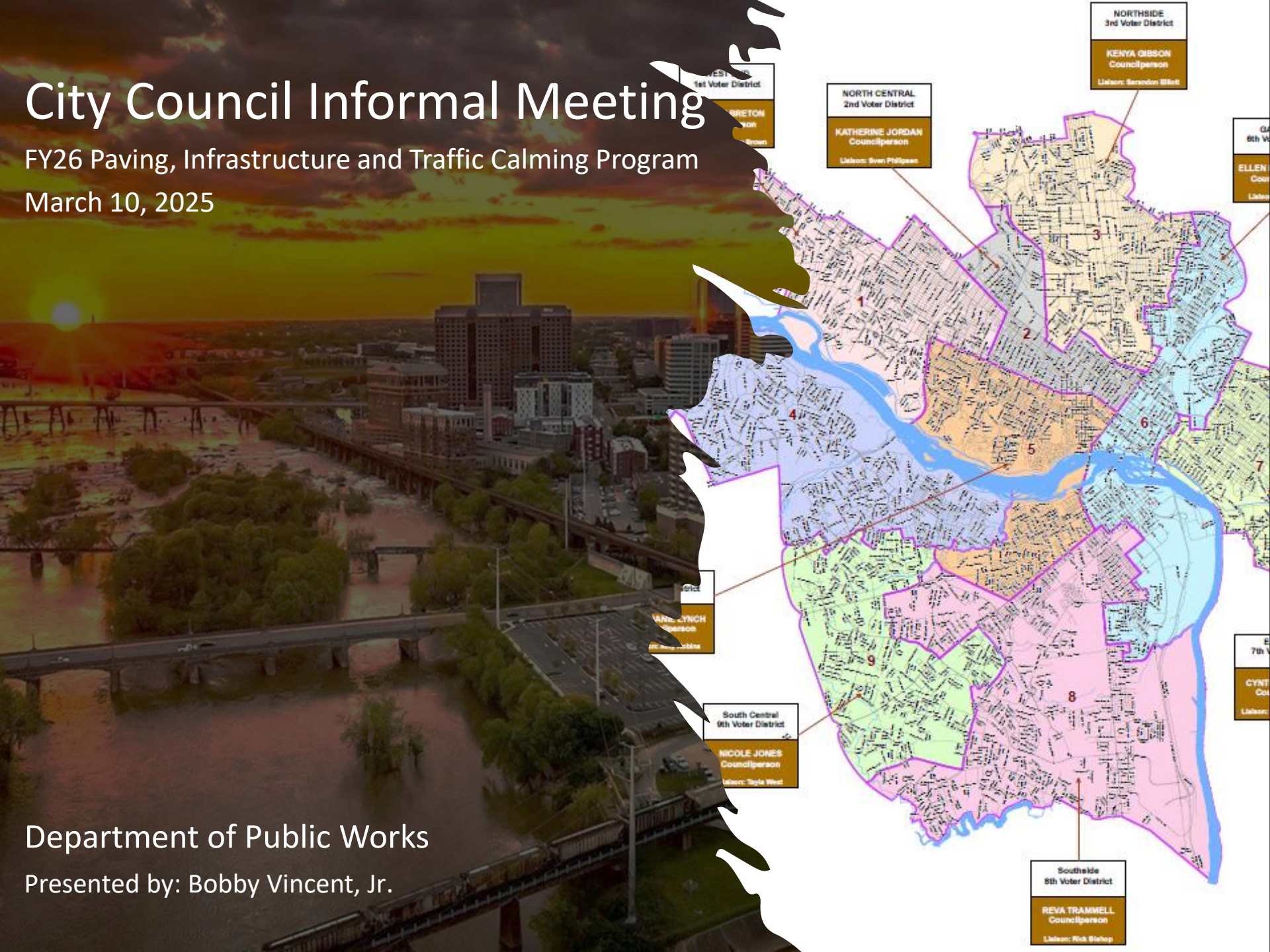
City Council Informal Meeting

FY26 Paving, Infrastructure and Traffic Calming Program

March 10, 2025



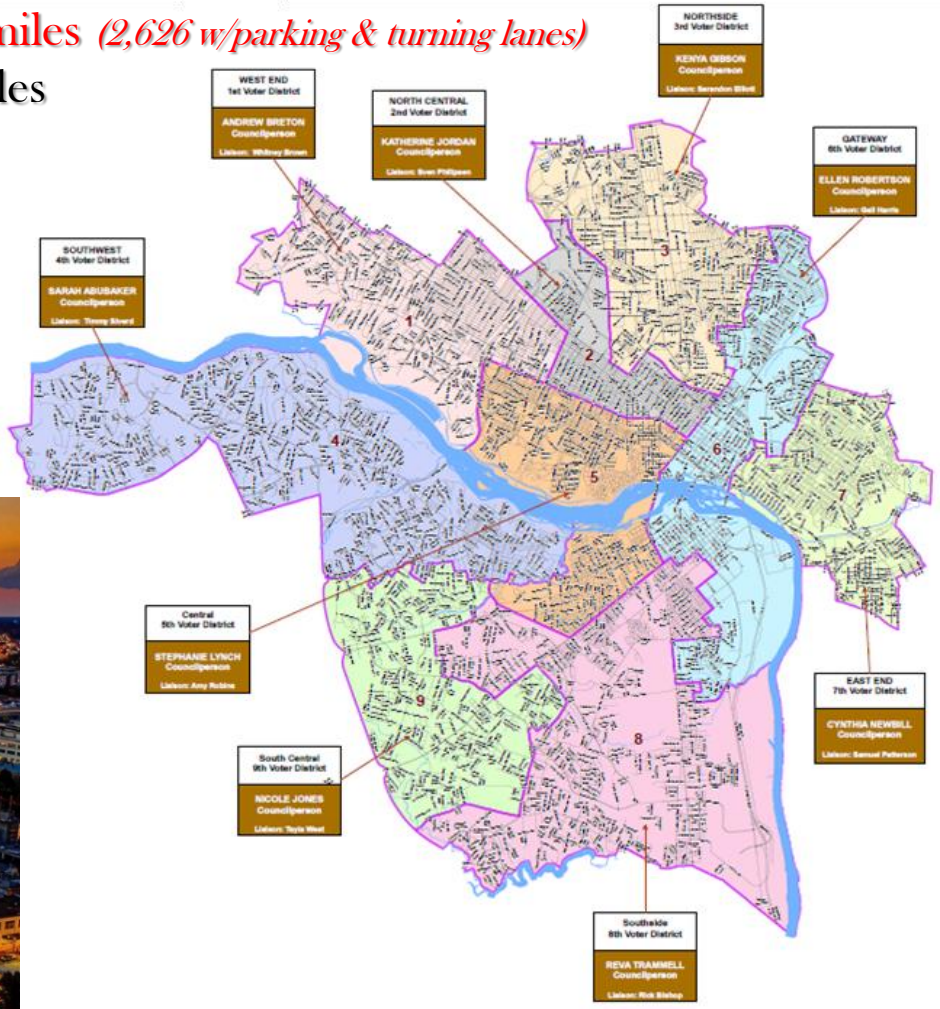
Department of Public Works

Presented by: Bobby Vincent, Jr.

DEPARTMENT OF PUBLIC WORKS

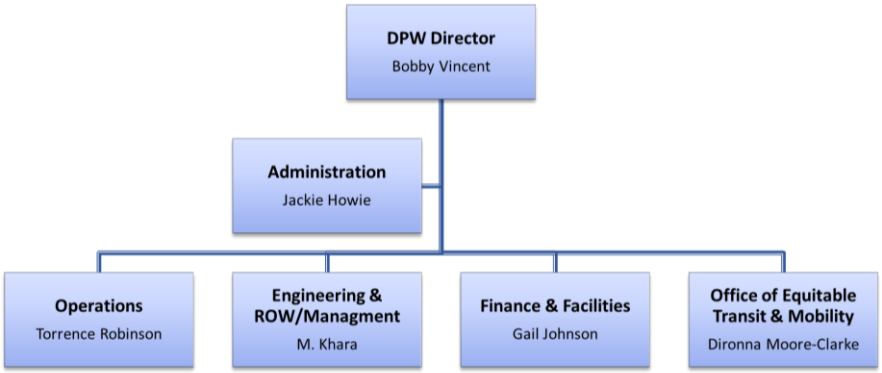
RVA Statistics and General Public Information

Geographical Size:	62.5 square miles
City Population:	231,782 (Ranked 100th) *worldpopulationreview.com*
Metropolitan Area Population:	1,314,434 (Ranked 44th) *2020 Census*
Lane Miles of Roads:	1,835 lane miles *(2,626 w/parking & turning lanes)*
Miles of Sidewalks:	879 lane miles
Miles of Alleys:	210 miles
Tree sites within Public ROW:	120,000
Bridges and Structures:	84
Streetlights:	42,780
Signals & Flashers	521
Bike Lanes:	70.7 miles



Department of Public Works

Leadership Team, Mission, Vision, Overview



Roadway Maintenance

Bridge Maintenance

CIP Engineering

Right of Way Manager

Solid Waste

Urban Forestry

Paving Infrastructure

Street Cleaning

Grounds Maintenance

MISSION

To provide a clean, safe and healthy environment

VISION

To become the organizational leader in customer satisfaction by improving communication, assuring organizational alignment and affecting positive change while preserving our national accreditation

OPERATING DIVISIONS

Bridge Maintenance
Capital Projects/Engineering
Office of Equitable Transit & Mobility
Facilities Management
Grounds Maintenance
Paving Infrastructure
Right of Way Management
Roadway Maintenance
Solid Waste Management
Street Cleaning
Street Lighting
Traffic Engineering
Urban Forestry

Facilities Management

Traffic Engineering

OETM

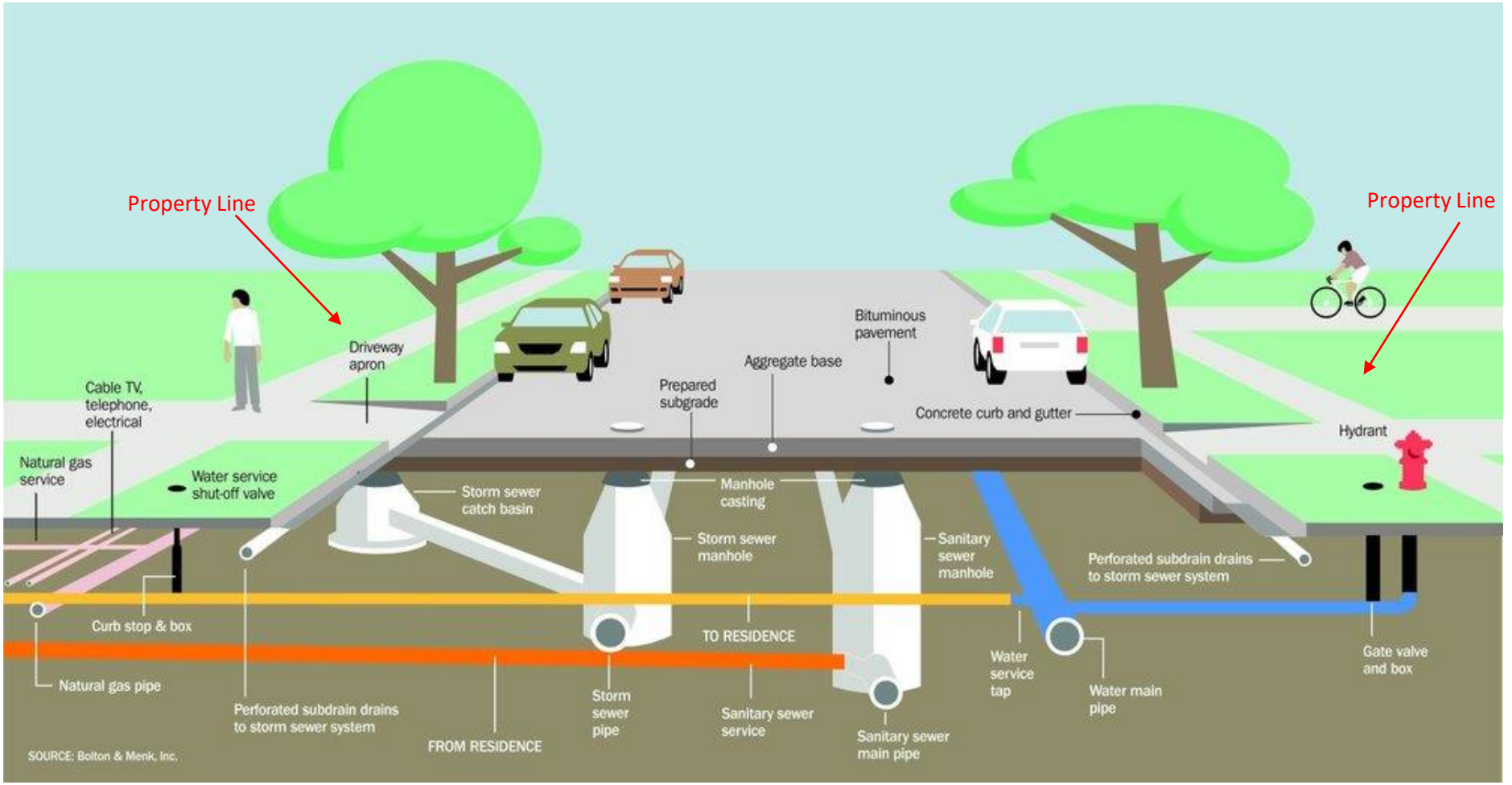
Street Lights

City of Richmond's Public Right of Way

Typical Street Layout w/in an Urban Area

DEPARTMENT OF PUBLIC WORKS

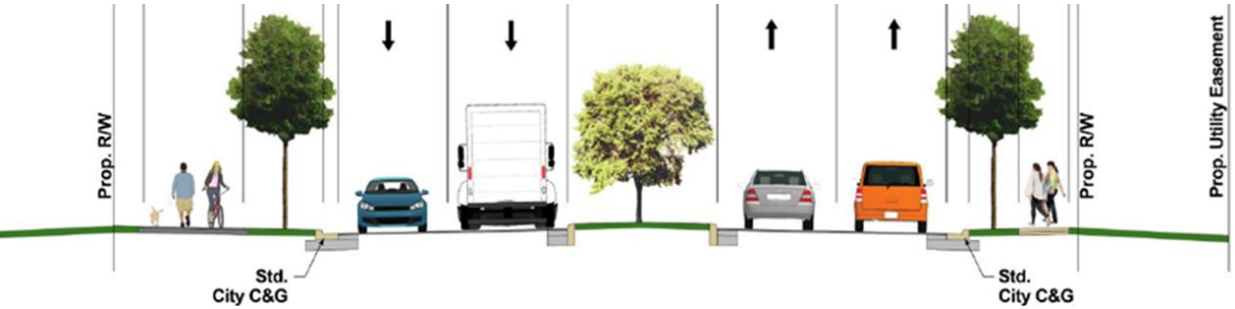
When paving occurs, milling & overlay projects average 2" in depth. In the City of Richmond streets, even on local streets, there are several utilities that run underground within the public right of way. The main line pipes and conduits run at depths from 4' (48") to 20'+ (240"). Each main line has laterals at various depths to each property. Due to excavations, cavitations and upgrades, the earth around each of these can become compromised at any given time.



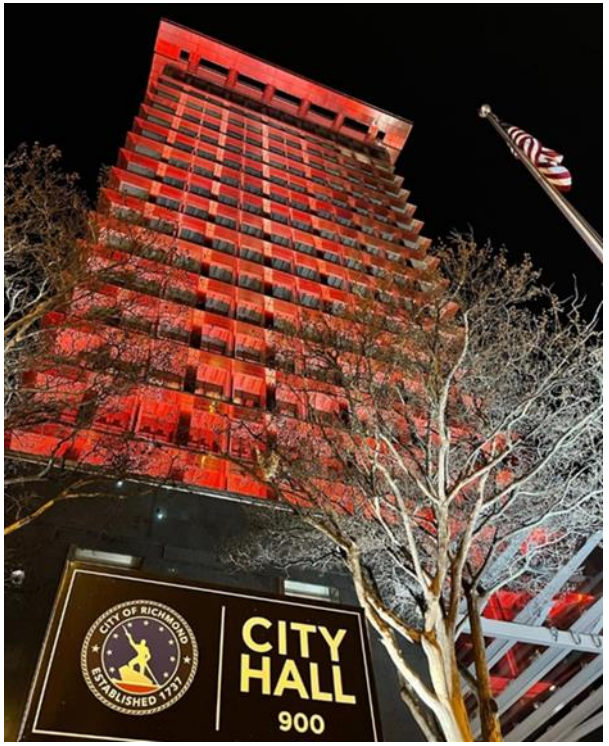
DEPARTMENT OF PUBLIC WORKS

Complete Streets FY25

An investment of $21 million in paving, streets, and sidewalks is now aggregated in a capital project titled Complete Streets.



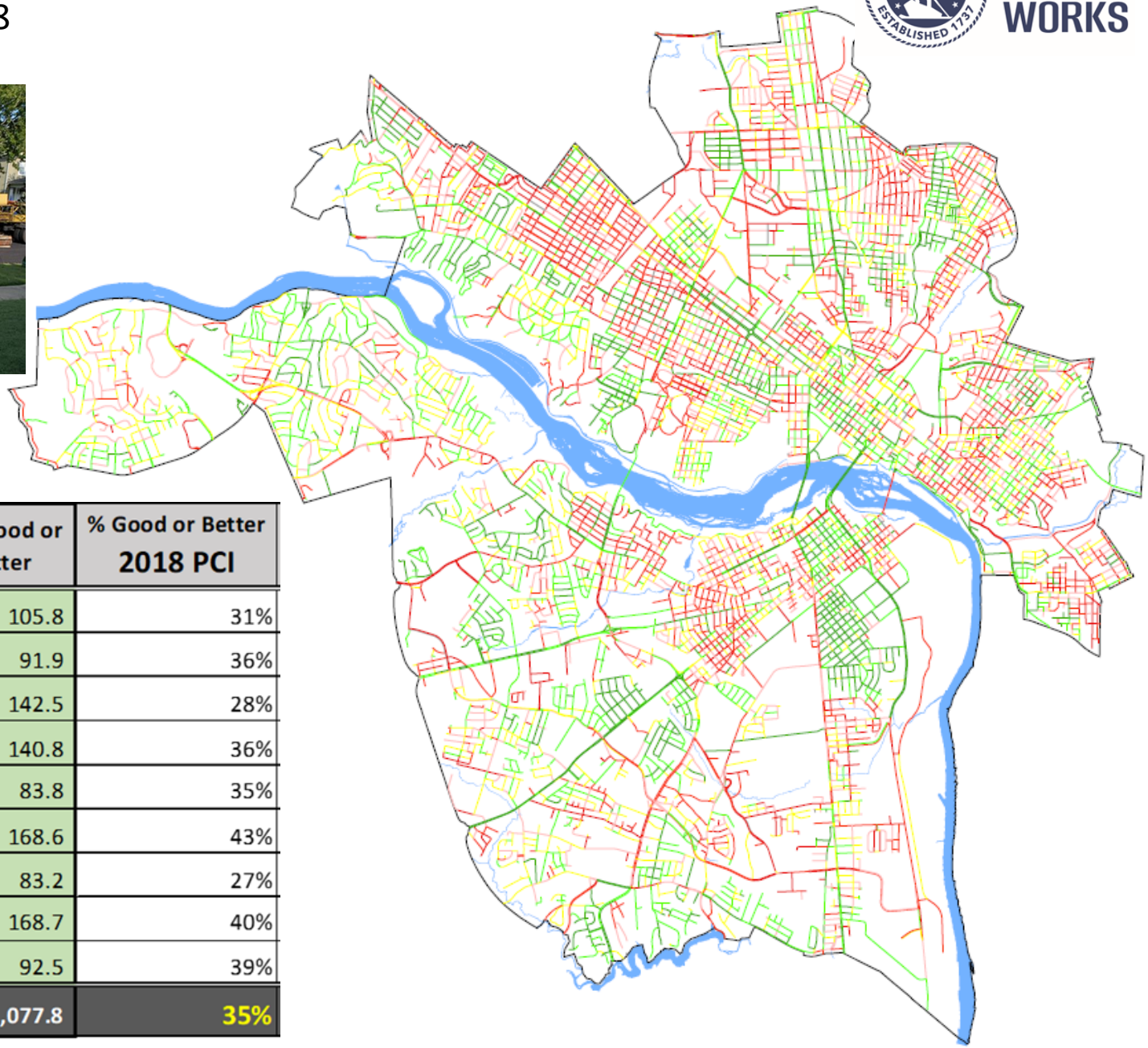
Area of Responsibility	Complete Streets	Description
Paving	$ 15,000,000	FY25 Milling, Overlay, Heat Scarification, and Slurry Program
TED	$ 1,500,000	Speed Tables, Traffic Calming, and Traffic Pole Replacement Projects
CIP	$ 3,000,000	Jahnke Road complete street CIP project
Operations	$ 1,500,000	Sidewalk Maintenance and CIP Investment.
Total	**$ 21,000,000**	



Paving Condition Index (PCI)

City of Richmond 2018

DEPARTMENT OF PUBLIC WORKS

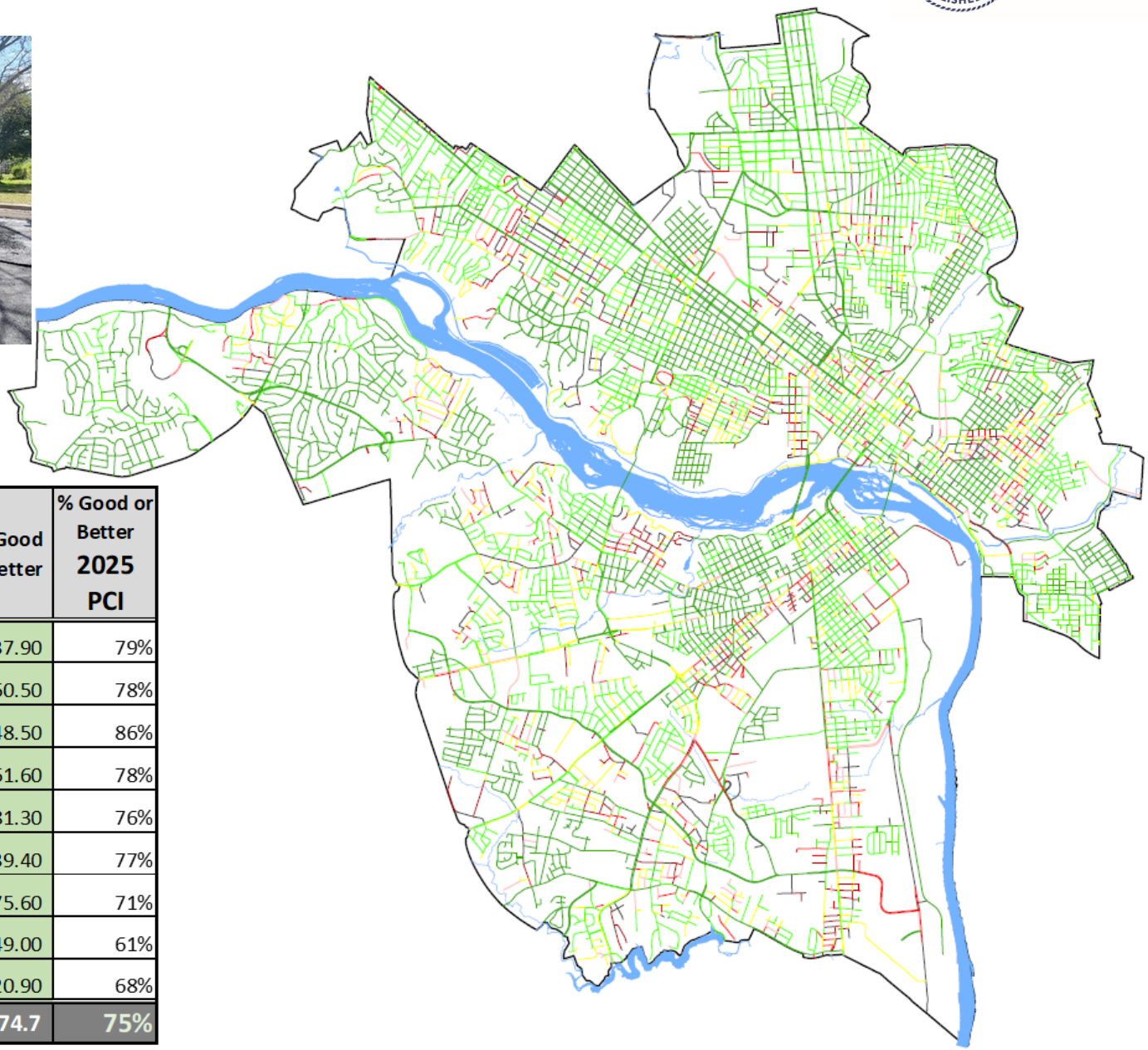


CD	% of the City	LM Good or Better	% Good or Better 2018 PCI
1	11.3%	105.8	31%
2	9.5%	91.9	36%
3	10.7%	142.5	28%
4	13.8%	140.8	36%
5	9.4%	83.8	35%
6	12.5%	168.6	43%
7	8.9%	83.2	27%
8	17.3%	168.7	40%
9	6.7%	92.5	39%
Totals	**100.0%**	**1,077.8**	**35%**

Paving Condition Index (PCI)

City of Richmond 2025

DEPARTMENT OF PUBLIC WORKS



CD	Total	% of the City	LM Good or Better	% Good or Better 2025 PCI
1	302.8	12.0%	237.90	79%
2	206.9	8.2%	160.50	78%
3	290.4	11.5%	248.50	86%
4	334.9	13.3%	261.60	78%
5	238.4	9.5%	181.30	76%
6	311.6	12.4%	239.40	77%
7	246.8	9.8%	175.60	71%
8	405.6	16.1%	249.00	61%
9	177.2	7.0%	120.90	68%
Totals	2,514.6	100.0%	1,874.7	75%

Department of Public Works

Major Construction Projects Briefing

Milling and Overlay Projects

- This process is a road construction and maintenance technique that involves removing the top 1-2 inches of asphalt and replacing it with a new layer.
  - Typically occurs on Arterial and Collector Streets
  - Estimated Cost $19 - 23 per square yard *(20% increase from FY24)*
  - Life expectancy of 7-10 years

Milling and Overlay Operation

Heat Scarification and Slurry Projects

- Heat scarification is a process that uses heat to soften and remove the top layer of asphalt pavement, then remixes the material with a rejuvenating agent and reapply it to the roadway surface.
- Slurry Seal Program – after the heat scarification process, the street surface, albeit smooth, is left porous. Therefore, it is typically followed by an emulsified asphalt slurry application to seal and prolong the life of the surface.
  - Typically occurs on Collector and Neighborhood Streets
  - Estimated Cost $10 - 12 per square yard *(20% increase from FY24)*
  - Life expectancy of 7 years

Heat Scarification Operation

Annual Budget and Accomplishments – 30-40 areas annually

- The program averages nearly 200 lane miles per year
- Consist of Paving, Bike Lanes, Speed Tables, and Striping
- These programs are typically funded accordingly
  - $5,000,000 CVTA
  - $10,000,000 GO Bonds CIP
  - $5,000,000 Public Utilities (final restoration)
  - $1,500,000 State of Good Repair (VDOT)

Completed Slurry Seal Application

Paving Program FY2026

FY2025 & FY2026 Comparison

DEPARTMENT OF PUBLIC WORKS

CD	Project Description	SY	MLM	Unit Cost	Total
1	Cary Street Road	48,148.0	7.5	$ 21.00	$ 1,011,108.00
1	River Road	16,103.1	2.5	$ 21.00	$ 338,165.33
1	Thompson Street	4,321.8	0.7	$ 21.00	$ 90,757.33
1	Westmoreland Place	28,480.3	4.4	$ 18.25	$ 519,766.02
2	Berrington Ct	1,550.0	0.2	$ 21.00	$ 32,550.00
2	Floyd Ave	1,163.6	0.2	$ 21.00	$ 24,434.67
3			-	$ 11.00	$ -
4	Pineway Dr	3,676.4	0.6	$ 21.00	$ 77,205.33
4	Riverside Dr	3,496.0	0.5	$ 21.00	$ 73,416.00
4	Southampton Area	34,353.1	5.3	$ 11.00	$ 377,884.21
4	Westlake Hills	26,074.2	4.0	$ 18.25	$ 475,854.52
5	Woodland Heights	16,848.2	2.6	$ 18.25	$ 307,480.02
5	Swansboro Area	27,302.1	4.2	$ 11.00	$ 300,323.21
6	8th St	15,585.8	2.4	$ 24.50	$ 381,851.56
6	Commerce Rd	126,835.6	19.7	$ 24.50	$ 3,107,471.11
6	N 11th St	4,560.1	0.7	$ 21.00	$ 95,762.33
7	Chimborazo Area	60,344.4	9.4	$ 18.25	$ 1,101,286.03
7	Church Hill North	49,352.4	7.6	$ 18.25	$ 900,682.03
7	E Marshall st	10,509.1	1.6	$ 24.50	$ 257,473.22
7	E Richmond Rd	12,083.3	1.9	$ 21.00	$ 253,750.00
7	N 28th St	1,415.7	0.2	$ 24.50	$ 34,683.83
7	N 31st St	28,424.0	4.4	$ 24.50	$ 696,388.00
7	U Street	2,331.0	0.4	$ 24.50	$ 57,109.50
8	Walmsley Area	36,649.1	5.7	$ 11.00	$ 403,140.21
9	South Garden Area	64,872.1	10.1	$ 11.00	$ 713,593.21
6&8	Bellemead RD	28,603.3	4.4	$ 24.50	$ 700,781.67
Totals		**653,082.9**	**101.2**		**$ 12,332,917.34**

FY2026 Paving Program

CD	SY	LM	Cost	%	PCI
1	97,053.2	15.0	1,959,796.7	14.9%	73%
2	2,713.6	0.4	56,984.7	0.4%	78%
3	-	-	-	0.0%	85%
4	67,599.8	10.5	1,004,360.1	10.4%	66%
5	44,150.3	6.8	607,803.2	6.8%	70%
6	161,283.1	25.0	3,935,475.8	24.7%	77%
7	164,460.0	25.5	3,301,372.6	25.2%	72%
8	50,950.8	7.9	753,531.0	7.8%	58%
9	64,872.1	10.1	713,593.2	9.9%	69%
Total	**653,082.9**	**101.2**	**$ 12,332,917.34**	**100.0%**	

FY2025 Paving Program

CD	SY	LM	Cost	%	PCI
1	192,056.1	29.8	$ 2,528,201.39	16.0%	73%
2	52,029.1	8.1	$ 690,783.89	4.3%	78%
3	121,804.9	18.9	$ 1,441,016.59	10.1%	85%
4	152,295.4	23.6	$ 1,725,723.45	12.7%	66%
5	61,052.6	9.5	$ 763,158.34	5.1%	70%
6	39,023.3	6.0	$ 663,396.67	3.2%	77%
7	168,341.8	26.1	$ 2,485,058.95	14.0%	72%
8	376,521.3	58.3	$ 5,537,526.00	31.4%	58%
9	37,667.0	5.8	$ 753,932.58	3.1%	69%
Total	**1,200,791.5**	**186.1**	**$ 16,588,797.86**	**100.0%**	

- Hull Street Road
- Richmond Hwy
- South Garden Area
- N. Barton Heights
- Oregon Hill Area
- Westbrook Avenue
- Union Hill Area
- 18th St/Oliver Hill Way

Citywide Traffic Calming Initiatives

DPW working with Safe Routes to Schools $80,000

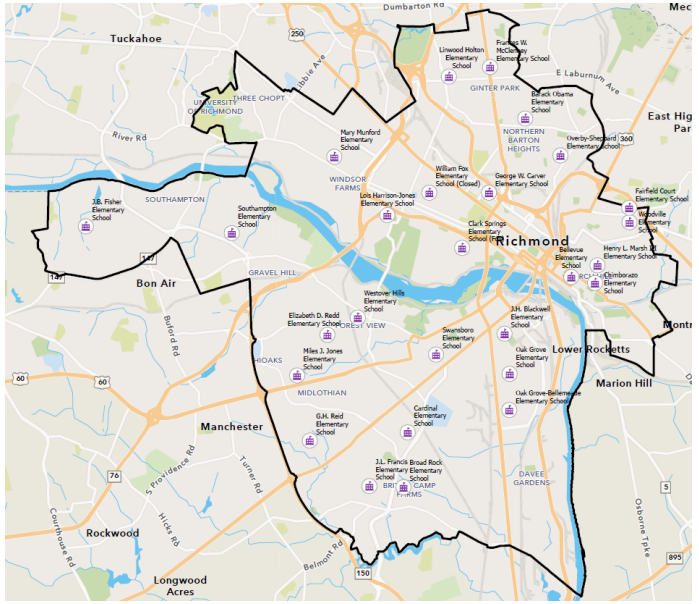
- 32 locations were identified for Raised Crosswalks
- 22 were not approved due to emergency route impacts
- 10 approved by DPW for installation Spring/Summer 2025

DPW Neighborhood Speed Table Installation $120,000

- 33 locations were identified for Speed Table Installations
- 21 were not approved due to emergency route impacts
- 12 approved by DPW for installation Spring/Summer 2025

City Council Amendment for $375,000 - 5th District Traffic Calming

- 41 Tables were submitted for consideration
- 29 were not approved due to emergency route impacts
- 12 approved by DPW for installation Spring/Summer 2025

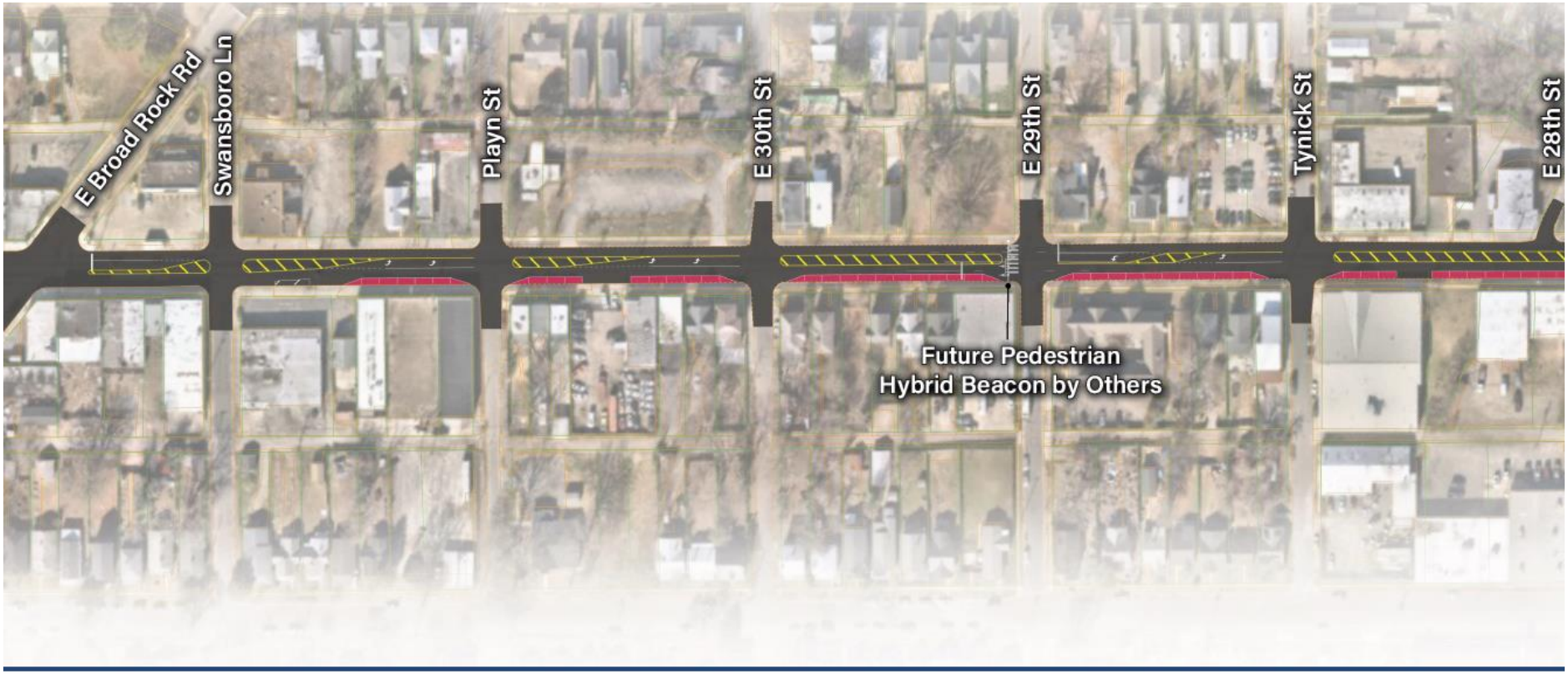


Speed Tables Citywide	
CD	Total
1	41
2	20
3	63
4	41
5	54
6	41
7	43
8	40
9	43
Total	**386**

Listing of Traffic Calming Projects

Hull Street Paving and Traffic Calming

DEPARTMENT OF PUBLIC WORKS



Proposed Section C

Hull Street- Roadway Reconfiguration Project

Disclaimer: The proposed Rendering Views shown herein are artistic representations of the proposed development and or structures. These views are based on currently available information and are not actual representations of the proposed building, and shall not be relied upon for construction. The proposed views were prepared utilizing the most current technology, software, and computer and field based survey information.

vhb

VDOT High Injury Network
KA Crash Data – Richmond 2015 - 2023

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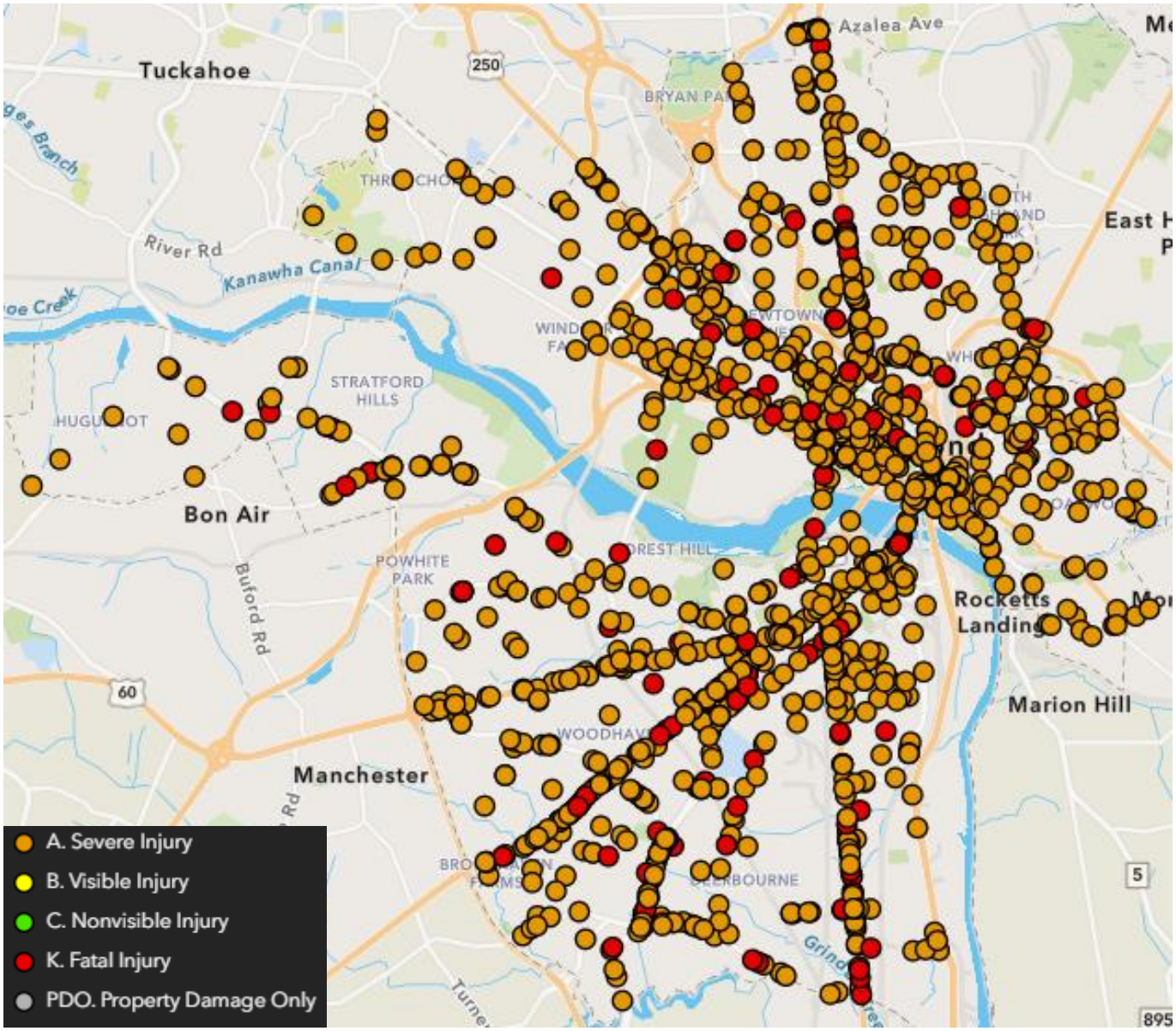


City/VDOT Accident Data

- 39,331 Accidents
- 1,564 Severe Injuries
- 146 Fatalities

Factors in Prioritizing Calming Projects:

» Crash history;
» Traffic volumes;
» Road speed profile
» Length of road segment
» Distance to the nearest traffic control device

Commercial Area Crash Data

2015 - 2023

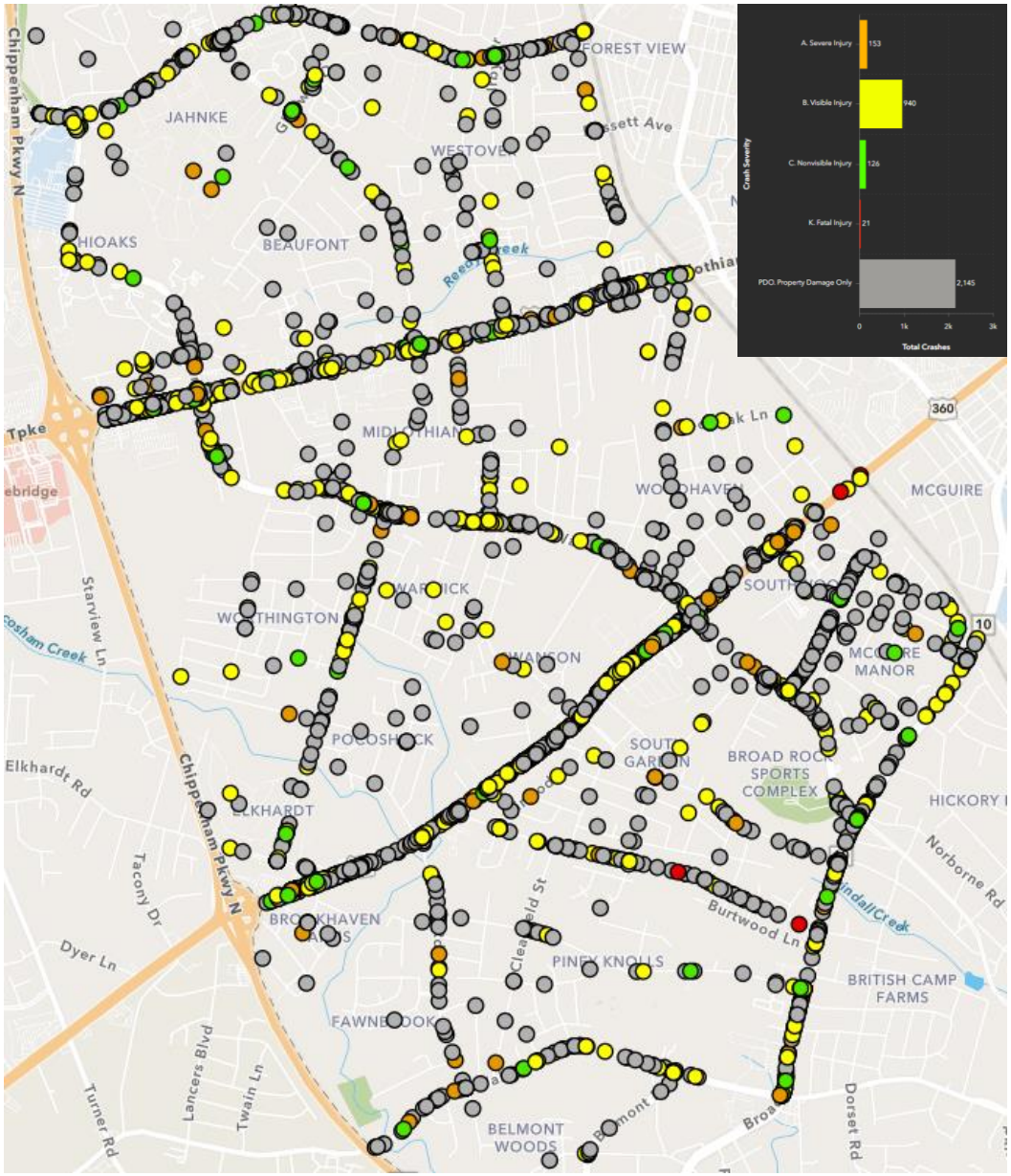
DEPARTMENT OF PUBLIC WORKS

Carytown Area – 693 Total
1 fatality: Arthur Ashe Blvd – 2021
90.2% on Cary Street Rd

Neighborhood/Collector/Arterial Crash Data

2015 - 2023

DEPARTMENT OF PUBLIC WORKS



9th District Accidents: 3,385

K. Fatal Injury: 21

A. Severe Injury: 153

Vision Zero and Traffic Calming

Safe and Healthy Streets Challenge

- Wear our seat belts
- Avoid distractions such as talking/texting on a cell phone, eating and reading while driving
- Share the road with cyclists, motorcyclists, pedestrians and large trucks
- Never drink and drive
- Obey posted speed limits

When placed in series, speed tables should be installed between 600 feet and 750 feet apart.

Speed tables should be placed at least 5 feet from a driveway, 20 feet from an alley, 300 feet from a STOP or YIELD sign, 600 feet from a traffic signal, and 750 feet from another traffic calming device.

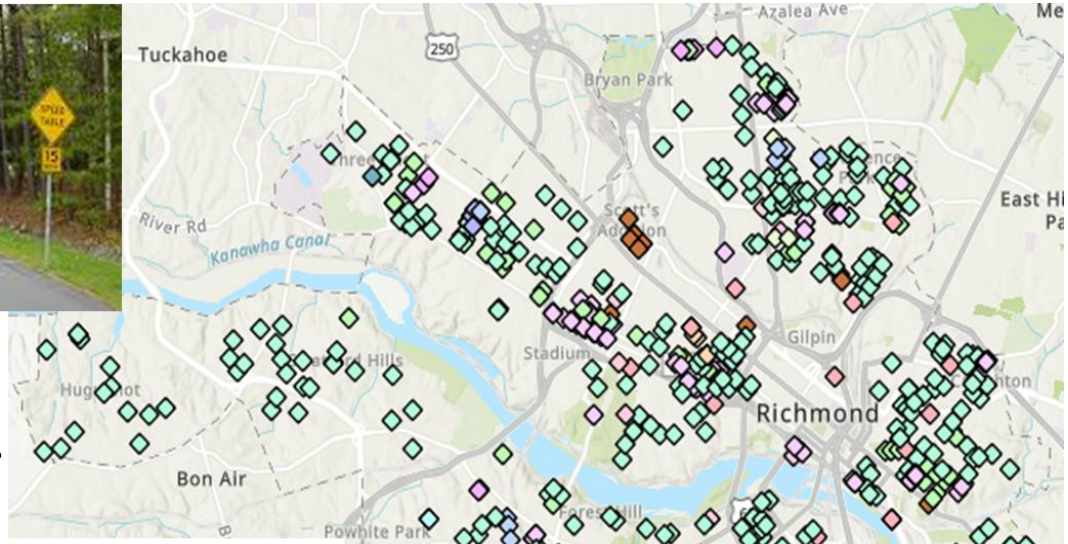


Table 1. Summary of Traffic Calming Strategies

	Strategies	Page #	Residential Roads		Typical Cost
			Average Daily Traffic (ADT)	Posted Speed Limit	
LEVEL 1	Education	14	NA	Any	Low
	Enforcement	16	≥500 vpd	Any	Medium
	Signing	19		Placed in accordance with the MUTCD**	Low
	Enhanced Speed Program*	23	Any	Any	Low
LEVEL 2	Speed Tables	24	≤7,500 vpd	≤30 MPH	Medium (in coordination with paving program) - High (individual project)
	Raised Crosswalks	26	≤7,500 vpd	≤30 MPH	
	Neighborhood Traffic Circles	27	≤7,500 vpd	≤35 MPH	
	Curb Extensions	29	≤16,000 vpd	≤35MPH	
	Roadway Reconfiguration /Road Diet	31	<16,000 VPD	Varies	
	Traffic Signal Retiming	33	Signalized corridors	Signalized corridors	

* certain criteria as established by Richmond City Council must be met and then requires a City Council Resol

** MUTCD - Manual on Uniform Traffic Control Devises

Citywide 2025 Speed Management Study

95th Percentile Data (*UrbanSDK*)

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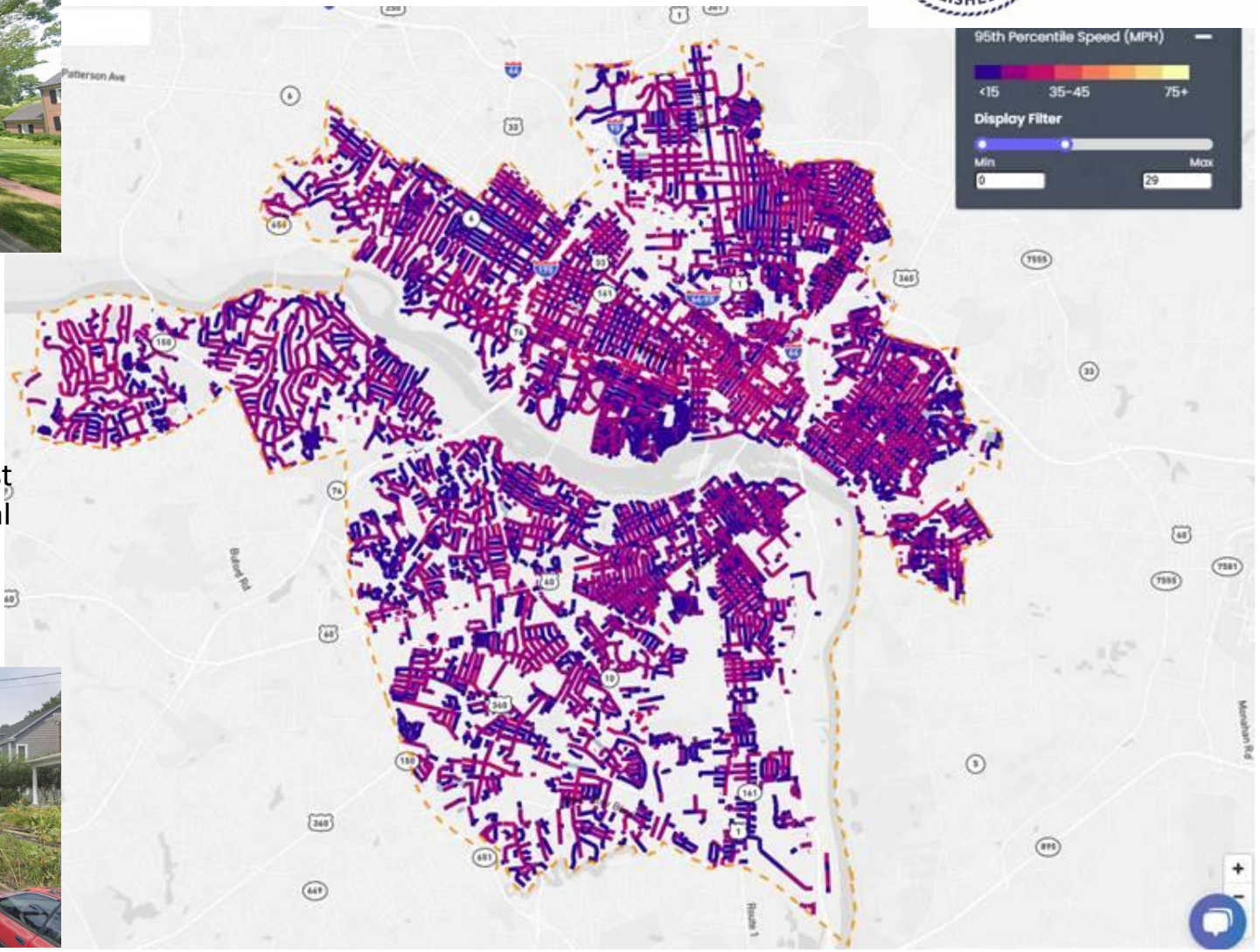
This illustration is indicating that **95%** of the people are driving at or below the designed speed for these streets. These are the areas where neighborhood request come from for the occasional speeder that can have negative impacts especially on perception.



Street Design is accurate and 95% of the people are driving at or below the designed speed limit

Citywide 2025 Speed Management Study

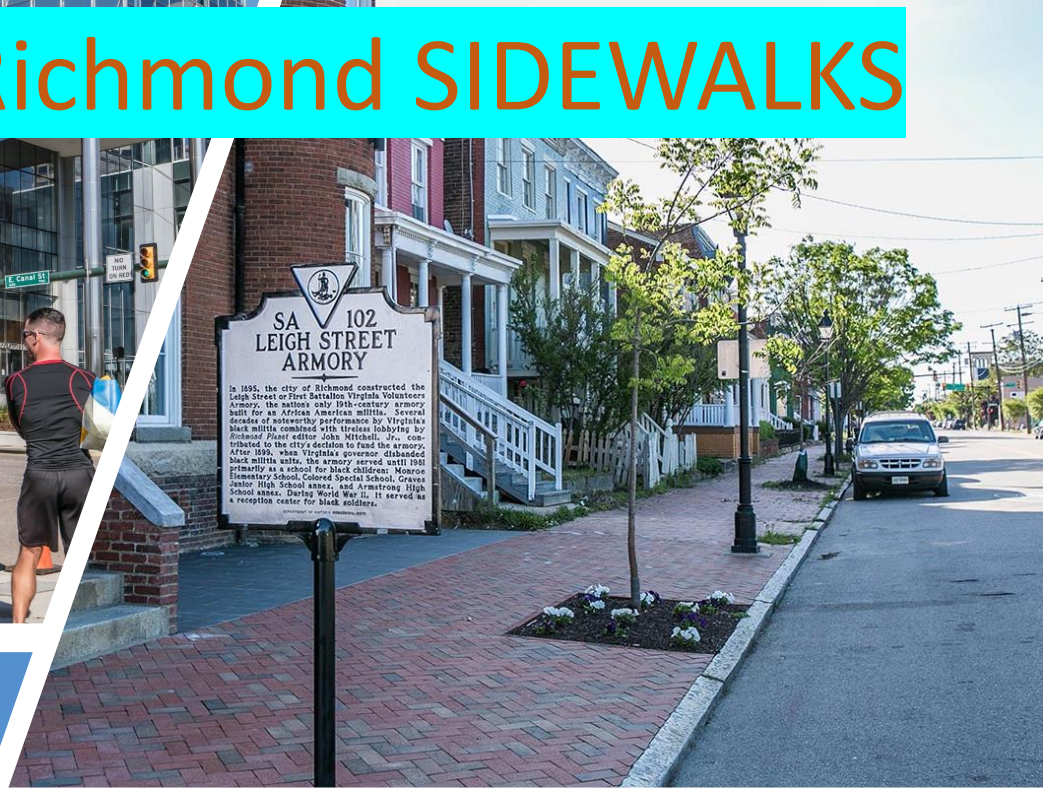
85th Percentile Data (*UrbanSDK*)

DEPARTMENT OF PUBLIC WORKS

This illustration is indicating that **85%** of the people are driving at or below the designed speed for these streets, MEANING 15% are driving TOO FAST…WHY, because the road is designed for a higher speed. THIS is where we are trying to re-design and engineer the High Injury Network to reduce serious injuries and fatalities.

Street design undergoing modifications to change the vantage point of the driver

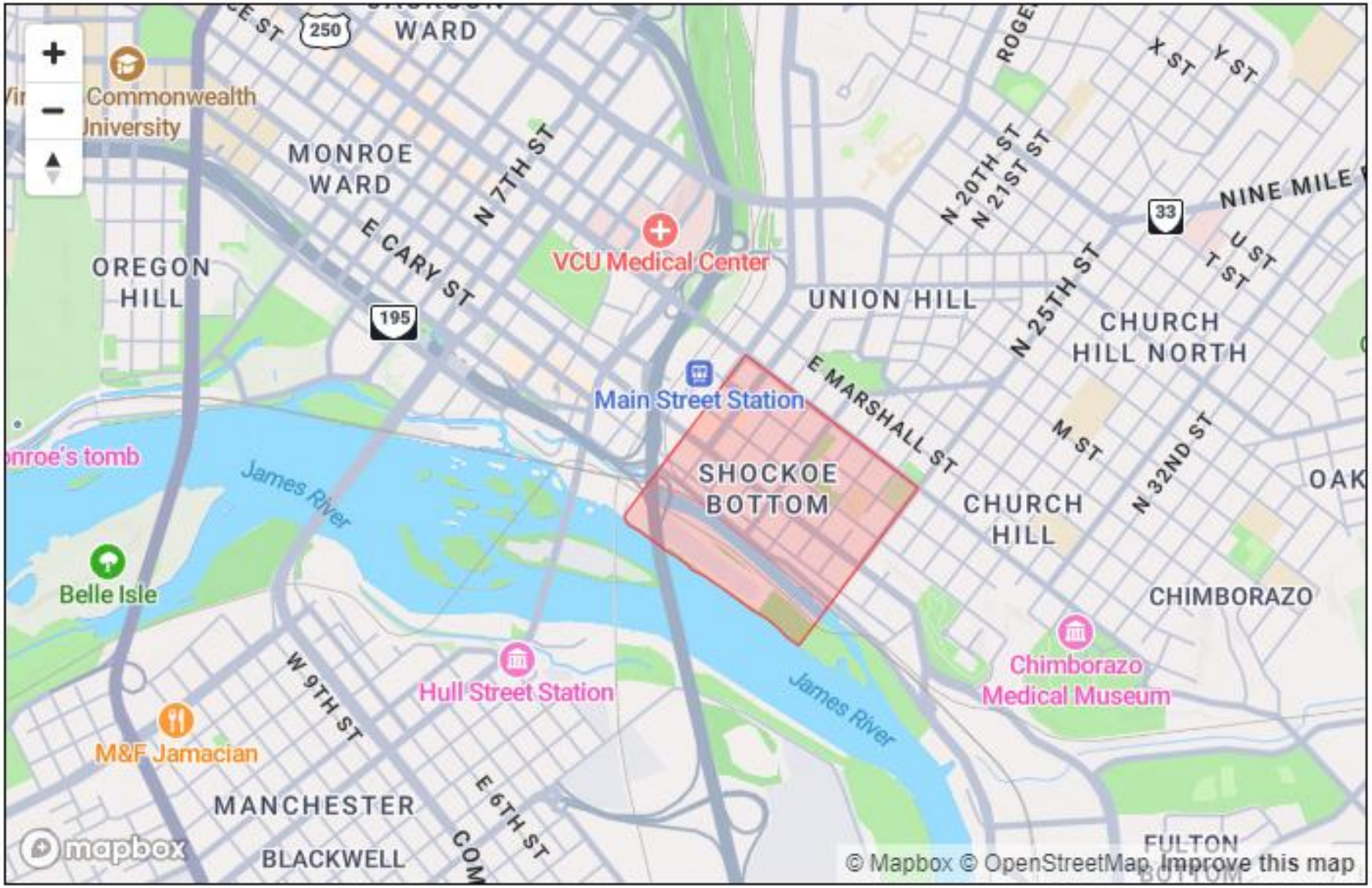
The HISTORY of Richmond SIDEWALKS



1742

Richmond is incorporated as a city

0.23 SQUARE MILES



1867

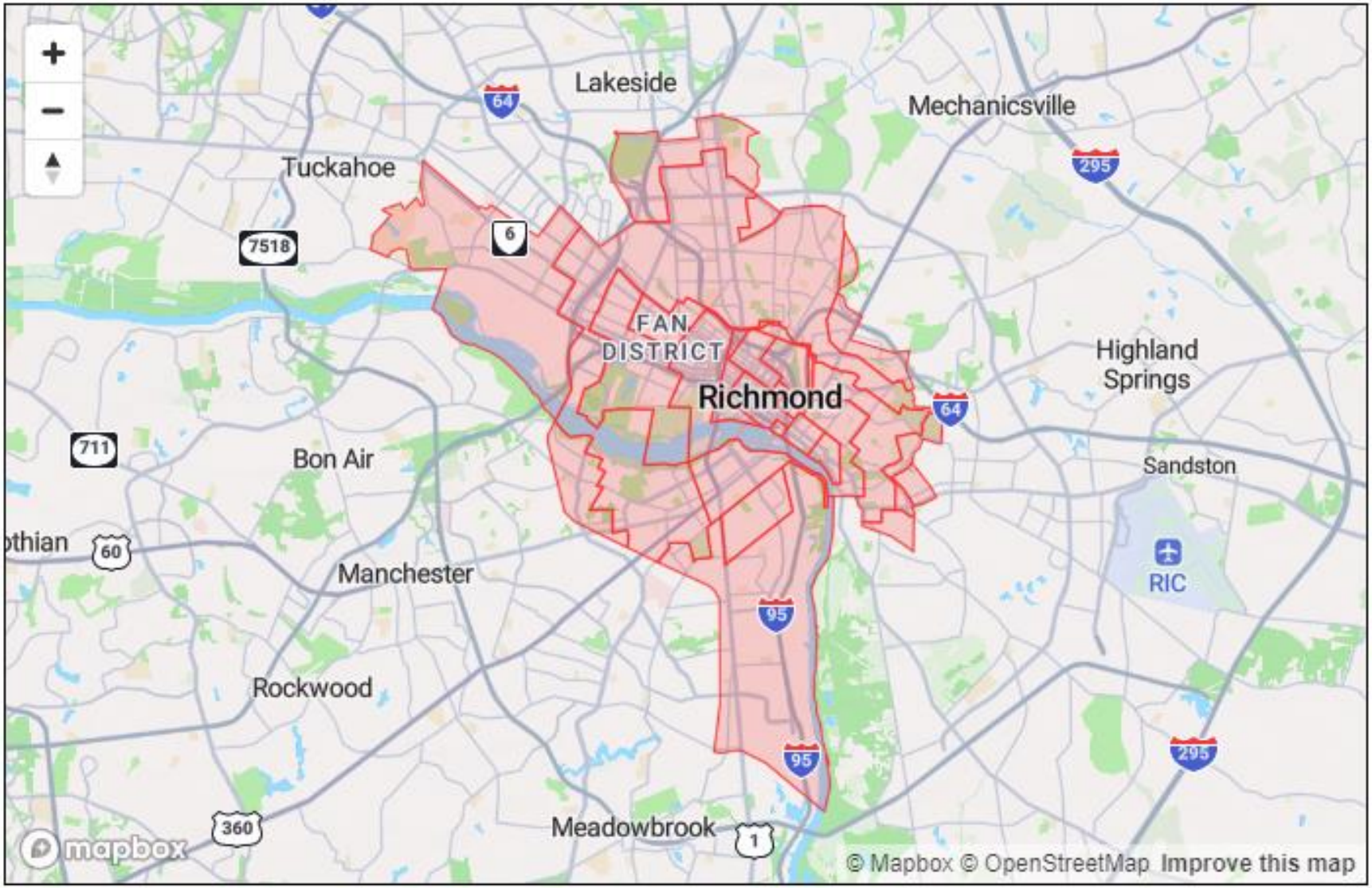
Richmond annexed **Lower Fan, Oregon Hill, Belle Isle, Church Hill, Union Hill**

3 SQUARE MILES ADDED

1942

Richmond annexed **Westover Hills, Windsor Farms, Bryan Park, Edgewood, Mechanicsville Tpke, Port of Richmond**

17 SQUARE MILES ADDED



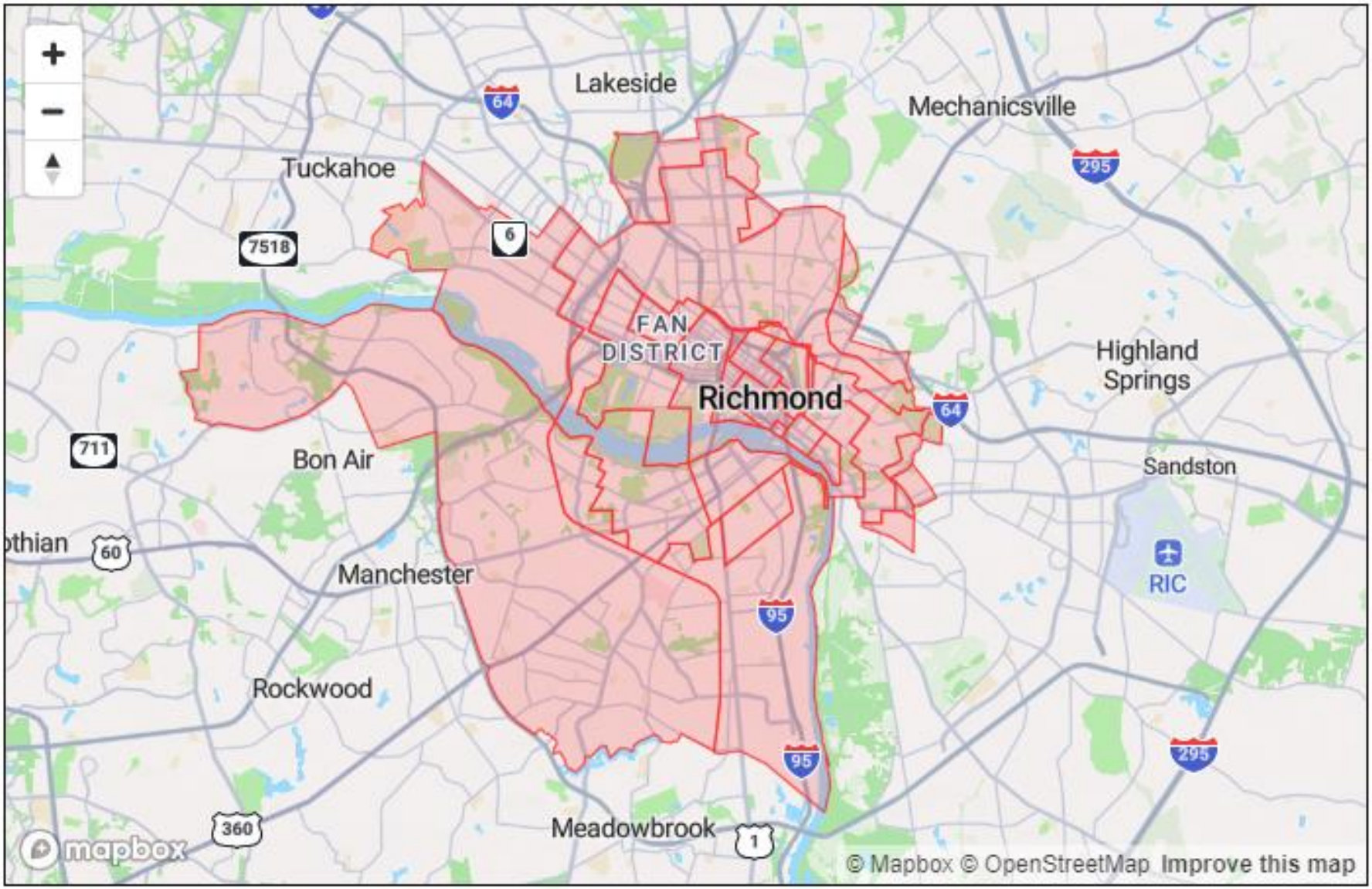
In 1970, Richmond Annexed the following:

NO SIDEWALKS

1970

Richmond annexed **Chesterfield - Cherokee Road, Midlothian Turnpike, Broad Rock, Wamsley**

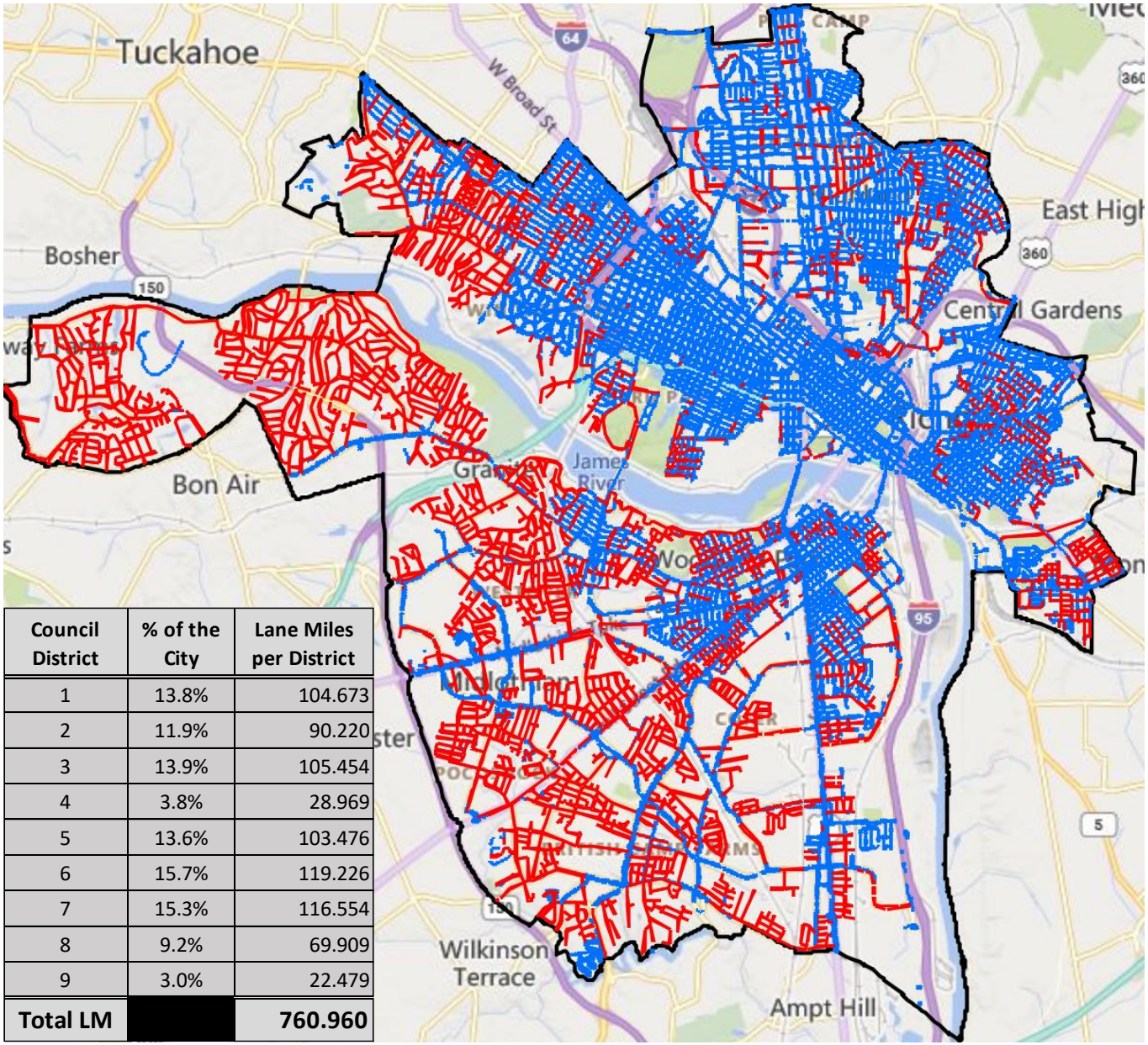
23 SQUARE MILES ADDED



Sidewalk CIP and Maintenance

Existing Sidewalks **BLUE**, Missing Sidewalks **RED**

DEPARTMENT OF PUBLIC WORKS



Council District	% of the City	Lane Miles per District
1	13.8%	104.673
2	11.9%	90.220
3	13.9%	105.454
4	3.8%	28.969
5	13.6%	103.476
6	15.7%	119.226
7	15.3%	116.554
8	9.2%	69.909
9	3.0%	22.479
Total LM		**760.960**

Cost from RED to BLUE

- $50,000 w/o Storm
- $100,000 per block
- Stormwater 300 LF
- Drop Inlets
- Gutter Pan
- Manholes
- Laterals

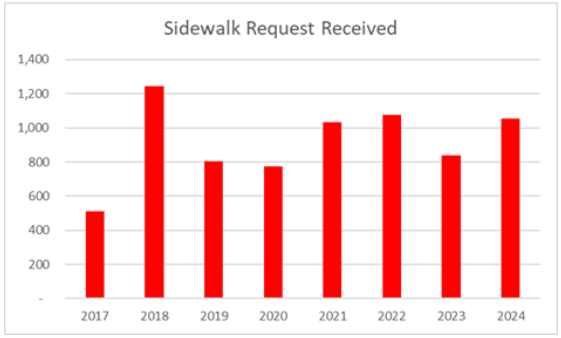
Estimated Example:

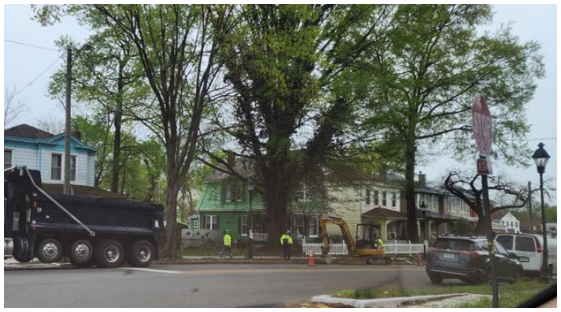
- 100 miles of new sidewalks
- Equates to 1,760 blocks
- Est. $200M+

Sidewalk Maintenance

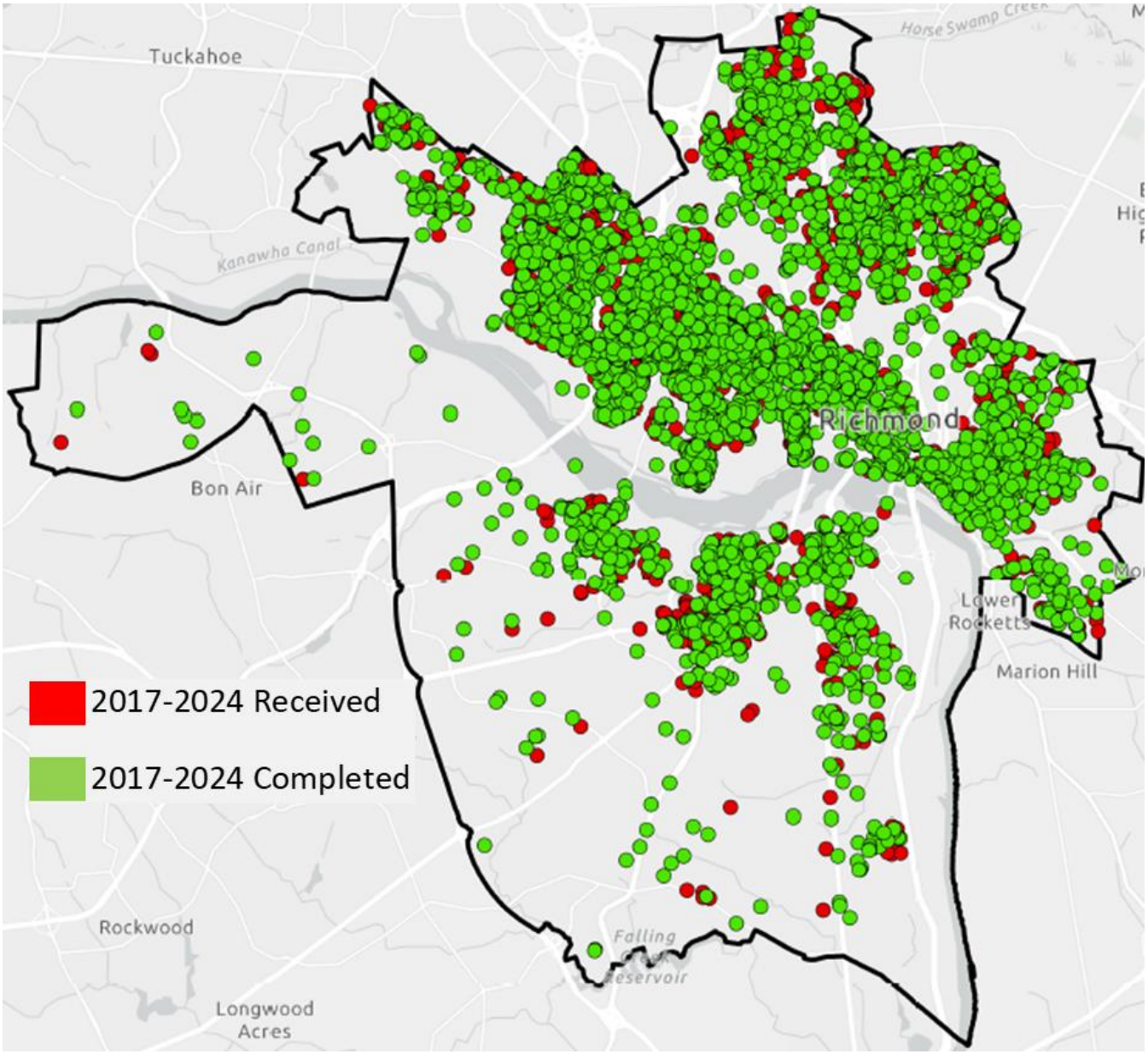
Sidewalk Maintenance Request and Completions 2017-2024

Total Received – 7,333





Total Completed – 5,625



DEPARTMENT OF PUBLIC WORKS

Transportation Projects are funded at $656M:

- Complete Streets at $105M
- Fall Line Trail construction at $58.4M
- Major Bridge Improvements at $160M
- Major Arterial Upgrades such as Hull Street funded at $50M

FY 2025 - 2029 Capital Improvement Program Funding Sources Detail						
General Fund	Adopted	Planned				
Sources of Funds	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL
Federal/State/Regional Transportation Funds						
Central Virginia Transportation Authority (CVTA)	6,500,000	17,035,303	20,084,951	15,042,828	21,106,014	79,769,096
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	6,236,000	–	–	–	–	6,236,000
Federal - Other	3,770,000	2,328,000	–	–	–	6,098,000
Highway Safety Improvement Program (HSIP)	8,444,502	14,428,000	749,000	–	–	23,621,502
Metropolitan Planning Organization - Regional Surface Transportation Program (MPO RSTP)	4,722,139	9,724,000	–	–	–	14,446,139
Revenue Reduction - State	(422,214)	–	–	–	–	(422,214)
Revenue Reduction - TAP	(309,000)	–	–	–	–	(309,000)
Revenue Sharing	2,091,391	349,000	–	–	–	2,440,391
Smart Scale	9,584,000	27,268,000	15,622,000	37,667,000	33,572,000	123,713,000
State of Good Repair (SGR)	1,423,000	812,000	–	–		2,235,000
Subtotal: Federal/State/ Regional Transportation Funds	**42,039,818**	**71,944,303**	**36,455,951**	**52,709,828**	**54,678,014**	**257,827,914**

Department of Public Works

Major Streetscape Construction Projects

Streetscape Projects

A streetscape project is a program that aims to improve the design and conditions of a street to accommodate the needs of all users.
Streetscape projects can include a variety of improvements, such as:

- Roadway: Narrowing of travel lanes for traffic calming
- Sidewalks: Widening sidewalks and improving connectivity
- Lighting: Upgrade and increasing of street lighting
- Landscaping: Adding trees or other landscaping
- Street furniture: Adding benches, garbage cans, etc.
- Signage: Improving way-finding, directional, or regulatory signage
- Bicycling infrastructure: Adding bicycle lanes
- Street crossing safety: High Visibility Crosswalks
- Traffic calming: Speed Tables, Bump Outs, Narrowing ROW

PROJECT	TOTAL PROJECT	Category Tabulation
Belvidere Street Gateway- Phase IV, Rowe St Section A, Idle	$718,000.00	
Biotech Phase 3 (VBTP Streetscape)	$1,220,000.00	
Hull Street Streetscape PE & CN (Landscape, Lighting, Signa	$4,061,000.00	
Jefferson Ave. Improvements -Phase II	$1,395,000.00	
Leigh Street Streetscape	$6,608,000.00	$21,826,862.00
Maury StreetScape Project	$4,618,000.00	
Nicholson Street Streetscape	$1,292,000.00	
North Patterson Ave	$302,862.00	
Richmond Highway Phase II	$0.00	
Scotts Addition BRT Street Scape Project	$1,612,000.00	

Department of Public Works

Multi-modal Crossing Improvements

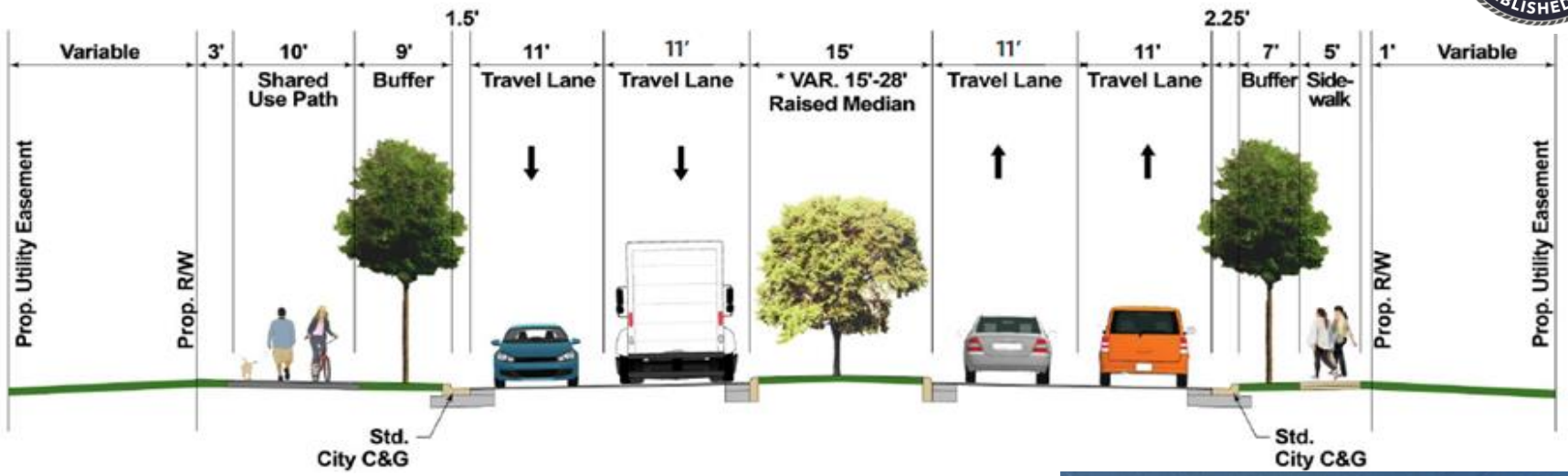
Intersection and multi-modal crossing upgrades can improve safety and traffic flow for pedestrians, bicyclists, and drivers. Some common upgrades include

- **Improved visibility**
- **Raised intersections**
- **Improved signal timing**
- **Better bicycle facilities**

PROJECT	TOTAL PROJECT	Category Tabulation
21st St @ Main St Traffic Signal Upgrade	$375,000.00	
32nd St @ Midlothian Tpke	$425,000.00	
7th St @ Hospital St New Traffic Signal	$975,000.00	
Automated Traffic Signal Performance Measures (ATSPM)	$7,424,000.00	
Belt Blvd & Hull St Hull Street (Bus Transfer Center) - Pedestr	$1,555,352.00	
Broad St @ Commonwealth Ave Traffic Signal Upgrade	$425,000.00	
Brook Rd @ Westbrook Ave Traffic Signal Improvements	$500,000.00	
Chamberlayne Ave @ Bacon St New Traffic Signal	$750,000.00	
Chamberlayne Ave @ School St Traffic Signal Upgrade	$400,000.00	
Cumberland St @ Laurel St New Traffic Signal	$460,000.00	
E Main St./Williamsburg Ave. Intersection Improvement	$2,370,000.00	$59,402,083.00
Forest Hill Ave @ Bainbridge St\Broad Rock Rd Traffic Signal	$375,000.00	
HVSB Systemic Improvements - Signal Controlled Intersection	$4,737,000.00	
Malvern Ave @ Cary St Traffic Signal Improvements	$500,000.00	
New Traffic Control Signals	$2,111,818.00	
Patterson Ave @ Pepper Ave New Traffic Signal	$400,000.00	
Patterson Ave @ St. Christopher Rd New Traffic Signal	$400,000.00	
Richmond Highway - Rte 1 Intersection Improvement Harwood	$11,637,000.00	
Richmond Signal System (RSS) Smart City Traffic Signals Co	$7,266,535.00	
Richmond Signal System Phase IV - Remote Control	$10,383,000.00	
Semmes Avenue Forest Hill Int./Ped. Safety UPC: 113445 & 1	$2,397,990.00	
Systemic Improvements - Stop Controlled Intersections	$3,534,388.00	

Department of Public Works

Bridge Replacement and Complete Streets Projects

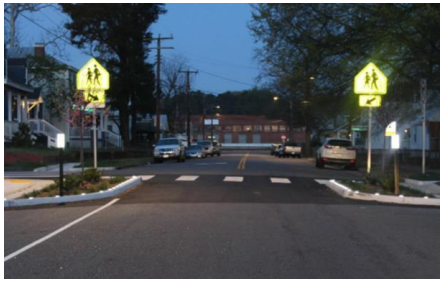


PROJECT	TOTAL PROJECT	Category Tabulation
Arthur Ashe Blvd Bridge Replacement	$23,000,000.00	$64,134,879.00
Columbia St over Goodes Creek structure replacement	$1,600,000.00	
E. Broad St over Abandoned RR spur	$3,965,009.00	
E. Richmond Rd over Gillies Crk Bridge Replacement	$1,800,000.00	
E. Richmond Rd over Stony Run Bridge Replacement	$1,852,870.00	
Hull St over Manchester Canal	$9,176,000.00	
Lombardy St over CSX Bridge replacement	$15,941,000.00	
Lynhaven Ave over Broad Rock Creek Bridge Replacement	$1,100,000.00	
Martin Luther King Bridge Repairs	$5,700,000.00	
Hey Road Improvements	$1,600,000.00	$80,546,000.00
Hull Street Improvements - VDOT Phase I	$33,100,000.00	
Jahnke Road Improvement - PE, RW & CN	$14,000,000.00	
Shockoe Valley Streets Improvement Project	$31,846,000.00	

Department of Public Works Fiscal Forecast

Engineering, Planning and Operations

Category	FY25	FY26	FY27	FY28	FY29	Total
State Maintenance	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ 38,000,000	$ 190,000,000
CVTA Local	$ 18,800,000	$ 18,800,000	$ 18,800,000	$ 18,800,000	$ 18,800,000	$ 94,000,000
CVTA Regional						$ 105,896,993
Federal / State	$ 38,863,427	$ 71,367,971	$ 40,455,951	$ 51,709,828	$ 52,678,014	$ 255,075,191
GO Bond	$ 38,417,782	$ 30,742,000	$ 27,370,000	$ 27,970,000	$ 32,029,000	$ 156,528,782
VDOT Work	$ 22,906,000	$ 22,725,000	$ 10,800,000	$ 20,070,000	$ 6,728,000	$ 83,229,000
Previous SYIP Allocations						$ 280,414,000
Totals	*$ 156,987,209*	*$ 181,634,971*	*$ 135,425,951*	*$ 156,549,828*	*$ 148,235,014*	**$ 1,165,143,966**

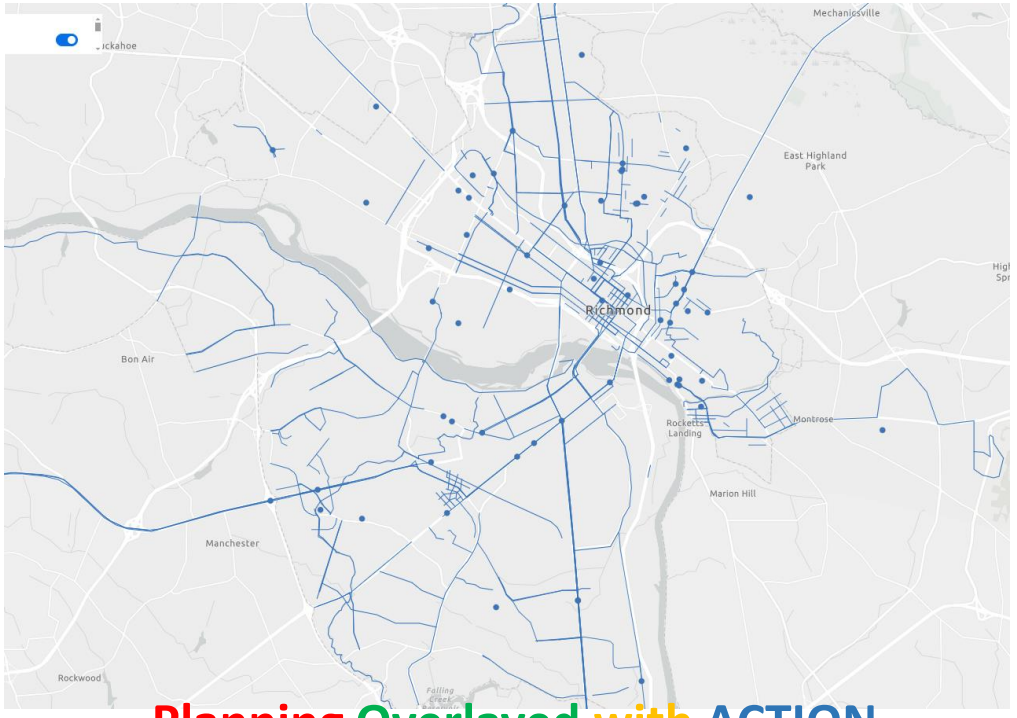


CITY OF RICHMOND

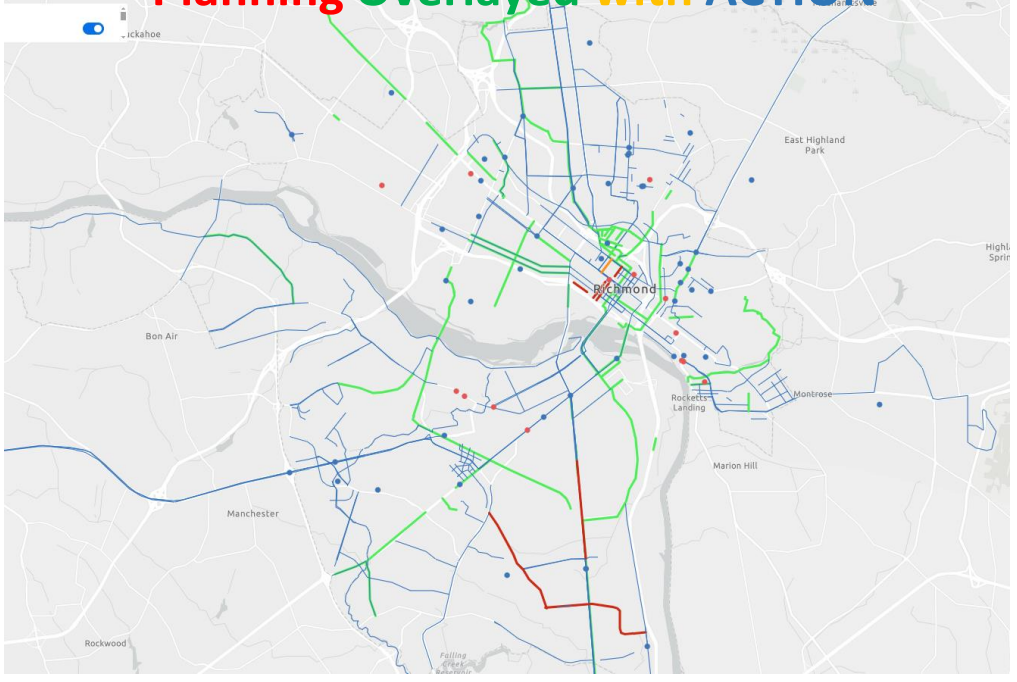
RICHMOND CONNECTS

Planning, Transportation & Operations

1. **Rethink** Essential Transit Infrastructure: Bus Stops Dignified as a Placemaking Opportunity
2. **Act Quick**: Responsive Lighter, Quicker, Cheaper projects to address safety NOW
3. **Achieve Spatial Justice** Through Transit: Transportation access is a Civil Right and all Richmonder's deserve access.
4. **Close the Gaps**: Address accessibility and affordability through recommended equity-centered programming and actions
5. **Sidewalks, Sidewalks, Sidewalks**: Restore and close gaps in the sidewalk network as a means of mending the fabric of social connectivity



Planning Overlayed with ACTION

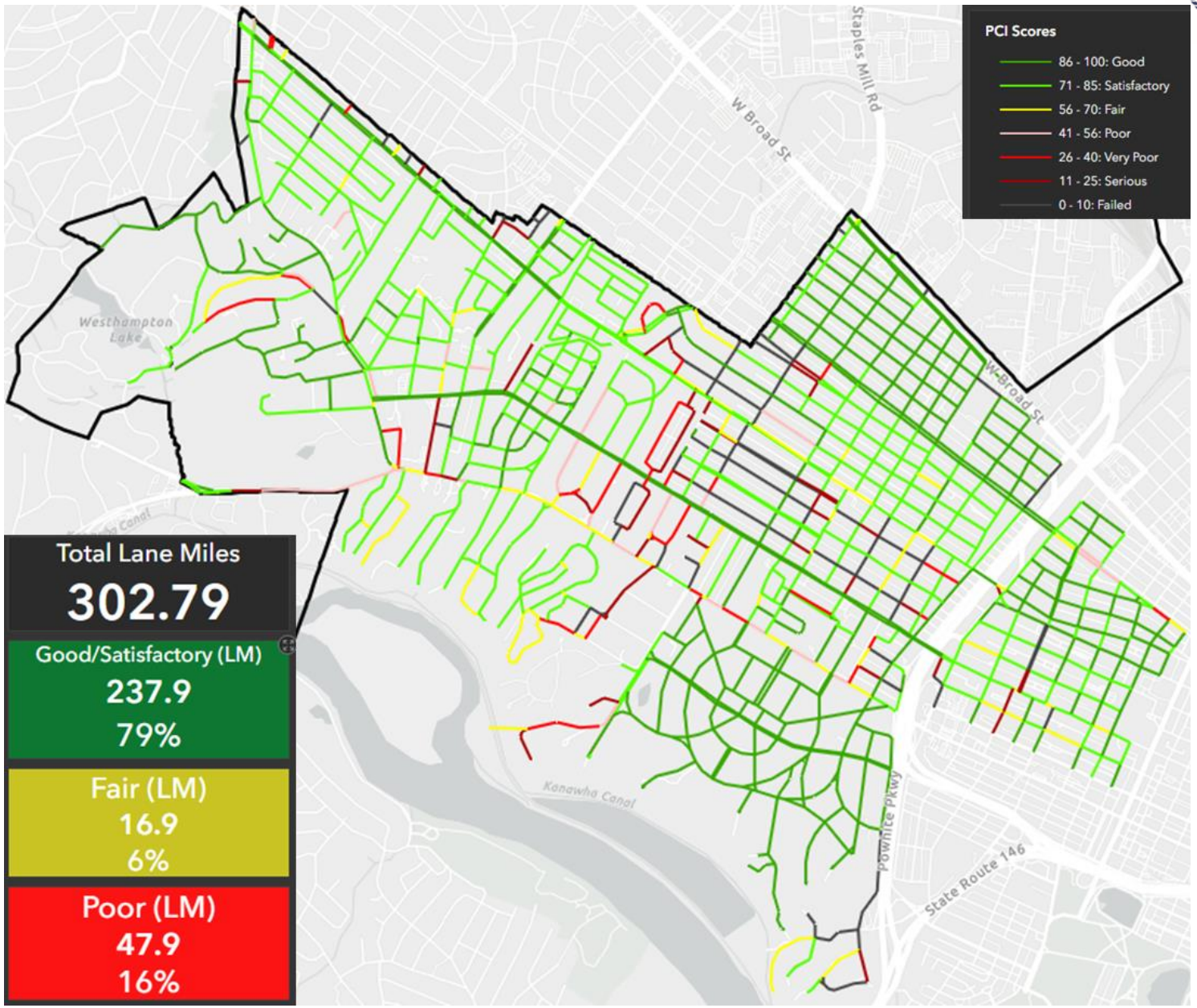


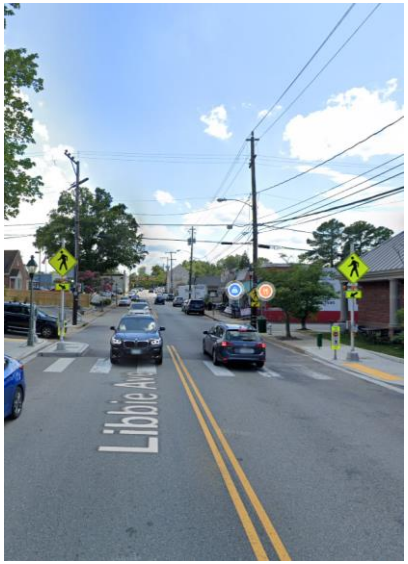
Questions and Comments

Pavement Condition Rating (PCI)

1st District - City of Richmond

DEPARTMENT OF PUBLIC WORKS



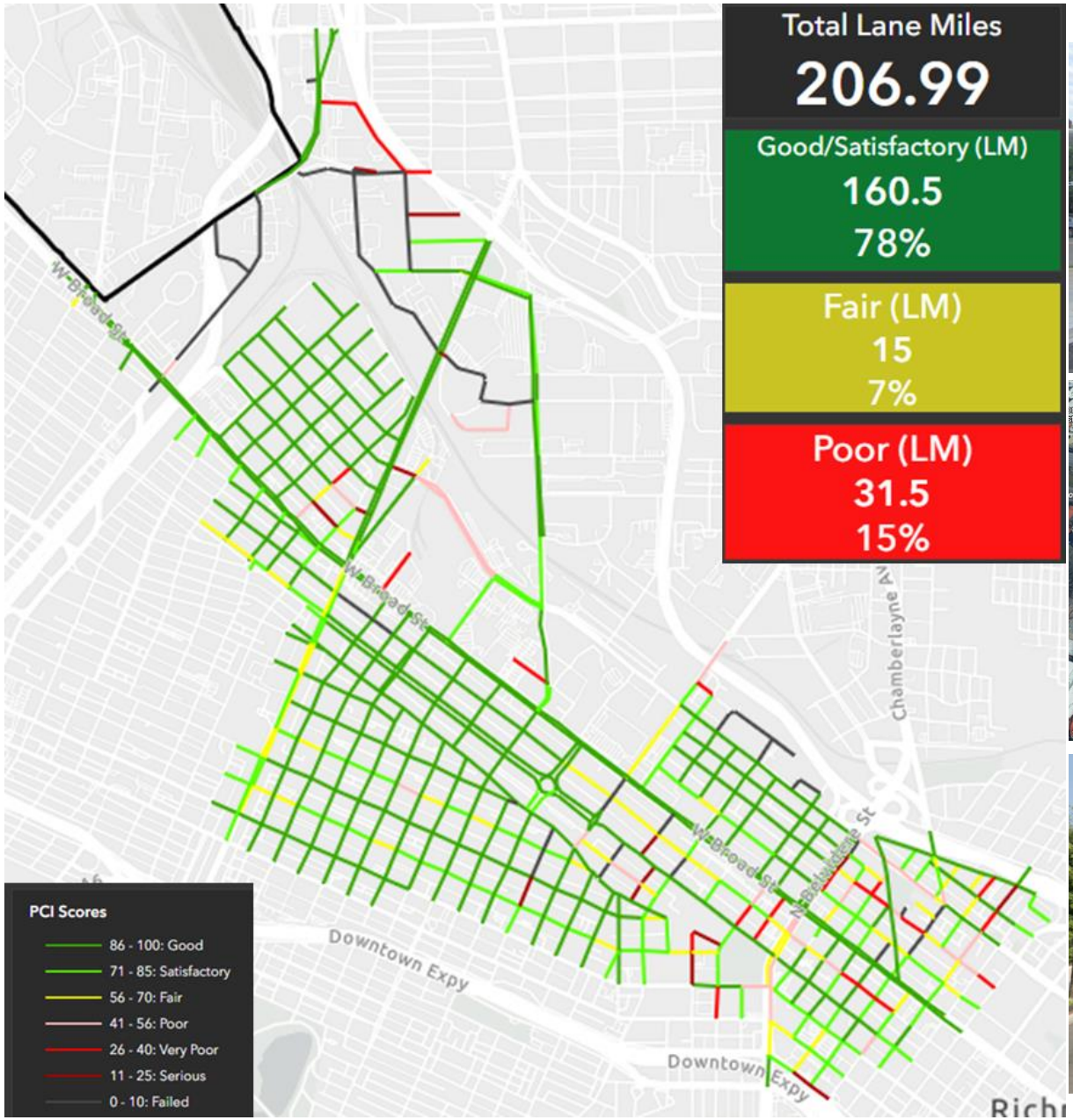


Pavement Condition Rating (PCI)

2nd District - City of Richmond

DEPARTMENT OF PUBLIC WORKS

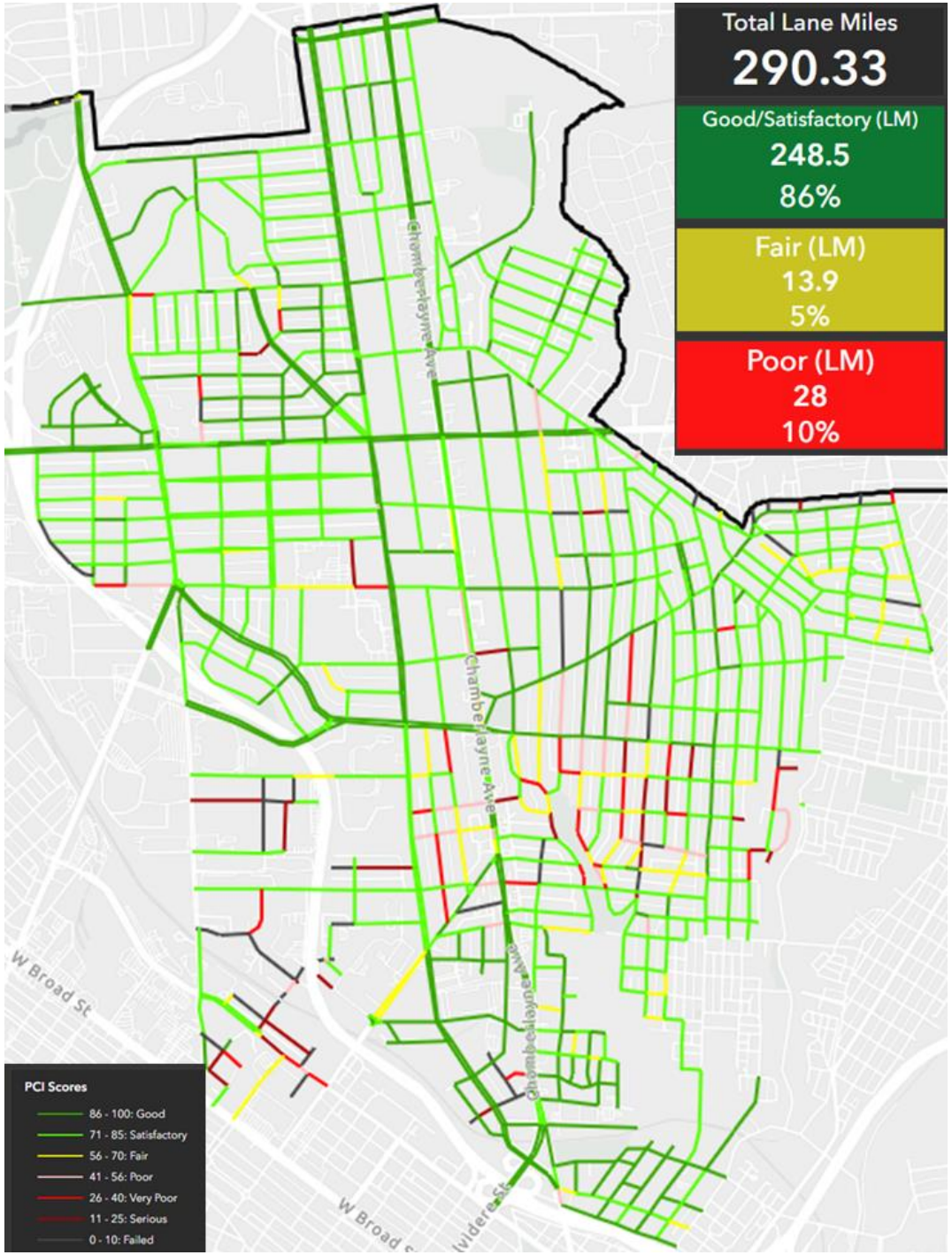
Total Lane Miles	206.99
Good/Satisfactory (LM)	160.5
	78%
Fair (LM)	15
	7%
Poor (LM)	31.5
	15%



DEPARTMENT OF PUBLIC WORKS

Pavement Condition Rating (PCI)

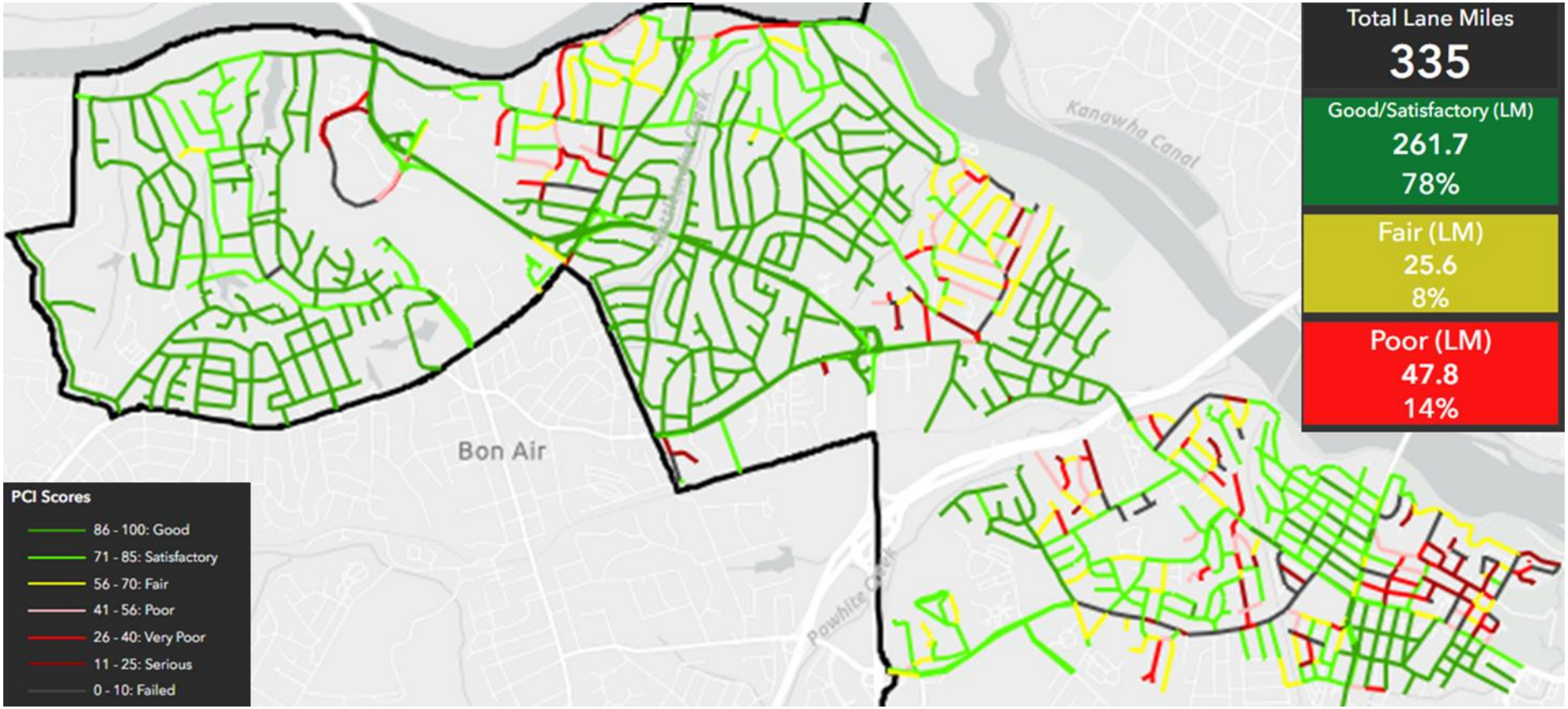
3rd District - City of Richmond

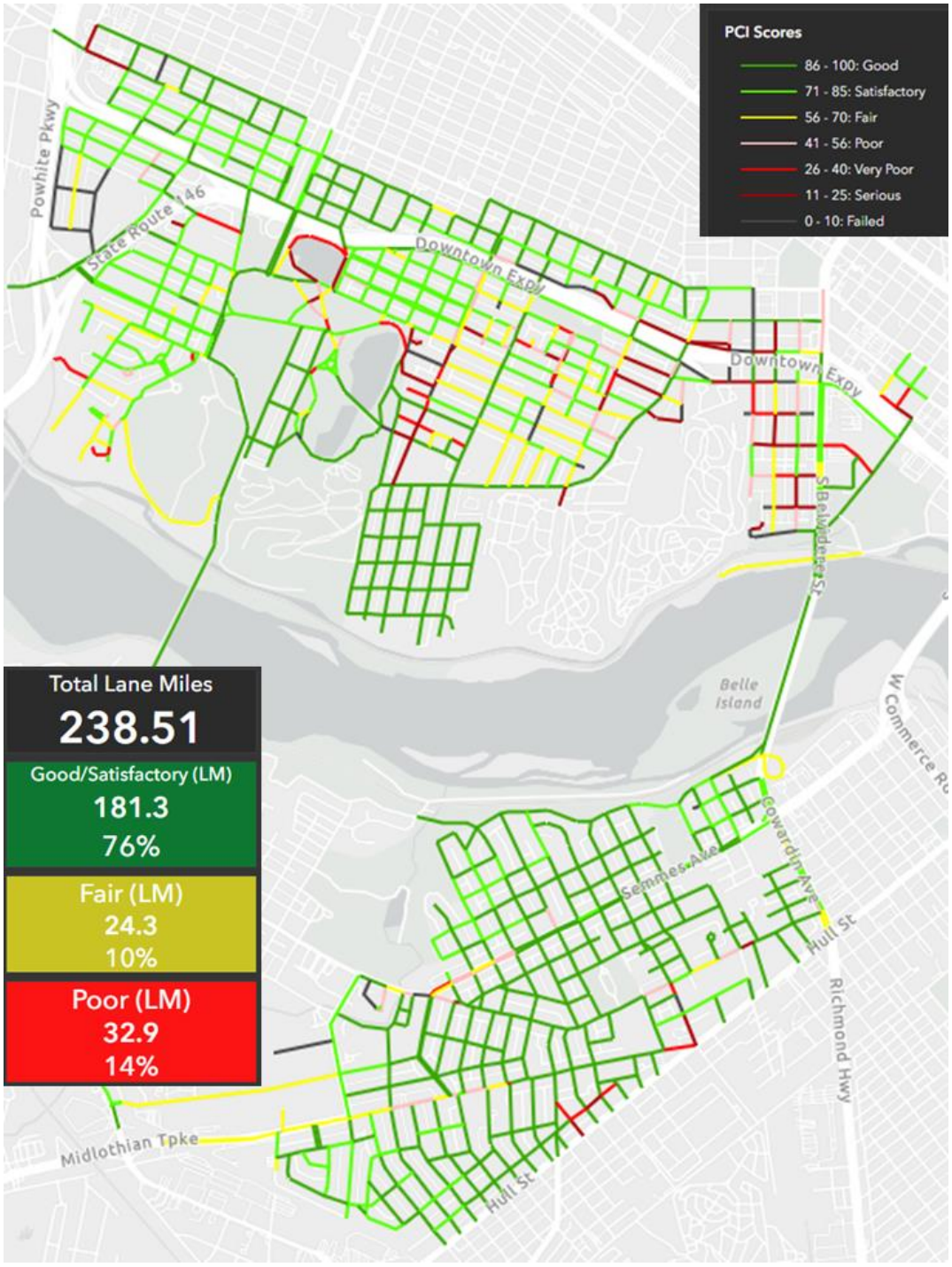


Pavement Condition Rating (PCI)

4th District - City of Richmond

DEPARTMENT OF PUBLIC WORKS





CITY OF RICHMOND ESTABLISHED 1737

DEPARTMENT OF PUBLIC WORKS

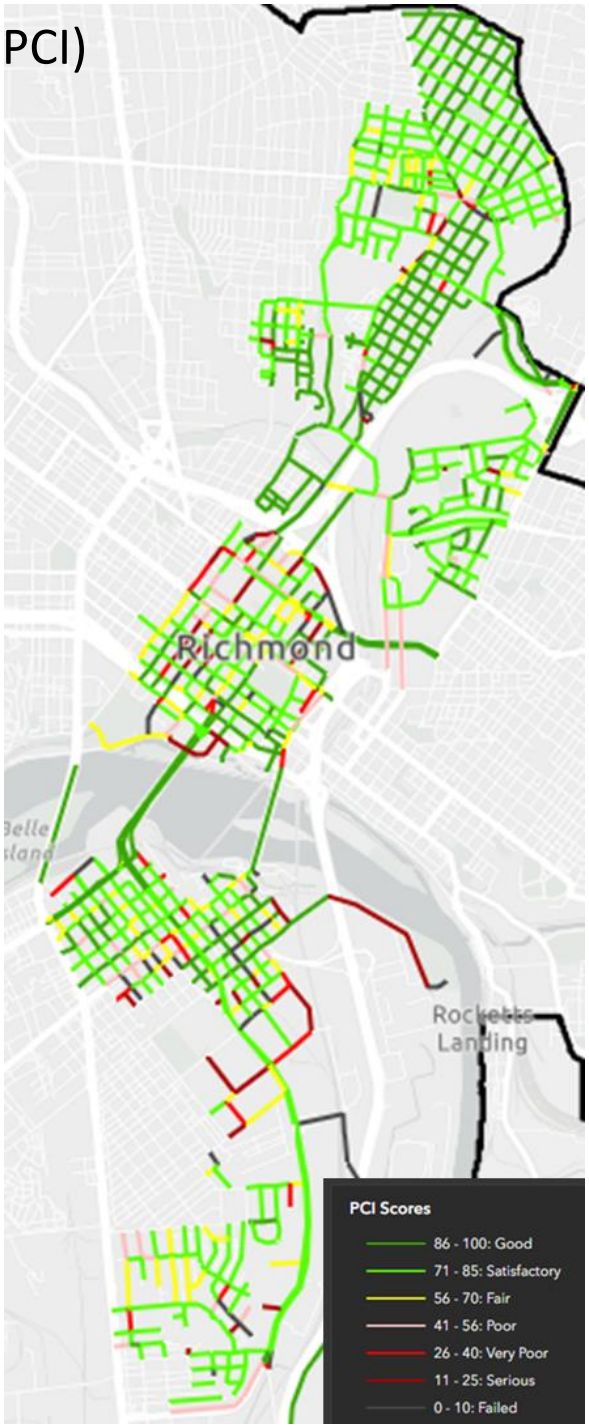
Pavement Condition Rating (PCI)

5th District - City of Richmond

Pavement Condition Rating (PCI)

6th District - City of Richmond

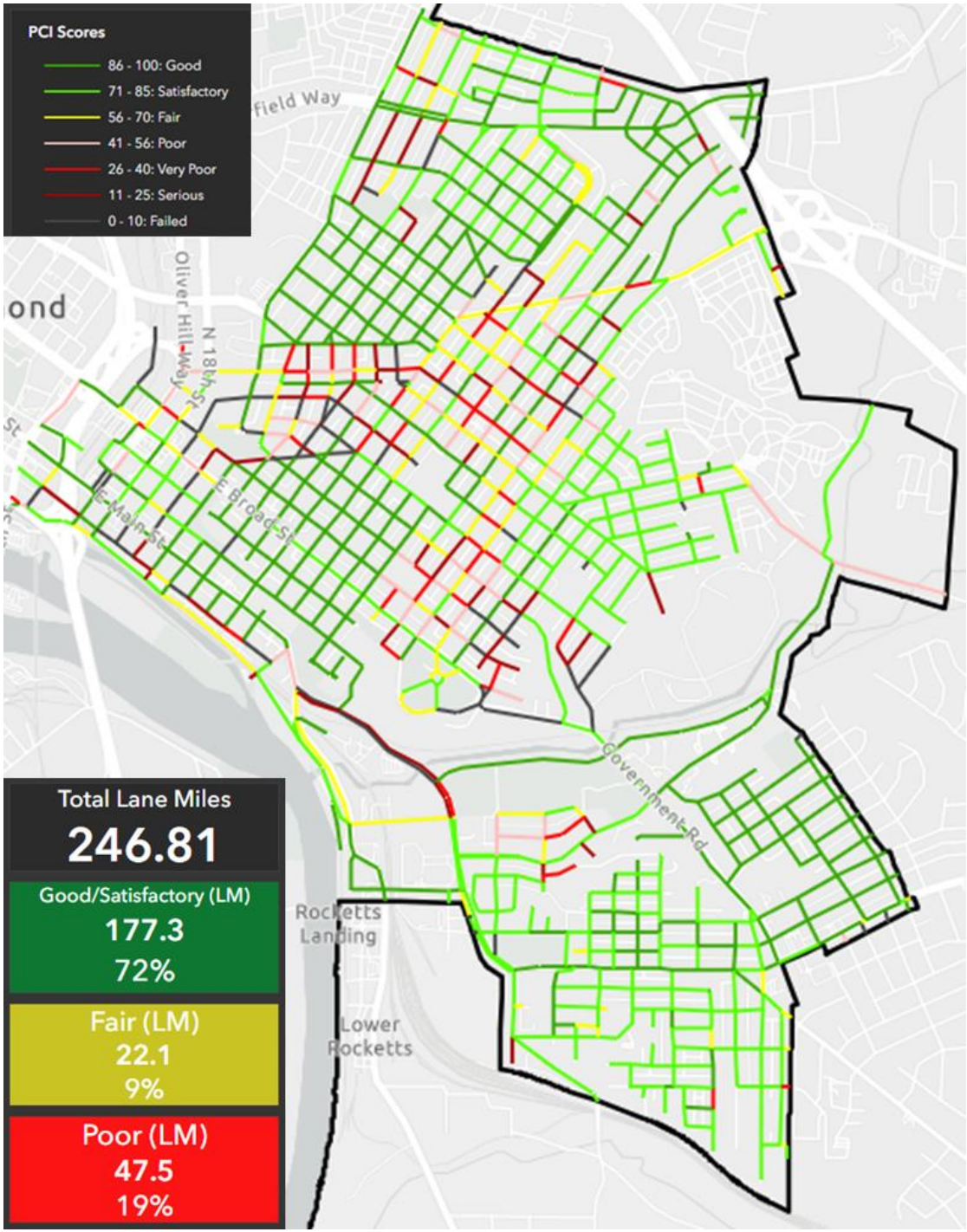
Total Lane Miles	
311.7	
Good/Satisfactory (LM)	239.4 / 77%
Fair (LM)	25.3 / 8%
Poor (LM)	46.9 / 15%



DEPARTMENT OF PUBLIC WORKS

Pavement Condition Rating (PCI)

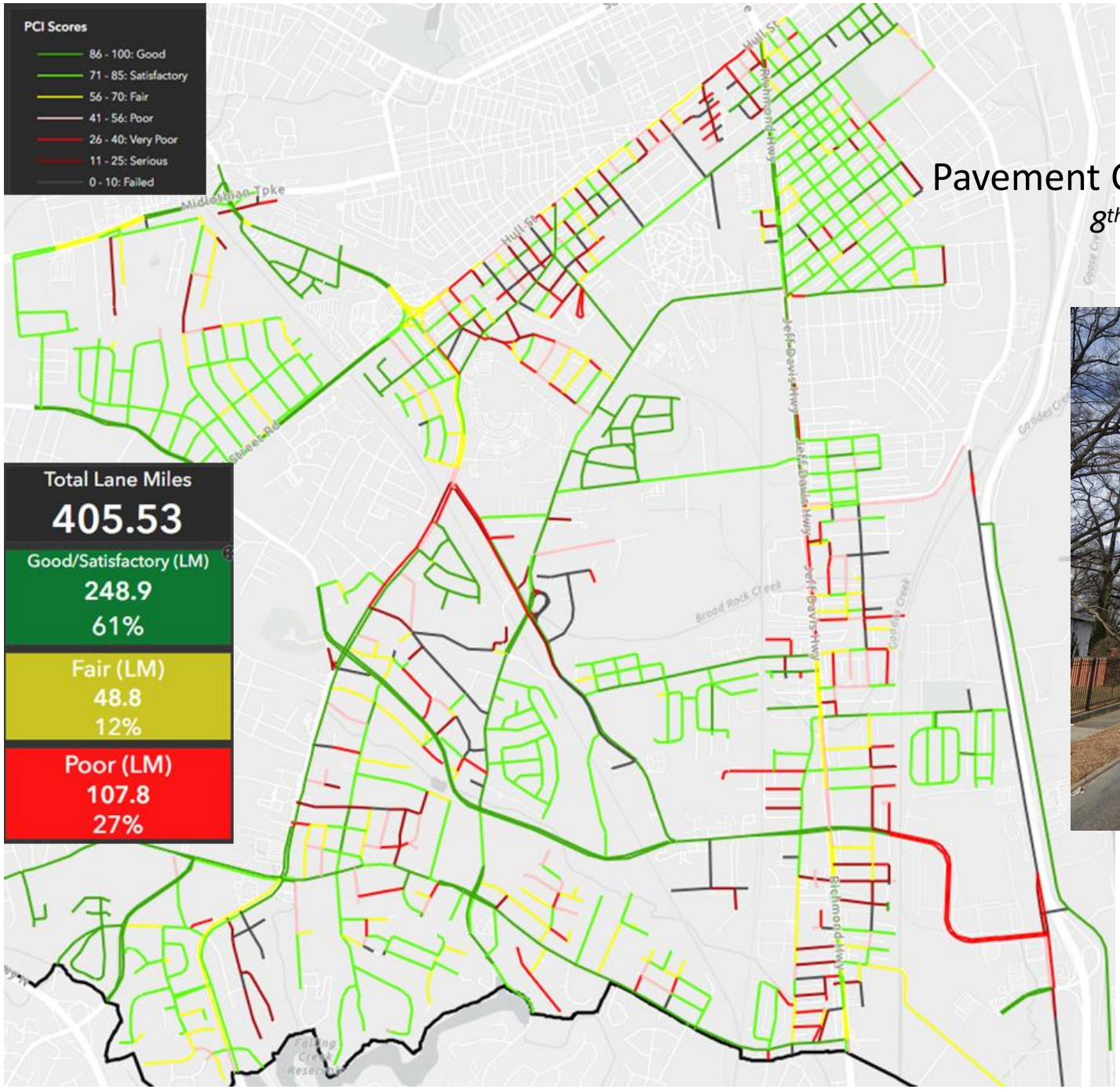
7th District - City of Richmond



DEPARTMENT OF PUBLIC WORKS

Pavement Condition Rating (PCI)

8th District - City of Richmond



DEPARTMENT OF PUBLIC WORKS

Pavement Condition Rating (PCI)

9th District - City of Richmond