

Attachment 5

Technical Terms

Pavement Condition Index (PCI) – is a numerical index between 0 and 100 which is used to indicate the general condition of a pavement. It is a statistical measure and requires manual survey of the pavement.

Street Saver – is a data software which provides informed and timely solutions to implement pavement management programs. It includes the following analysis tools – Budget Needs, Budget Scenarios, Target Driven Scenarios and Project Selection. Street Saver prediction models can project maintenance treatments and costs up to 30 years.

Arterial Street – is a high-capacity urban road. The primary function of an arterial road is to deliver traffic from collector roads to freeways or expressways, and between urban centers at the highest level of service possible.

Collector Street – is a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads. Unlike arterials, collector roads are designed to provide access to residential properties.

Local/Residential Street – is a low capacity road which serves primarily residential areas.

Pavement Life Cycle – is a benefit cost analysis of pavement condition over time that establishes a decision making process for maintaining pavement.

Unit Costs –

- \$4.50 Per square yard for slurry seal (preventative maintenance)
- \$10 Per square yard for micro-surfacing (preventative maintenance)
- \$41 Per square yard for resurfacing (less than 3 inch overlay)
- \$47 Per square yard for heavy resurfacing (3 inch overlay)
- \$172 Per square yard for reconstruction

Crack seal – uses emulsion to fill cracks in the asphalt that helps reduce water intrusion. Ramps are not required

Slurry seal – provides emulsion and aggregate coating over residential streets that produces water barrier and wearing surface. Treatment lasts 3-5 years. Ramps are not required to be upgraded.

Micro seal – provides emulsion and aggregate coating over collector and arterial streets, using a more durable emulsion, that produces a water barrier and wearing surface. Treatment lasts about 7 years. Requires ADA ramp reconstructions to current standards.

Asphalt overlay – repairing underlying damage and applying a new layer of asphalt with or without grid depending on existing distresses. Requires ADA ramp reconstructions to current standards.

Cold in-Place Recycling – new and promising construction technique that has been shown to cut asphalt rehabilitation costs by 20 percent to 40 percent and to reduce greenhouse gas emissions from pavement repair projects by eliminating the need to produce new paving material or transport it to the job site. Requires ADA ramp reconstructions to current standards.

Full Depth Reclamation – reconstruction technique that rebuilds/recycles entire roadway section including subgrade and asphalt concrete surface. Requires ADA ramp reconstructions to current standards.