



# City of La Quinta

**CITY / SA / HA / FA MEETING DATE:** August 5, 2014

**AGENDA CATEGORY:**

**ITEM TITLE:** DISCUSS ALTERNATIVES FOR REHABILITATION OF PAVEMENT ON MONROE STREET BETWEEN AVENUE 54 AND AVENUE 55

**BUSINESS SESSION:**

**CONSENT CALENDAR:**

**STUDY SESSION:** 1

**PUBLIC HEARING:**

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## **RECOMMENDED ACTION:**

Discuss options for rehabilitation of Monroe Street between Avenue 54 and Avenue 55.

## **EXECUTIVE SUMMARY:**

- At the June 17, 2014 City Council meeting, staff was asked to identify paving options for a portion of Monroe Street that has not been refurbished since it was constructed by Riverside County prior to the City's incorporation.
- Although not currently in the City's five-year Pavement Management Plan (PMP), Monroe Street improvements could be scheduled for Fiscal Year (FY) 2015/2016 if the current roadway paving priorities are modified and depending on the paving rehabilitation method selected for this road.
- Since the adjoining vacant land may be developed in two to five years, the pavement improvements will be removed and replaced when development occurs.

## **FISCAL IMPACT:**

Depending on the rehabilitation method chosen, staff estimates that it would cost \$220,000 to \$350,000 to repave the Monroe Street segment. Since FY 2014/2015 PMP funds are allocated to projects either underway or soon to be underway, this project would need to be scheduled for the FY 2015/2016 work program. To accomplish this, the PMP projects must be reprioritized.

As of July 1, 2014, the PMP budget has approximately \$3,632,000 available for PMP improvements for FY 2014/2015 through FY 2016/2017. Attachment 1 presents the streets identified for PMP improvements.

## **BACKGROUND/ANALYSIS:**

In 2012, the City adopted the five-year PMP, which prioritizes the City's expenditures for preventive maintenance and rehabilitation based on roadway classification, pavement condition, and deficiency issues. The PMP is designed to give the City the most "bang for the buck" by identifying the maximum number of pavement sections that can be either slurry sealed or overlaid for the lowest cost. Street sections requiring complete reconstruction are the most expensive to repair and require greater justification to warrant this expense (such as being a high-volume arterial road).

Due to cost savings, approximately \$1 million is anticipated to be available in FY 2015/2016 for street segments that were neither scheduled for FY 2015/2016 nor currently in the PMP. Staff was going to recommend allocating \$1 million to move the FY 2016/2017 North La Quinta crack and slurry seal project to FY 2015/2016, which may require both fiscal years' funding allocation to complete.

Staff projects that the City will receive approximately \$408,000 in additional Gas Tax this fiscal year. Although these funds may be used for pavement projects, staff recommends they be reserved to fund the City's share of the Coachella Valley Association of Governments (CVAG) design cost for the Jefferson Street/I-10 Interchange Project (\$304,093) and for potential litigation and settlement costs from the Adams Street Bridge Project.

At the July 1, 2014 City Council meeting, residents of The Estates and Trilogy petitioned the City Council to repave Monroe Street, between Avenue 54 and Avenue 55 (Attachment 2). Staff was directed to evaluate the matter and bring back pavement rehabilitation options for City Council consideration.

Staff identified two possible cost effective options: (1) defer improving this segment until the adjoining parcels are developed or (2) implement a cold in place pavement recycling improvement. Staff contacted the developer of the parcel at the southwest corner of Avenue 54 and Monroe Street, who indicated that residential development is at least two to three years away. Since improvements to the project's frontage on Monroe Street would be a condition of development, any City pavement rehabilitation to this area would be removed as part of the developer's ultimate street improvements. In order to limit the City's cost for temporarily improving this section of Monroe Street, staff recommends cold in place recycling to be the most cost effective method if this street is reconstructed prior to development (Attachment 3 provides detailed options for City Council consideration).

## **Available Funding Options:**

- 1) Maintain the current PMP priorities by funding the North La Quinta crack and slurry seal project in FY 2015/2016 and add the Monroe Street pavement rehabilitation project as a PMP priority as soon as FY 2016/2017.

- 2) Direct staff to include the Monroe Street pavement rehabilitation project as a PMP priority for FY 2015/2016 using available PMP funding. However, if this option is chosen the North La Quinta crack and slurry seal improvements would be delayed until FY 2016/2017.
- 3) Allow the majority of this paving to be done concurrently with development that is anticipated to occur on Monroe Street within the next three to five years, and supplement the developer's road work with City funds to construct final pavement improvements in front of existing development projects. This option will eliminate the temporary paving expense.

Report prepared by: Ed Wimmer, P.E., Principal Engineer

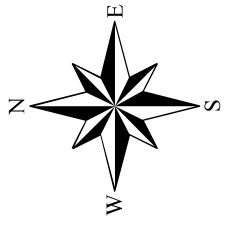
Report approved for submission by: Timothy R. Jonasson, P.E.

Public Works Director/City Engineer

- Attachments:
1. PMP Five-Year Work Plan
  2. Aerial Vicinity Map
  3. Pavement Rehabilitation Options for Monroe Street



# City of La Quinta 2012 5 Year Plan

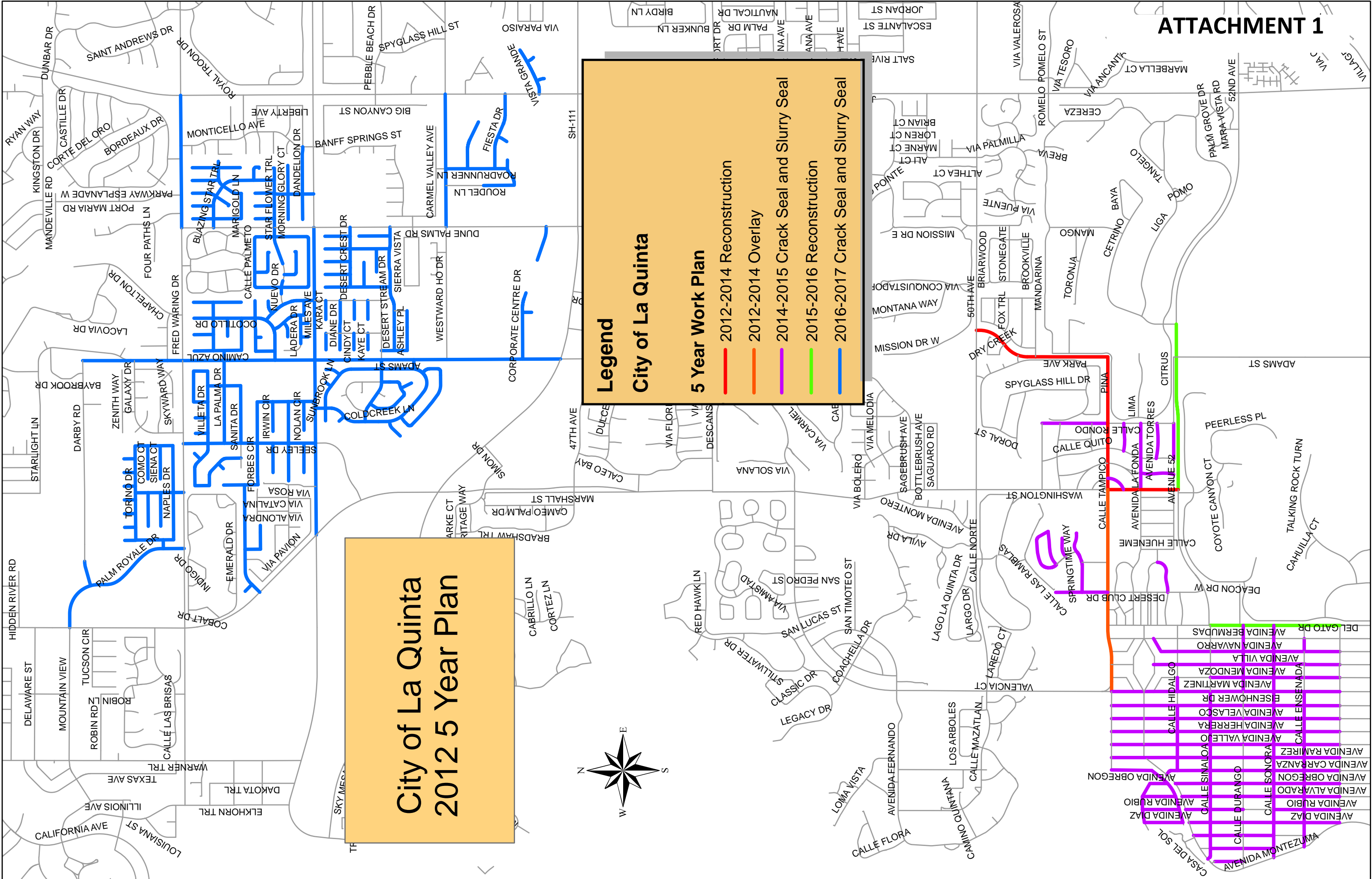


### Legend

#### City of La Quinta

#### 5 Year Work Plan

- 2012-2014 Reconstruction
- 2012-2014 Overlay
- 2014-2015 Crack Seal and Slurry Seal
- 2015-2016 Reconstruction
- 2016-2017 Crack Seal and Slurry Seal







# VICINITY MAP









### **Pavement Rehabilitation Options for Monroe Street**

Monroe Street, between Avenue 54 and Avenue 55 (approximately one-half mile), is shared at centerline with the County of Riverside. The pavement width varies within the City of La Quinta from 45 feet at its widest point near Avenue 55, adjacent to The Estates, to approximately 13 feet at its narrowest point near Avenue 54. The roadway pavement condition is fair with patches of alligator and block cracking, which is typically caused by heavy wheel loads and thermal effects to the pavement. The roadway segment was evaluated as part of the City Pavement Management Plan Update in May 2012 and received a Pavement Condition Index (PCI) rating of 46 – Fair Condition. The County of Riverside recently rehabilitated the 13-foot wide stretch of pavement on its side of the street.

The following pavement rehabilitation options are submitted for City Council consideration:

#### **Option 1 – Full Depth Cold in Place Recycling - \$220,000**

This option includes full depth cold in place recycling of the existing pavement to create a base and provide a 1.5 inch thick asphalt concrete overlay on top of the recycled base material. This option is expected to cost approximately \$220,000 and will have a life span of approximately 20 years.

The cold in place recycling method is currently being used to rehabilitate the pavement on the five streets currently under construction as part of the City's Pavement Management Plan.

#### **Option 2 – Remove and Replace Existing Pavement - \$350,000**

This option entails removing and disposing of the existing pavement material (two to three inches of pavement) and replacing it with new pavement at the same depth over compacted native soil. This option is expected to cost approximately \$350,000 and will have a life span of approximately 20 years.

This option is similar to the option used by the County for the 13-foot wide section of pavement on its side of the centerline.

