



CITY OF BOULDER PAVEMENT MANAGEMENT PROGRAM (PMP)

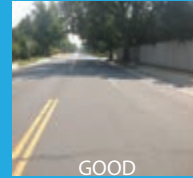
The city of Boulder's budget priorities for transportation funding is the safety and preservation of the transportation system, including maintaining all streets in a good and safe condition.



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The Transportation Division has established a Pavement Management Program (PMP) for Boulder's 300-mile street system, which helps schedule and prioritize where pavement repairs are made in the city.

PAVEMENT CONDITION RATING



The city inspects approximately a third of the city's streets every year, resulting in every street segment being rated once every three years.



All of the city's streets are rated on a scale of 1 to 100 using an Overall Condition Index (OCI). The OCI is used to determine the priority of funding and guide where and how pavement repairs will be made in future years.



Funding for the PMP comes from sales tax revenue. The Capital Improvement Bond in 2011 provided "one time" funding of \$12.5 million to allow the city to "catch-up" on deferred maintenance. A 2013 City of Boulder ballot measure provided an additional \$1.6 million every year through 2029.



Since 2011, the PMP has maintained its system-wide goal of an average OCI rating of 75 or higher.

WHAT TO EXPECT WHEN THE PAVEMENT MANAGEMENT PROGRAM COMES TO YOUR NEIGHBORHOOD?

1. You will receive a notice in the mail about the work planned for your neighborhood.



2. Door hangers and 'No Parking' signs will be posted in your neighborhood at least three days before work is to begin.
3. Curb and gutter repairs and Americans with Disabilities Act compliant curb access ramp upgrades happens first, usually in the spring; this work typically takes about one week per repair, weather permitting.
4. Work begins. Depending on the type of treatment, work can take a few days or a few weeks.

TYPES OF PAVEMENT MAINTENANCE

CRACK SEALING:

Cracks in the pavement are sealed to prevent moisture from entering and creating pot holes.

CHIP SEALING:

A liquid asphalt membrane binder ("seal") and a layer of small crushed stone ("chip") is installed on the existing street surface.

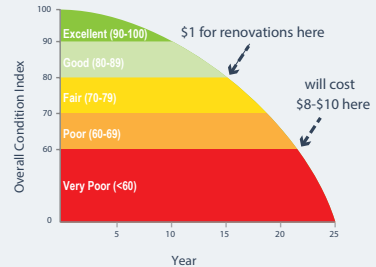
ASPHALT RESURFACING:

The roadway is milled and then resurfaced with two inches or more of new asphalt.

STREET RECONSTRUCTION:

The existing pavement and sub-grade are removed and the roadway is reconstructed with six to eight inches of new asphalt.

PAVEMENT PERFORMANCE CURVE



Streets maintained in good condition perform better, are less expensive to maintain and will last longer. This is illustrated on the pavement performance curve.