

Arterial Major Maintenance (AMM) Program

(Paving Spot Improvements)

Christopher Jackson, PE, Program Manager

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Levy Oversight Committee

Outline

- Levy Commitment & Program Funding
- Program Background
- Program Deliverables
- Example Projects
- Race and Social Equity Analysis
- Transit Analysis
- Program Value
- Program Opportunities & Challenges

Key Takeaways

- We are on track to meet Levy commitments in the Arterial Major Maintenance (Paving Spot Improvements) program.
- This program allows us to respond quickly and cost-effectively to pavement issues larger than a pothole, but too small to be effectively contracted.
- The program has a robust process for tracking racial equity and transit-oriented investments.

AMM: Levy Commitment & Funding

Levy Commitment: Repave 65 targeted locations every year, totaling about 70 lane-miles of arterial street, with a repair and maintenance program run by City crews.

Fund Source	Total (2016-2024)
Levy to Move Seattle	\$34.2M
Local	\$20.1M
Total Funding	\$54.3M

AMM: Background Information

- Program Manager: Christopher Jackson, PE
- Designs and funds repair and/or replacement of deteriorated asphalt and concrete pavements.
- Allows the City to respond quickly and cost-effectively to pavement issues larger than a pothole, but too small to be effectively contracted.
- Prioritization considers urgency, cost, traffic mix, complaints & claims, geographic balance, repair effectiveness, and coordination opportunities.
- Project mix is a balance between emergent, reactive repairs, and proactive repairs planned to the extent feasible.

AMM: Background Information

- Asphalt pavement repairs generally span 1-3 city blocks per location per year.
- Concrete pavement repairs are generally up to 10 panels per location per year.
- Repairs trigger significant amount of curb ramp construction.
 - Curb ramp design and construction consumes 25-35% of program budget.
- AMM leverages curb ramp partnerships and existing compliant curb ramps whenever possible.

AMM: Levy to Move Seattle Deliverables

GOAL: 70.0 Cumulative Lane Miles

- One lane mile is a normalized value equaling 12 ft x 5,280 ft (63,360 SF)
- Example lane mile calculation:
 - A project that resurfaced an area measuring 40 ft x 500 ft (20,000 SF) would achieve 0.3 lane miles (20,000 SF/63,360 SF = 0.3)

Current Status: 64.3 lane miles

- ✓ On track to meet lane mile target!

GOAL: 585 Cumulative Spot Improvements (65/year)

- Example spot improvement determination:
 - A project that resurfaced one block would achieve one spot improvement
 - A project that resurfaced two blocks would achieve two spot improvements

Current Status: 476 spot improvements

- ✓ On track to meet spot improvement target!

AMM Project Photos - Before & After



Occidental Ave S - Before



Occidental Ave S - After

AMM Project Photos - Before & After



44th Ave SW - Before



44th Ave SW - After

AMM Project Photos - Before & After



NE Princeton Way - Before



NE Princeton Way- After

AMM Project Photos - Before & After

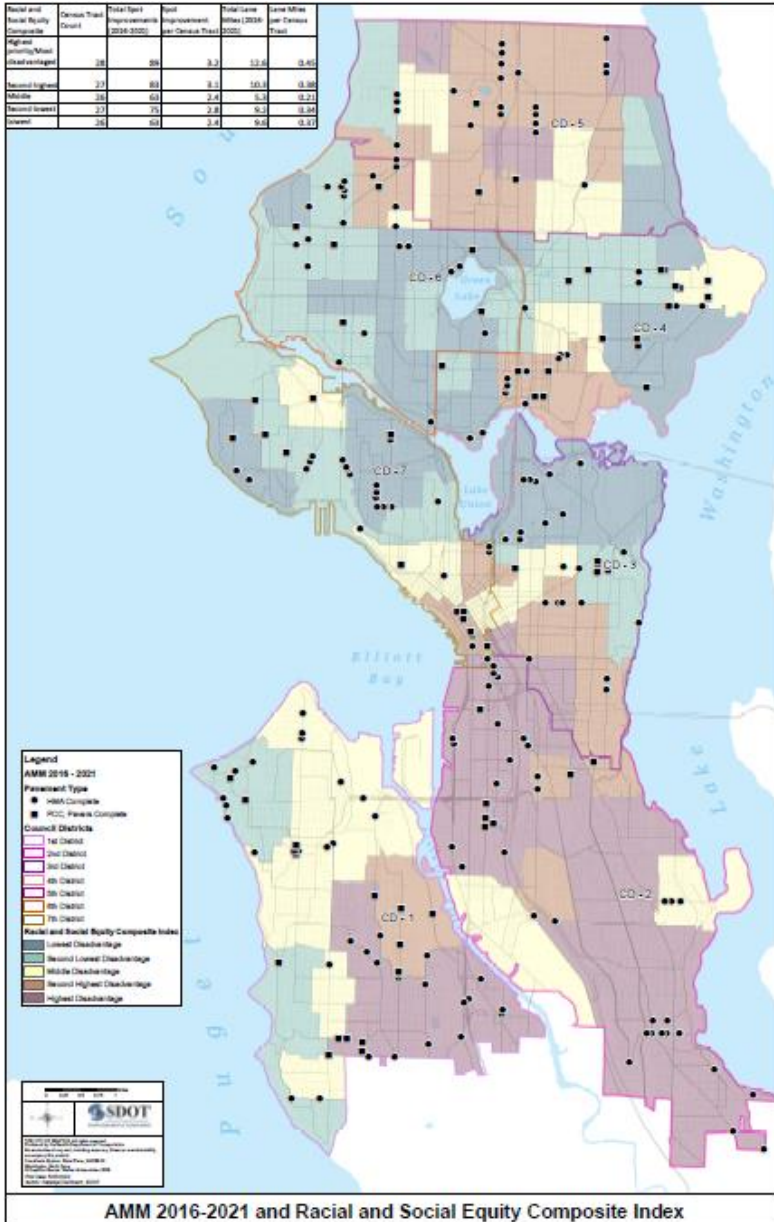


NE 98th St - Before



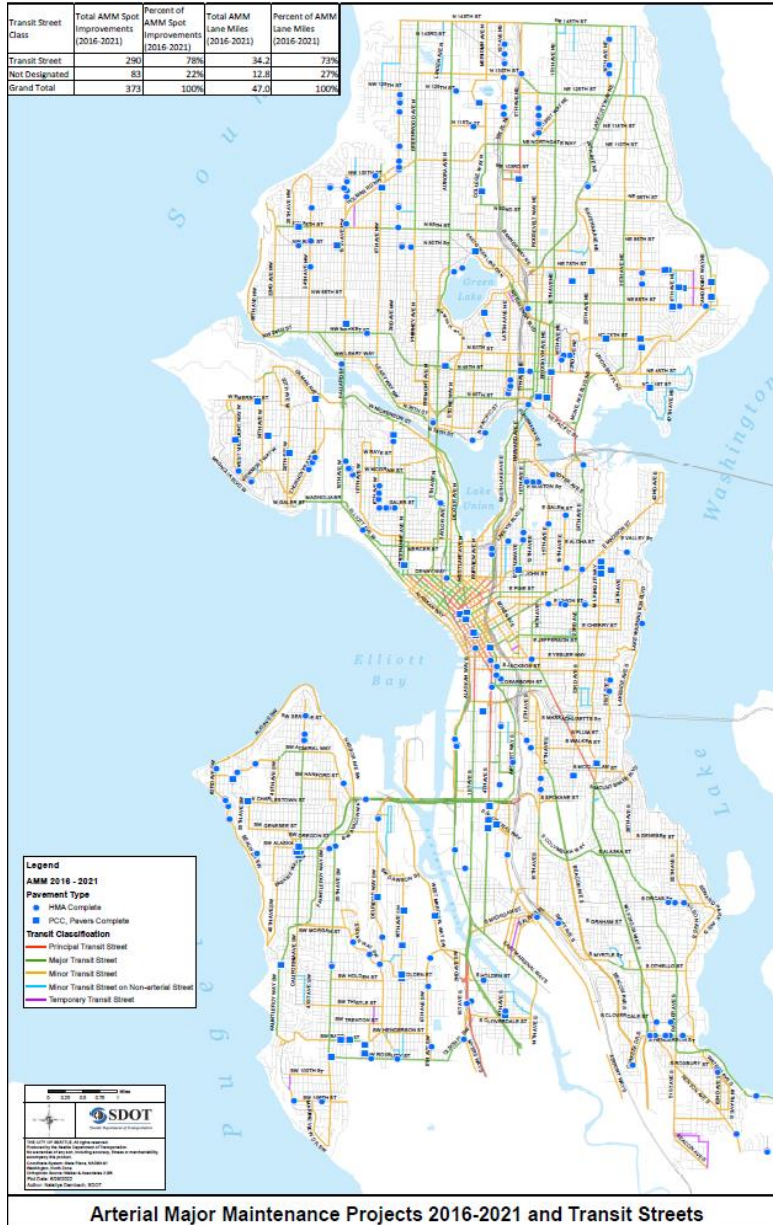
NE 98th St - After

AMM Race and Social Equity Analysis



Racial & Social Equity Composite	Census Tract Count	Total Spot Improvements (2016 -2022)	Spot Improvements per Census Tract	Total Lane Miles (2016-2022)	Lane Miles per Census Tract
Highest Priority/Most Disadvantaged	28	116	4.1	18.3	0.65
Second Highest Disadvantaged	27	97	3.6	12.0	0.44
Middle Disadvantaged	26	108	4.2	12.3	0.47
Second Lowest Disadvantaged	27	83	3.1	10.9	0.40
Lowest Disadvantaged	26	72	2.8	10.8	0.41
Total	134	476 (68/yr)		64.3	

AMM Transit Analysis



Street Designation	Total Spot Improvements (2016-2022)	Percent of Spot Improvements (2016 -2022)	Total Lane Miles (2016 - 2022)	Percent of Lane Miles (2016-2022)
Transit Street	371	78%	48	75%
Not Designated	105	22%	16	25%
Grand Total	476	100%	64	100%

Arterial Major Maintenance Projects 2016-2021 and Transit Streets

AMM: Special Value and Uniqueness

- AMM team is responsible for evaluating candidates and down-selecting project locations.
- Pavement and curb ramp design performed mostly in house.
- Pavement repairs and curb ramp construction performed by SDOT crews.
- Projects are implemented city-wide.
- Program equity illustrated by RSE and Transit analyses.



AMM: What's Working Well

- Program has stretched funding by leveraging curb ramp and paving partnership opportunities with many SDOT groups and programs.
- Staff have proven able to successfully balance and manage need for rapid-decision making to address emerging issues with need to plan and coordinate to the extent possible.



AMM: Challenges

- Funding uncertainty as the end of the Move Seattle Levy approaches
- Inflation
- Potential for labor disruptions in private industry
- Supply chain issues
- Crew capacity

Questions?



Contact Information



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