

Arterial Asphalt & Concrete (AAC) Program

Levy Oversight Committee
August 1, 2023

Outline

- Levy Commitment and Funding
- Levy Deliverables and Project Highlights
- Program Background: Needs and Prioritization
- Challenges and Looking Ahead

Key Takeaways

- The Arterial Asphalt & Concrete (AAC) program is on track to meet the Levy commitment made to voters in 2015 to repave up to 180 lane-miles
- To date the program has repaved 138 lane-miles across the city

Levy Commitment & Funding

Levy Commitment: Repave up to 180 lane-miles of arterial streets, maintaining and modernizing 35% of Seattle's busiest streets carrying the most people and goods (also funded through the 7 enhanced transit corridors).

Fund Source	Total (2016-2024)
Levy to Move Seattle	\$203M
Local	\$32M
Leverage	\$12M
Total Funding	\$247M

Note: Figures include \$30M of Levy funds transferred to RapidRide J in 2022.



Paving on Delridge Way SW

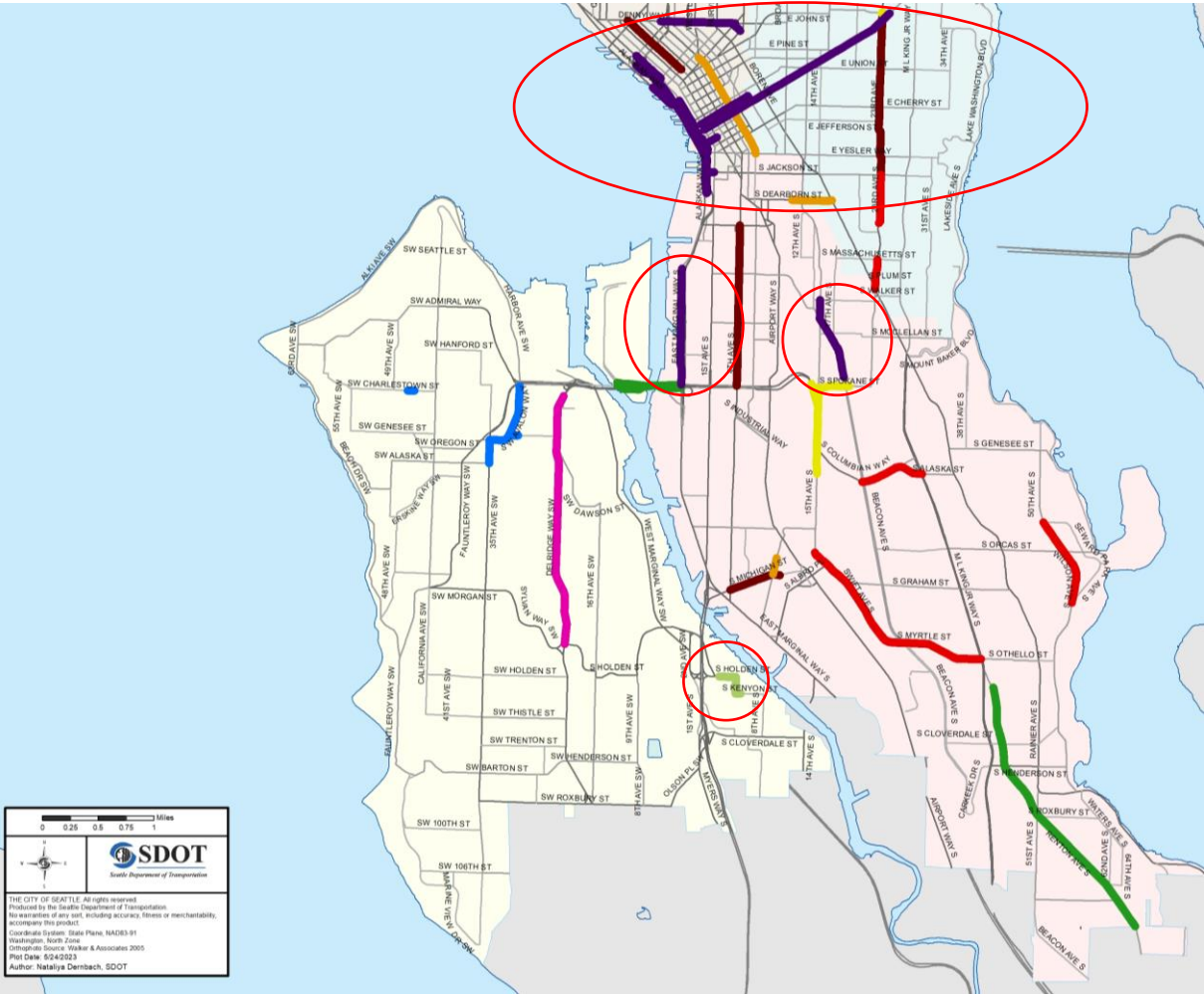
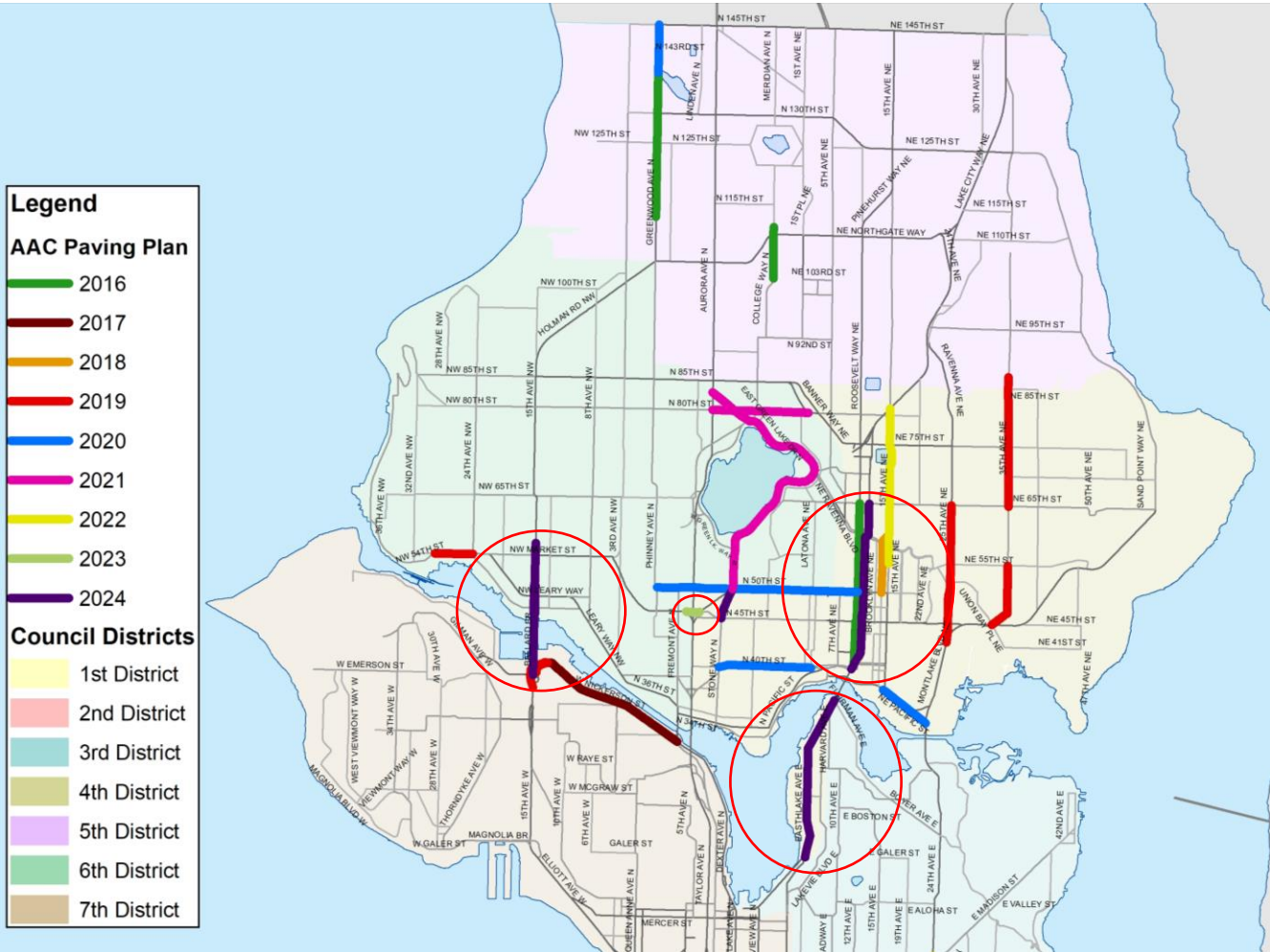
Deliverables

LEVY DELIVERABLE	2016	2017	2018	2019	2020	2021	2022	Total to- date	2023 Planned	2024 Planned
Lane-miles repaved (contractor)	25.9	25.4	7.5	27.6	18.0	23.1	10.5	138.0	1.4	41.4

Plan to complete / contract by 2024: **180 lane-miles**

- Emphasize preservation work (asphalt mill & overlay, etc.), leverage grant funds, partner with other major projects
- Examples of projects already underway, planned for completion in 2024: Madison St, Eastlake Ave E, Denny Way

AAC Project Map



2023-2024 projects

AAC Highlights



15th Ave NE



Top: SW Avalon Way
Bottom: Green Lake

AAC Highlights



Delridge Way SW

Program Background: Needs and Prioritization

Seattle's Street Network

Asset	Value	% of SDOT Assets
1,548 lane-miles* of arterial pavement	\$4.7B	24%
2,396 lane-miles of non-arterial pavement	\$3.9B	20%
TOTAL: 3,944 lane-miles of pavement	\$8.6B	44%

SDOT has the day-to-day responsibility for maintaining the street network in operable condition

*1 lane-mile = (a standard lane width) 12 ft x (a mile) 5,280 ft
= 63,360 square feet or 7,040 square yards



Arterials in black, non-arterials in gray

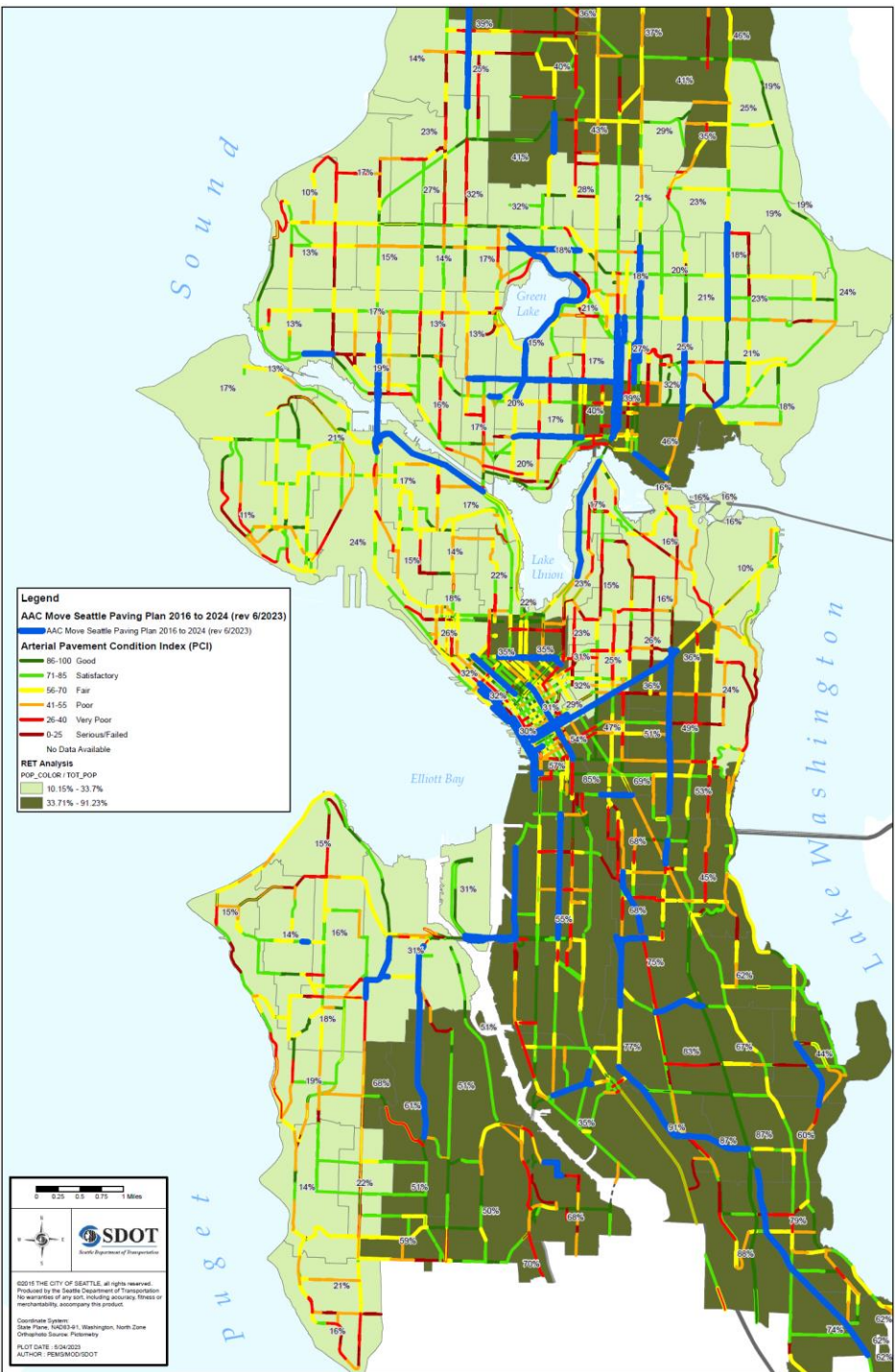
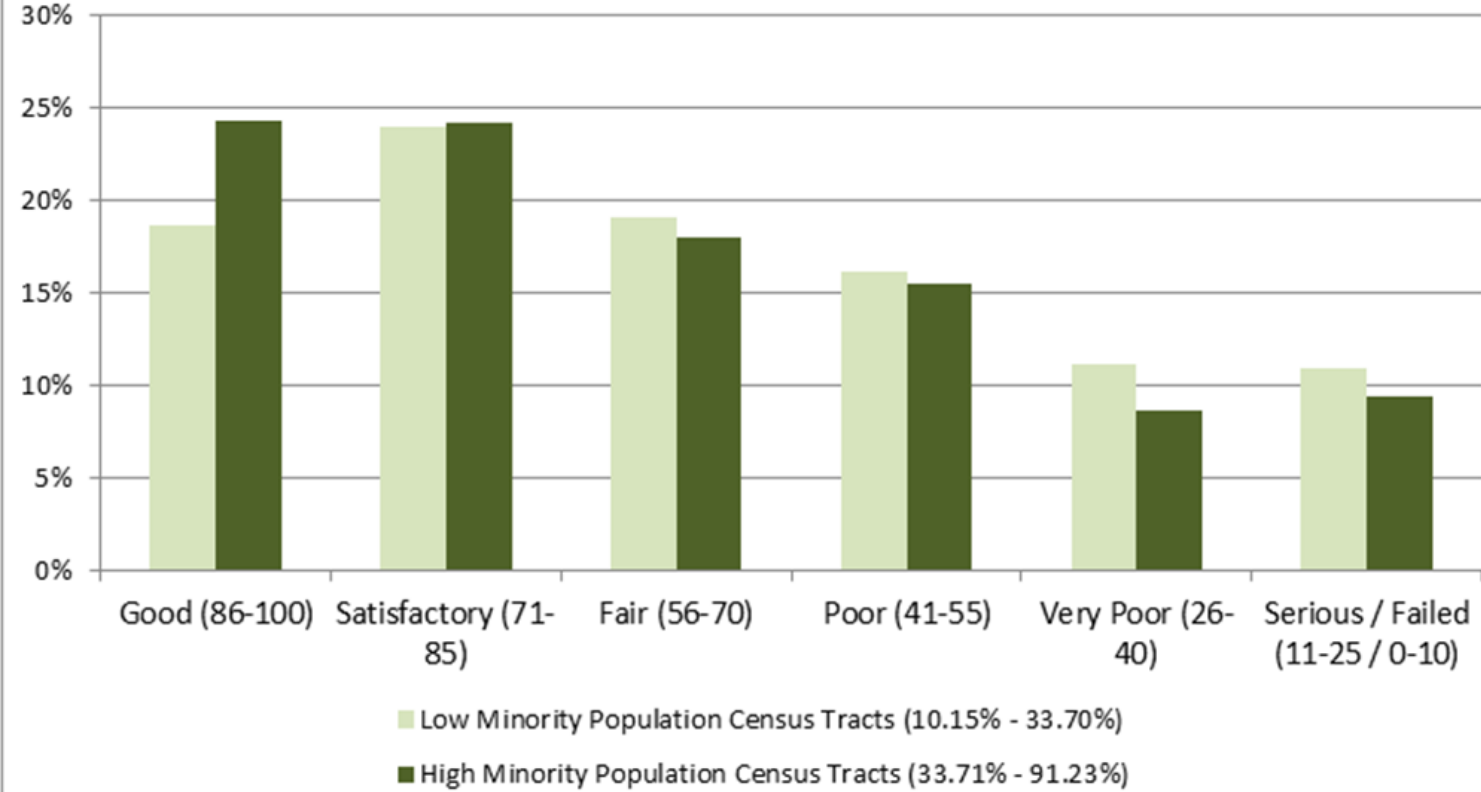
Project Prioritization Considerations

- Equity and geographic balance across the city
- Pavement condition
- Cost and cost effectiveness of treatment
- Traffic volume (bus/freight/bike/pedestrian)
- Grants and other leveraged funding opportunities
- Coordination with other projects, programs, and departments to maximize improvements
- Complaints and claims

Equity Considerations

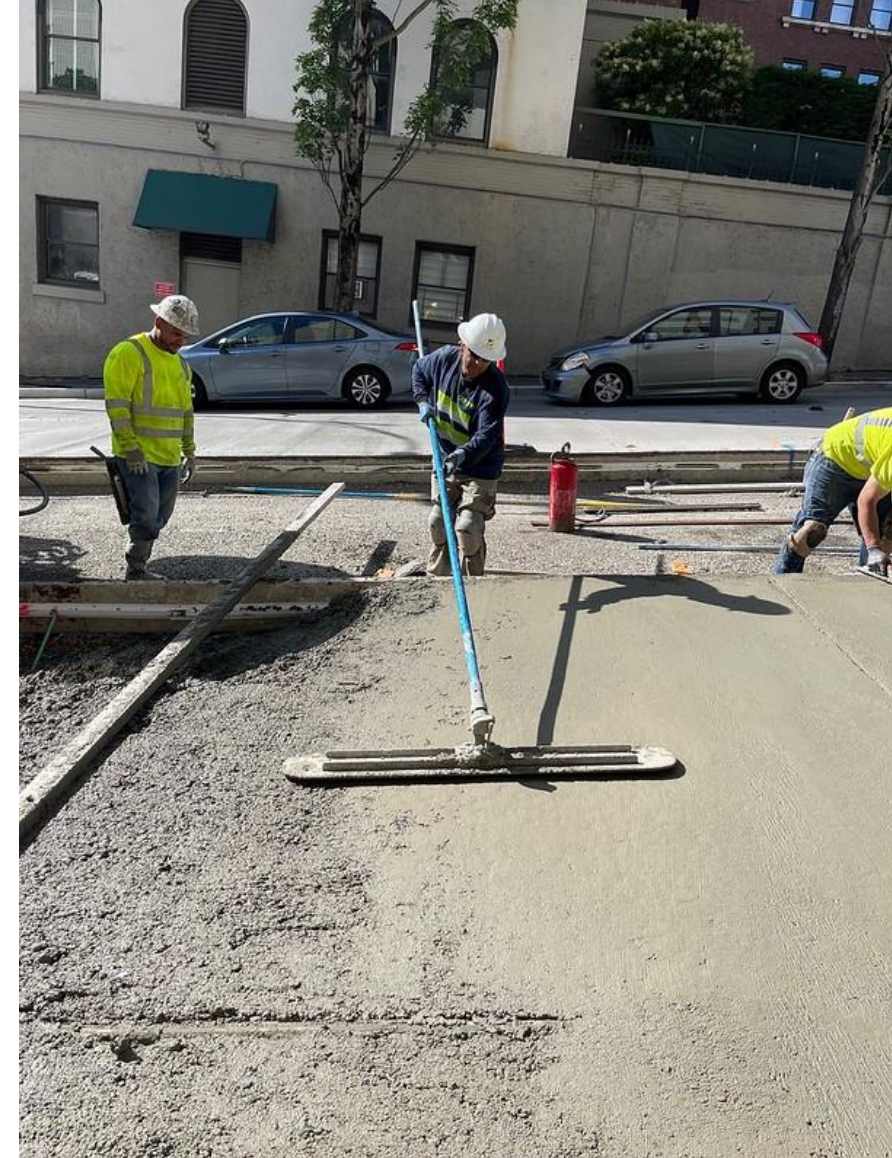
Pavement Condition Rating (Index Range)	Fraction of Pavments	
	Low POC	High POC
Good (86-100)	18.7%	24.3%
Satisfactory (71-85)	24.0%	24.2%
Fair (56-70)	19.1%	18.0%
Poor (41-55)	16.1%	15.5%
Very Poor (26-40)	11.2%	8.6%
Serious / Failed (11-25 / 0-10)	10.9%	9.4%
Area Weighted Average PCI	61.8	65.1

Arterial Pavement Condition Summary
Low vs. High Minority Population Census Tracts



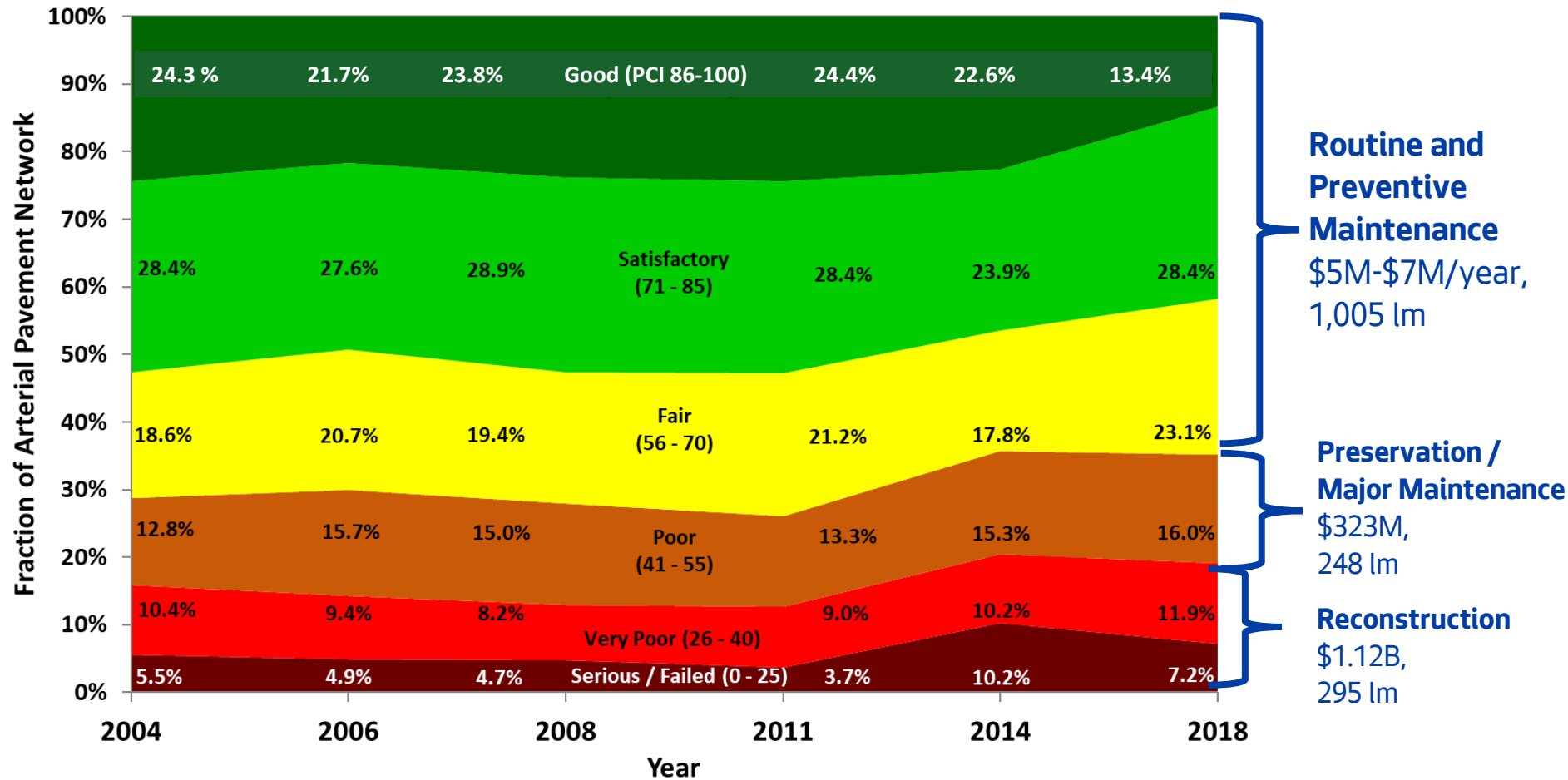
Challenges

- Aging streets and declining pavement condition
- Rising costs
- Increasing loads from transit & freight
 - Streets are carrying loads beyond what their original design anticipated



Concrete pavement reconstruction on Madison St as part of RapidRide G Line project.

Arterial Pavement Condition (2004 to 2018)



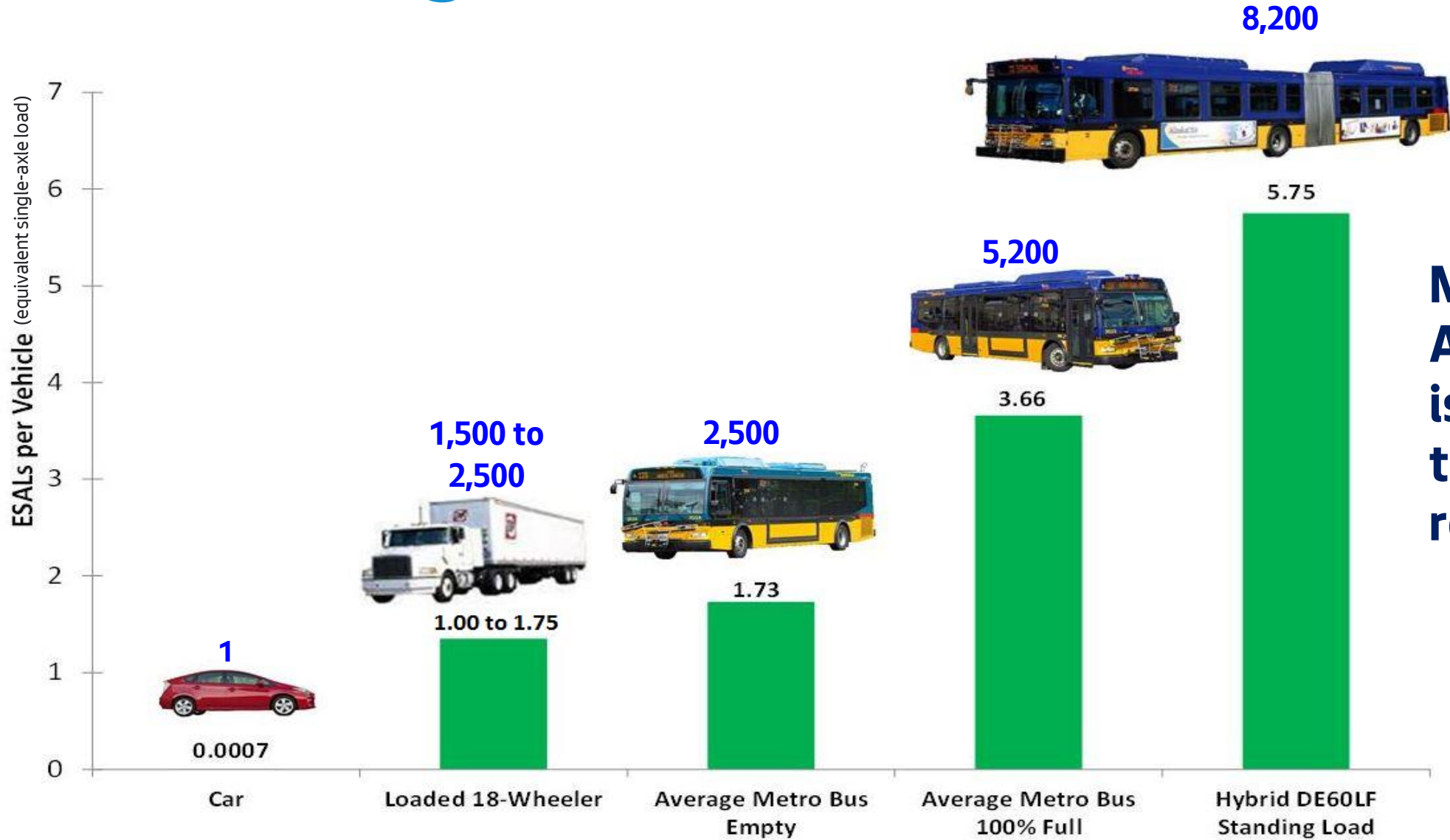
Pavements in Good / Satisfactory / Fair condition require light, low-cost maintenance that is typically performed day-to-day by SDOT maintenance crews.

Below that level, focus is on more substantial capital and stopgap work delivered by contractors and SDOT paving crews.

Arterial Average Pavement Condition Index (PCI), Area Weighted					
2004	2006	2008	2011	2014	2018
67.5	66.5	68.3	68.8	63.8	62.2

*1 lane-mile (lm) = (a standard lane width)
12 ft x (a mile) 5,280 ft
= 63,360 square feet/7,040 square yards

Loads and Damage



Majority of AAC paving is along transit routes.

Note: cars and other light vehicles are structurally insignificant and are typically ignored in pavement design

Looking Ahead

- Pave the way!
- Preservation and Reconstruction
- Partnering



Alaska Way

Questions?

