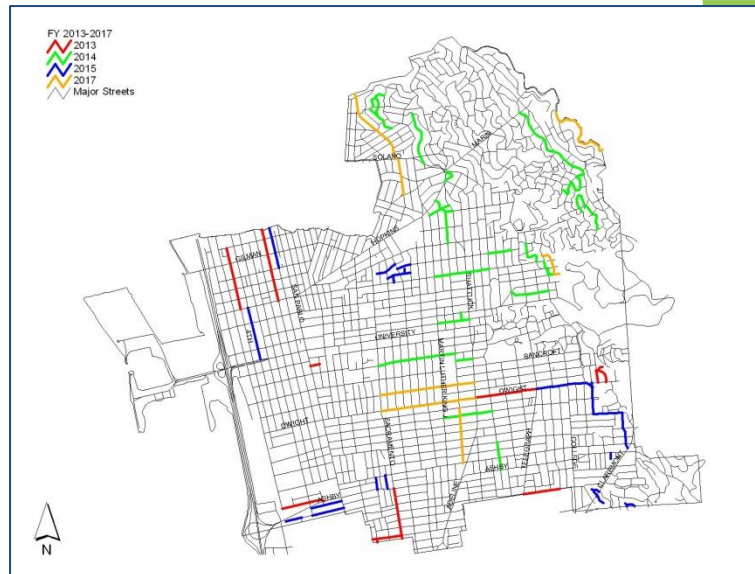




MEASURE M Streets and Watershed Improvements

Street Rehabilitation and Repair Policy and 5-Year Paving Plan

Purpose: The primary purpose of the street rehabilitation program is to maintain a 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.



Current 5-year paving plan

Summary: The City shall strive to identify and implement *integrated solutions* that address the multiple demands on the street infrastructure that are environmentally sustainable and economically efficient over the long run.

Section 4. Specific Policy. The Street Rehabilitation Program shall be based on the following criteria, listed in order of priority:

- 1) Street rehabilitation shall be coordinated with utility, sewer, water contamination runoff issues, and other underground activities to minimize the cost and maximize the effectiveness of rehabilitation and improve the environment.
- 2) Long term cost effectiveness, long term street pavement durability and aesthetics are important for priority setting and repair methodology selection.
- 3) In order to benefit the greatest number of residents, heavy street use (as indicated by traffic counts and bus routes designated in AC Transit's Comprehensive Service Plan) shall be given great consideration.
- 4) Demonstration and test projects for new technologies should be located in high visibility and heavily used areas.
- 5) Rehabilitation of an entire street, rather than one block at a time, shall be scheduled as much as possible.
- 6) First hand assessment of streets, as well as computer based analysis, shall be a basis for street rehabilitation program development.

Questions and comments can be directed to:

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