

# Cameron Park Airport Neighborhood Pavement Preservation Plan - June 2026

We appreciate the opportunity to provide recommendations for a pavement preservation plan for the Cameron Park Airport Neighborhood. The purpose of this plan is to outline a practical, budget-conscious approach for preserving the existing pavement network, improving cost efficiency, and establishing a repeatable program that can be implemented over multiple funding cycles.

## 1. Plan Objective

The objective of the pavement preservation plan is to keep good pavements in good condition for as long as practical by applying the right treatment at the right time. Preservation work is most effective when it is planned before pavement reaches the point where major rehabilitation or reconstruction is required. This approach supports longer pavement life, improved neighborhood appearance, and more efficient use of available funds.

## 2. Budget and Program Assumptions

Based on the understood budget, the annual amount dedicated to pavement preservation is approximately \$50,000 to \$60,000 per year. This plan assumes that a portion of each project budget will be consumed by fixed project costs, including mobilization, crew preparation, equipment setup, staging area setup, traffic control preparation, and related project startup requirements.

These fixed costs are realized regardless of the quantity of pavement treated. As a result, smaller annual projects can carry a higher cost per square foot because the same setup costs are spread over less production. Larger projects generally improve cost efficiency because fixed costs are distributed over a greater treated area.

## 3. Fixed Cost Efficiency Example

The following simplified example illustrates how fixed costs affect unit pricing. These figures are for planning purposes only and are not intended to represent actual project costs.

| Fixed Costs | Project Production | Fixed Cost per S.F. |
|-------------|--------------------|---------------------|
| \$10,000    | 50,000 S.F.        | \$0.20/S.F.         |
| \$10,000    | 200,000 S.F.       | \$0.05/S.F.         |

The goal of the program should be to maximize productive work during each construction cycle. Increasing the project size allows the available budget to purchase more pavement treatment rather than being disproportionately consumed by setup and mobilization costs.

## 4. Recommended Program Structure: Biennial Preservation Cycle

We recommend structuring the pavement preservation program as a biennial program, with work performed approximately every two years instead of annually. Accumulating two years of funding into one project cycle provides a larger construction package, improves production efficiency, and reduces the impact of fixed costs on the overall unit price.

Under this structure, the neighborhood can treat larger pavement areas in each cycle, reduce the total number of mobilizations required, and shorten the estimated timeframe needed to provide preservation coverage across the full pavement network.

## 5. Planning Comparison

The following comparison uses the current planning figures to illustrate the difference between a smaller annual project and a larger biennial preservation project. The assumed scope of work includes Crack Seal, Tack Coat, Type 1 Slurry Seal, Thermoplastic Striping Removal, and Stripe Replacement with Paint.

| Program Option                | Approximate Area | Approximate Cost(2026 Values) | Cost per S.F.(2026 Values) | Estimated Time for Full Neighborhood Coverage                                                                                        |
|-------------------------------|------------------|-------------------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Bonanza Dr. Annual Project    | 87,750 S.F.      | \$60,000                      | \$0.684/S.F.               | 850,000 S.F. / 87,750 S.F. per year = approximately 9.7 years;(2035 Completion) estimated total cost approximately \$662,000         |
| Biennial Preservation Project | 283,000 S.F.     | \$130,000                     | \$0.46/S.F.                | 850,000 S.F. / 283,000 S.F. per two-year cycle = approximately 6 years;(2031 Completion)estimated total cost approximately \$420,000 |

**Note:** The planning comparison chart reflects a 2.5% annual inflation rate for planning purposes.

## 6. Preservation Strategy

The recommended approach is to divide the neighborhood into logical treatment zones and schedule work in two-year cycles based on pavement condition, access needs, and construction efficiency. Candidate streets should be grouped to create practical production areas rather than isolated small segments whenever possible.

- Prioritize streets that are still good candidates for preservation treatments.
- Group nearby streets to improve production and reduce mobilization inefficiencies.
- Reassess pavement conditions before each biennial cycle to confirm treatment suitability.
- Adjust the sequence if pavement deterioration, utility work, access needs, or budget changes require modification.

## 7. Key Findings

- A biennial program increases the available project budget and allows a larger treatment area to be completed during each construction cycle.
- The larger project size reduces the estimated cost per square foot from approximately \$0.684/S.F. to approximately \$0.46/S.F. based on the planning example.
- The estimated timeframe to provide preservation coverage across the neighborhood is reduced from nearly 10 years to approximately 6 years.
- The planning example indicates a potential total program cost reduction of approximately 35-40%, subject to actual bids, pavement conditions, inflation adjustments, and final scope.

- Eliminating Crack Seal from the process may reduce total project costs by an estimated 10-15%, depending on final scope, pavement condition, and contractor pricing.

## 8. Assumptions and Limitations

These figures are planning-level estimates and are not intended to represent a formal bid or guaranteed pricing. The analysis does not account for unknown pavement condition changes, future material cost changes, weather impacts, utility conflicts, or changes in available funding. The budget used in this plan is based on our current understanding and should be adjusted if the actual annual funding amount differs.

## 9. Recommendation

Based on the planning comparison, we recommend that the Cameron Park Airport Neighborhood consider adopting a biennial pavement preservation program. This approach provides a more efficient use of available funds, improves production, reduces the relative impact of fixed costs, and shortens the estimated time needed to provide preservation coverage throughout the neighborhood.

We would be pleased to review the budget, pavement areas, and treatment priorities in greater detail and assist with developing a final phased implementation schedule.