

RESOLUTION NO. 17-022

**RESOLUTION OF THE CITY COUNCIL OF PACIFIC GROVE
ADOPTING THE FISCAL YEAR 2017-18 LIST OF PROJECTS FUNDED BY
SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT**

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the City must include a list of all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, in the City budget, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the City, will receive and estimated \$86,740 in RMRA funding in Fiscal Year 2017-18 from SB 1; and

WHEREAS, the City reviewed the Pavement Remaining Service Life Assessment to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community's priorities for transportation investment; and

WHEREAS, the funding from SB 1 will help the City maintain and rehabilitate 15 streets/roads, by allowing for a slurry seal and crack seal project throughout the City's Candy Cane Lane Neighborhood this year and hundreds of similar projects into the future; and

WHEREAS, the 2016 California Statewide Local Streets and Roads Needs Assessment found that the City streets and roads are in an "at lower risk" condition and this revenue will help us increase the overall quality of our road system and over the next decade will bring our streets and roads into a "good" condition; and

WHEREAS, without revenue from SB 1, the City, would have not been able to Crack Seal and Slurry Seal any additional roads outside of the FY17/18 Annual Crack Seal and Slurry Seal Project; and

WHEREAS, if the Legislature and Governor failed to act, city streets and county roads would have continued to deteriorate, having many and varied negative impacts on our community; and

WHEREAS, cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduce vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide.

NOW, THEREFORE IT IS HEREBY RESOLVED, that the City Council of the City of Pacific Grove does hereby:

1. Approve the attached FY 17/18 SB 1 Project List
2. The FY17/18 budget for fiscal year 2017-18 is amended via Ordinance No. 17-019.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF PACIFIC GROVE this 20th day of September, 2017, by the following vote:

AYES: Mayor Kampe, Councilmembers Cuneo, Fischer, Garfield, Huitt, Peake, and Smith.

NOES: None.

ABSENT: None.

APPROVED:

Bill Kampe
BILL KAMPE, Mayor

ATTEST:

Sandra Kandell
SANDRA KANDELL, City Clerk

APPROVED AS TO FORM:

David C. Laredo
DAVID C. LAREDO, City Attorney

Local Streets and Roads Funding

Pacific Grove Public Works



2100 Sunset Dr,
Pacific Grove, CA 93950
(831) 648-5722

Application for 2017 Local streets and Roads Funding

Proposed Crack Seal & Slurry Seal Project

Submitted to:

California Transportation Commission

Appendix A – Local Streets and Roads Project List Form

General Information:

City/County Name: City of Pacific Grove, Monterey County

Project Lead and Department Contact Information:

Pacific Grove Public Works
Department 2100 Sunset Dr. Pacific Grove, CA 93950
Daniel Gho, Director Public Works (831) 648-5722

Legislative District(s): California's 20th congressional district

Jurisdiction's Average Network PCI¹: 61-70

Year/date of measurement: 2016

Total Funds Apportioned during the Fiscal Year: \$86,740.00

Supplementary Information:

1. How the project was identified as a priority?

The Road Repair and Accountability of 2017 funding program aimed to address basic road maintenance, rehabilitation and critical safety needs on local streets and road system. Locations are selected based on the the City's Pavement Management System², and staff prepared and recommended local street segments listed below in Table and Attachment as high priority streets for crack seal and slurry seal. These were subsequently supplemented with the results of a needs assessment process, which relied on the public's input to consider issues and conditions from the community's point of view.

Although the City's current average pavement condition index (PCI) of 61-70 shows the City's local streets and roads are "at low risk", the selected pavements are estimated to be at the "higher risk" (50-60) category. The selected pavements are characterized by aged and raveled pavements, cracks, low skid resistance, and lacks aesthetic appeal.

¹ Final Report, California Statewide Local Streets and Roads Needs Assessment (2016), Nichols Consulting Engineers, Chtd Engineering & Environmental Services. Can be accessed on <http://www.savecaliforniastreet.org/wp-content/uploads/2016/10/2016-CA-Statewide-Local-Streets-and-Roads-Needs-Assessment-Final-Report.pdf>.

² As alternative to PCI, pavement remaining service life (RSL) is used to indicate a general condition a pavement network.

Appendix A – Local Streets and Roads Project List Form

Thus, crack seal and slurry seal are recommended to protect and preserve the pavement life before they become deteriorated so badly that they need an overlay can significantly extend the life of the pavement at a fraction of the cost. Furthermore, the streets listed represent those with low pavement condition index (PCI) scores within the City's network and those that are logical to complete in conjunction with the lower ranked streets.

2. Demonstrate an efficient investment of public funds models that can improve customer experience and outcomes through enhanced service levels at the same or reduced cost.

Project benefits defined by overwhelming safety and efficient investment of public funds models that would improve customer experience and outcomes through enhanced service levels at the reduced cost. The project has put the customer at the heart of service design and service delivery. For example, preventive maintenance are meant to respond closely to the input expressed by the community, and their ultimate goal is to protect and preserve the pavements and, reduce cost in a long run-that improves the mobility and safety of the traveling public and ultimately the economic vitality of the City.

Furthermore, in addition to improving safety and driving experience, the proposed project is 30-45% of the cost of other treatments. For example, if repairs are delayed by just a few years, the costs of the proper treatment may increase significantly, at least ten times. Therefore, the preventive maintenance project will save the taxpayers' dollars with less disruption to the traveling public, as well as environmental benefits.

3. What are the additional benefits of the project?

The preventive maintenance proposed in this application will produce long term benefits not only in City of Pacific Grove, but also in the adjacent homeowners in the areas by enhancing a sustainable transportation network that enhances mobility, improves quality of life, generates vast improvements in public safety. The proposed project works well for the selected location with excessive turning movements, such as cul-de-sacs, parking and lots. Thus, the project will restore surface texture by providing a skid-resistant wearing surface, improve waterproofing characteristics, correct raveling, and provide a new surface where weight restrictions preclude the use of heavier overlays. Pavement preservation treatments restore pavement surface conditions and protect the underlying pavement, which can defer the need to rehabilitate or reconstruct pavements. These benefits can lead to great cost savings.

4. Project Description: Proposed Crack Seal and Slurry Seal Projects

Proposed project will apply crack seal to prevent the intrusion of water and incompressible materials into cracks. It removes the existing striping and markings, and places Type II slurry seal on 263,350 SF of roads, placing an asphalt seal coat over a paved street to protect the underlying asphalt both as a preparatory treatment for maintenance treatments and as a wearing course. The project also layout and restore 13 painted traffic striping and markings.

Thus, the project consists of preparing the roadway by performing minor pavement repair, including localized replacement of asphalt concrete pavement, followed by slurry seal resurfacing, striping, and signage.

5. Have city/county check boxes specifying the type of project it is based on RMRA priorities or “other” and the inclusion of additional Technology, Climate Change and Complete Streets elements (SHC 2034).

Pursuant to SHC Section 2030(a), the proposed Crack Seal and Slurry Seal project for the City of Pacific Grove is consistent with RMRA’s priorities as the project focuses on basic road maintenance and rehabilitation projects as well as on critical safety projects.

6. Local/Regional project number (if applicable): Not applicable

1. Space will be provided for cities and counties to identify any project list changes resulting from the flexibility afforded by SHC 2034(a)(1) such as projects added, deleted, or replaced if applicable. None /not-applicable.

7. Project Location:

1. Must be as specific as possible (i.e. street names and project termini) and geolocation information is highly encouraged to be provided if available.

The streets proposed for crack seal and slurry seal maintenance under the 2018 SB1 Crack Seal and Slurry Seal Project are located in the following neighborhoods, included as Attachment 1: The scope of work being considered is Type II slurry seal and crack seal.

Appendix A – Local Streets and Roads Project List Form

ID #	STREET NAME	LIMITS OF WORK	CURRENT RSL ³	APPROX. AREA
1	MORSE DRIVE	FOREST AVE. TO BEAUMONT AVE.	6	42,450 SF
2	ALLEY	BEAUMONT AVE. TO MORSE DR.	6	12,400 SF
3	OLMSTEAD AVENUE	BEAUMONT AVE. TO MORSE DR.	8	26,250 SF
4	ALLEY	BEAUMONT AVE. TO MORSE DR.	6	9,450 SF
5	MCFARLAND AVENUE	BEAUMONT AVE. TO MORSE DR.	4	17,350 SF
6	PLATT COURT	MORSE DR. TO MCFARLAND	4	3,850 SF
7	ALLEY	MORSE DR. TO MCFARLAND	2	5,050 SF
8	BEAUMONT AVENUE	FOREST AVE. TO END	6	40,350 SF
9	ALLEY	FOREST AVE. TO END	4	17,700 SF
10	14TH STREET	HILLCREST AVE. TO BEAUMONT AVE.	2	16,250 SF
11	ALLEY	ALLEY TO ALLEY	2	4,750 SF
12	FOUNTAIN AVENUE	HILLCREST AVE. TO BEAUMONT AVE.	6	21,300 SF
13	ALLEY	HILLCREST AVE. TO ALLEY	4	6,450 SF
14	ALLEY	FOUNTAIN AVE. TO 14TH ST.	4	4,750 SF
15	HILLCREST AVENUE	FOREST AVE. TO CARMEL AVE.	6	39,000 SF

³ In addition to PCI, pavement remaining service life (RSL) is used to provide a single numeric on the condition of a pavement network.

Appendix A – Local Streets and Roads Project List Form

8. Amount of Funds Expended:

1. Enter the amount of RMRA funds expended on the project and the total project cost \$80,000
2. Enter the amount and type of other funds expended on the project

9. Completion Date:

1. Drop down menu to select the month and year that the project is complete/operational etc. 06/30/2018
2. Place to enter status update on multi-year projects and expected completion date
N/A

10. Estimated Useful Life:

1. Should be clear, understandable, and based on industry-standards as applicable,
The average performance life of the project would be 5 to 7 years.

11. Signage:

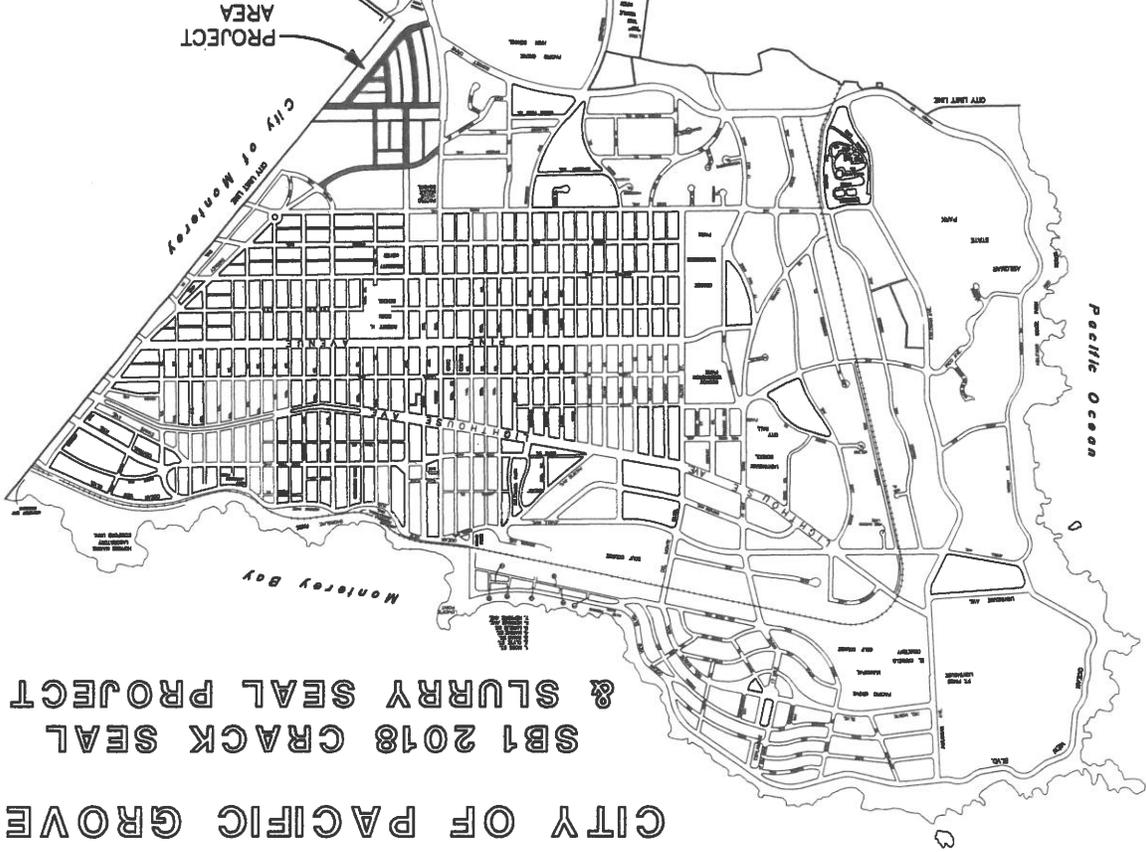
1. Provide a place to report on the inclusion of project funding information signage, if applicable. Not applicable⁴

Attachment

The following Table 1. Below describes project location and scope of the proposed work including application of crack seal, removing existing striping & markings, placing Type II Slurry seal, layout and restoring painted traffic striping and markings.

⁴ As per Sign policy Section 6F.109(CA) recommends projects with estimated contract costs of \$750,000 or 50 days to place project funding information. Thus, as crack seal and slurry seal project costs \$86,740 and doesn't require project funding information signage.

CITY OF PACIFIC GROVE & SB1 2018 CRACK SEAL & SLURRY SEAL PROJECT



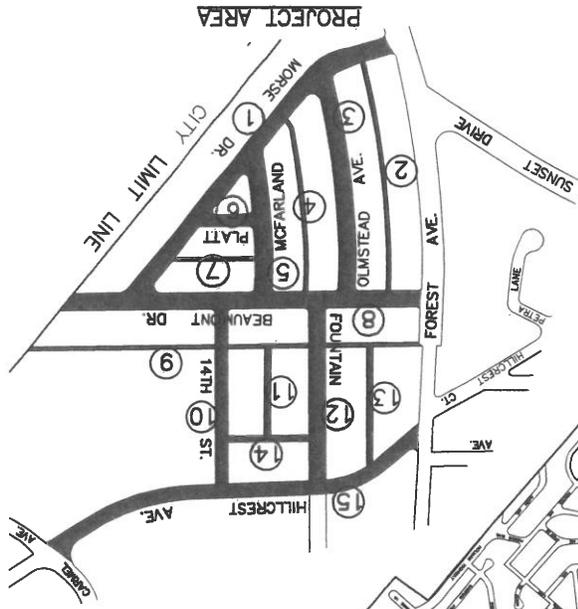
LEGEND

AREA DESIGNATED FOR CRACK SEAL AND SLURRY SEAL

APPLY CRACK SEAL, REMOVE EXISTING STRIPING & MARKINGS, PLACE TYPE II SLURRY SEAL, LAYOUT AND RESTORE PAINTED TRAFFIC STRIPING & MARKINGS.

DESCRIPTION OF WORK

ID #	STREET NAME	APPROX. AREA
1	MORSE DRIVE	42,450 SF
2	ALLEY	12,400 SF
3	OLMSTEAD AVENUE	28,250 SF
4	ALLEY	9,450 SF
5	MCFARLAND AVENUE	17,350 SF
6	PLATT COURT	3,850 SF
7	ALLEY	5,050 SF
8	BEAUMONT AVENUE	40,350 SF
9	ALLEY	17,700 SF
10	14TH STREET	16,250 SF
11	ALLEY	4,750 SF
12	FOUNTAIN AVENUE	21,300 SF
13	ALLEY	6,450 SF
14	ALLEY	4,750 SF
15	HILLCREST AVENUE	39,000 SF

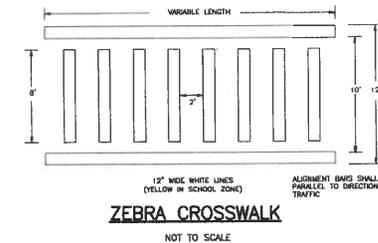
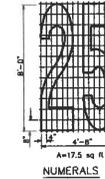
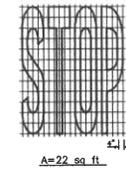


PREPARED BY:
NEILL ENGINEERS CORP.
CARMEL, CALIFORNIA



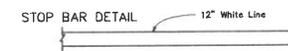
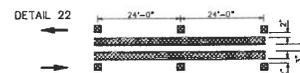
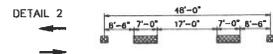
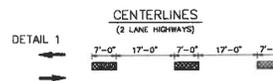
TRAFFIC STRIPES & MARKINGS TO BE INSTALLED/RESTORED (APPROX. QUANTITIES)

ID #	STREET NAME	LIMITS OF WORK	PAINTED DETAIL 1 CENTER LINE	PAINTED DETAIL 2 CENTER LINE	PAINTED DETAIL 21 CENTER LINE	PAINTED DETAIL 22	PAINTED DETAIL 27B EDGE LINE	PAINTED DETAIL 38A EDGE LINE	PAINTED STANDARD CROSSWALK	PAINTED YELLOW ZEBRA CROSSWALK	PAINTED PARKING TEES	PAINTED "STOP" LEGEND	PAINTED "PED XING" LEGEND	PAINTED "25" LEGEND	PAINTED 12" WHITE LIMIT LINE/STOP BAR
1	MORSE DRIVE	FOREST AVE. TO BEAUMONT AVE.			120							1			1
2	ALLEY	BEAUMONT AVE. TO MORSE DR.													
3	QUAMSTEAD AVENUE	BEAUMONT AVE. TO MORSE DR.													
4	ALLEY	BEAUMONT AVE. TO MORSE DR.													
5	MCFARLAND AVENUE	BEAUMONT AVE. TO MORSE DR.													
6	PLATT COURT	MORSE DR. TO MCFARLAND AVE.													
7	ALLEY	MORSE DR. TO MCFARLAND AVE.													
8	BEAUMONT AVENUE	FOREST AVE. TO END			120							1			1
9	ALLEY	FOREST AVE. TO END													
10	14TH STREET	HILLCREST AVE. TO BEAUMONT AVE.			240							2			2
11	ALLEY	ALLEY TO ALLEY													
12	FOUNTAIN AVENUE	HILLCREST AVE. TO BEAUMONT AVE.			120					1		1			
13	ALLEY	HILLCREST AVE. ALLEY													
14	ALLEY	FOUNTAIN AVE. TO 14TH ST.													
15	HILLCREST AVENUE	FOREST AVE. TO CARMEL AVE.	1,050		360					4		3			1
TOTAL			1,050 LF	0 LF	960 LF	0 LF	0 LF	0 LF	0 EA	5 EA	0 EA	8 EA	0 EA	0 EA	5 EA



NOTES:

- ALL SLURRY SEALED STREETS SHALL BE RE-PAINTED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL LAYOUT WORK REQUIRED FOR TRAFFIC STRIPING AND PAVEMENT MARKINGS. LAYOUT SHALL BE APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO PAINTING.
- PAINT SHALL BE APPLIED IN TWO COATS WITH GLASS BEADS. THE FIRST COAT SHALL BE APPLIED WITHIN 5-7 DAYS AFTER RESURFACING. THE FINAL COAT SHALL BE APPLIED AFTER 30 CALENDAR DAYS.
- MARKINGS TO BE REFRESHED SHALL CONSIST OF PAINTING OVER EXISTING WHITE LIMIT LINE/STOP BARS FOR ALL ADJACENT SIDE STREETS.
- APPROACHES TO STOP INTERSECTIONS (STOP BARS) SHALL BE MARKED WITH 60 FEET OF DETAIL 21 OR DETAIL 22 FOR STREETS LISTED IN THE TABLE ABOVE.
- ALL HIGH VISIBILITY (ZEBRA) CROSSWALK BARS SHALL BE PAINTED PARALLEL TO THE DIRECTION OF TRAFFIC.



NEILL ENGINEERS CORP.



CARMEL, CALIFORNIA



**SB1 2018 CRACK SEAL &
SLURRY SEAL PROJECT
STRIPING AND MARKING
QUANTITIES & DETAILS**
CITY OF PACIFIC GROVE, CALIFORNIA

W.O. 8417

AUGUST 2017

NO SCALE