

City of Calistoga

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Staff Report

TO: Honorable Mayor and City Council
FROM: Michael Kirm, Public Works Director/City Engineer
DATE: February 17, 2015
SUBJECT: Presentation of the 2014 Pavement Management System Survey and Consideration of a Resolution Establishing a Two-Year Street Maintenance Program.

APPROVAL FOR FORWARDING:



Richard D. Spitler, City Manager

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2 **ISSUE:**

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4 Presentation of the 2014 Pavement Management System Survey and consideration
5 of a resolution establishing the FY 14/15 and 15/16 Street Maintenance Program.
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7 **RECOMMENDATION:**

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9 Receive presentation and adopt a resolution establishing the FY 14/15 and 15/16
10 Street Maintenance Program.
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12 **BACKGROUND/DISCUSSION:**

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14 The City of Calistoga was awarded a grant from the Metropolitan Transportation
15 Commission (MTC) to conduct inspections of the City's roadways to determine the
16 Pavement Condition Index (PCI) rating. Typically the City is awarded a PCI rating
17 grant every two years. The PCI rating is generally a requirement in order for the City
18 to remain eligible for State and Federal transportation funding. The 2014 survey,
19 completed by NCE Engineering, is essentially complete and the final report will be
20 submitted to MTC shortly.
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22 The 2014 PCI survey identifies that the City's overall pavement condition dropped 4
23 points since the 2012 survey from 56 to 52. The 2014 PCI report analyzed four
24 scenarios for street maintenance funding.
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- Scenario 1 - \$2.9m over the next 5 years with Rehabilitation First
 - Scenario 2 - \$2.9m over the next 5 years with Preventative Maintenance First
- 27

28 maintenance would be \$2.7m compared to \$2.8m. The PCI report places a strong
29 emphasis on preventative maintenance such as slurry and cape sealing. Slurry
30 sealing is the application of liquid asphalt emulsion approximately 1/8" thick that
31 seals minor cracks in the road surface and prevents water infiltration. Cape seal is
32 similar to slurry seal but a layer of "chips" is applied between two layers of slurry seal
33 and is 1/4"-3/8" thick. Crack sealing would be done for both slurry and cape sealing
34 activities.

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36 Staff is recommending a hybrid approach be taken with portions of Washington
37 Street rehabilitated (Gerrard to Berry) this fiscal year. FY 15/16 we would perform
38 slurry and cape seal maintenance, plus rehabilitation of Lake Street from
39 Washington to Fair Way. FY 16/17 we would rehabilitate Lake from Fair Way to
40 Grant along with continued slurry and cape sealing following the Scenario 2 work
41 plan to the greatest extent possible - taking into consideration fiscal constraints and
42 safety needs due to changed conditions.

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44 Staff's recommendation is based on the current condition of Washington – especially
45 the segment in front of the Fire Station which is badly deteriorated and poses some
46 liability. Along the lower Washington segment sidewalk repair and installation of one
47 compliant ADA ramp would be included. The estimated cost for rehabilitation of
48 Washington is \$770,400 and funded using the current budgeted amount of \$700,000
49 in street maintenance and \$70,400 of the \$115,000 budgeted for sidewalk repairs.
50 The balance of the sidewalk repair funds (\$44,600) would be used to address the
51 worst areas on Lincoln.

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53 The estimated cost for slurry sealing the street listed on Attachment 1 (\$268,600)
54 and rehabilitation of Lake Street (Washington to Fair Way - \$319,900) is \$588,500.
55 Depending on funding availability the slurry seal maintenance efforts could be scaled
56 back and rolled over to FY 2016/17.

57
58 During the budget adoption process for future year's staff will provide an overview of
59 street maintenance activities with modified recommendations as appropriate for
60 Council consideration and direction.

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62 **ENVIRONMENTAL REVIEW:** The proposed rehabilitation and maintenance
63 projects are Categorically Exempt from CEQA pursuant to Section 15301 - Existing
64 Facilities. Class 1 exemptions consist of the repair, maintenance, or minor alteration
65 of existing public structures or facilities involving negligible or no expansion of use
66 beyond that existing at the time of the lead agency's determination. The proposed
67 projects do not increase the carrying capacity of the street or any expansion of the
68 existing use.

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70 **CONSISTENCY WITH COUNCIL PRIORITY PROJECTS:** The proposed projects
71 would fulfill Goal 3 - Establish, improve and maintain City infrastructure, Objectives 1
72 and 7.

73

- 74 1. Maintain the high level of service and reliability of the city's infrastructure
75 systems and facilities.
76 7. Improve all forms of transportation, including active transportation, such as
77 walking and cycling.
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79 **FISCAL IMPACT:** The FY 2014/15 approved budget includes \$700,000 for street
80 repairs and \$115,000 for sidewalk improvements and will cover the estimated cost to
81 rehabilitate Washington from Gerrard to Lincoln (\$367,150), overlay Washington
82 from Lincoln to Berry (\$403,250), and abate the worst sidewalk problems on Lincoln
83 (\$44,600).
84

85 Revenue from Measure T is expected to begin in FY 2018, with the allocation to
86 Calistoga in the \$310,000 per year range.
87

88 **ATTACHMENTS:**

- 89 1. Draft Resolution
90 2. Attachment 1 – Slurry/Cape Seal Street List FY 15/16
91 3. Power Point Presentation

RESOLUTION 2015-XXX

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALISTOGA,
COUNTY OF NAPA, STATE OF CALIFORNIA, ACCEPTING THE 2014
PAVEMENT CONDITION INDEX REPORT AND ADOPTING THE TWO
YEAR STREET MAINTENACE PROGRAM FOR FISCAL YEARS 2014/15
AND 2015/16**

WHEREAS, on February 17, 2015 the City Council received the 2014 Pavement Management System Update Report (Report) prepared by NCE Consulting Engineers through a grant administered by the Metropolitan Transportation Commission; and

WHEREAS, the Report provided a summary of the City of Calistoga’s pavement condition index (PCI) which noted a reduction in the City’s PCI of four points from 56 to 52 since 2012; and

WHEREAS, the Report evaluated four scenarios for a five-year investment strategy to maintain or increase the City’s PCI; and

WHEREAS, the Public Works Director recommends that a hybrid approach be taken to address liability issues associated with the pavement condition of Washington Street between Gerrard and Lincoln and a recommendation to follow Scenario 2 contained in the Report, subject to funding constraints and safety needs; and

WHEREAS, Public Works Director recommends a Two-Year Street Maintenance Program summarized as follows:

FY 2014/15: Rehabilitate Washington Street from Gerrard to Berry (\$770,400) and sidewalk repairs on Lincoln (\$44,600).

FY 2015/16: Rehabilitate Lake Street from Washington to Fair Way (\$319,900) and perform crack, slurry and cape seal preventive maintenance on the streets as shown on Attachment 1 (\$268,600).

WHEREAS, the Public Works Director also recommends to the extent possible, the City follow Scenario 2 contained in the Report with progress reports and modified recommendations presented to the City Council during budget deliberations for consideration for funding future Fiscal Year street maintenance activities.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Calistoga:

1. Accepts the 2014 Pavement Management System Report prepared by NEC.
2. Accepts the recommendations of the City’s Public Works Director as presented, or as modified during the February 17, 2015 City Council presentation.

47 **BE IT FURTHER RESOLVED** that staff is authorized and directed to proceed with
48 the necessary work activities in order to accomplish the Two-Year Street Maintenance
49 Program and return to Council for award of contracts as required by the Calistoga
50 Municipal Code.

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52 **PASSED, APPROVED, AND ADOPTED** by the City Council of the City of Calistoga
53 at its regular meeting held this **17th day of February, 2015** by the following vote:

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55 **AYES:**
56 **NOES:**
57 **ABSTAIN:**
58 **ABSENT:**

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CHRIS CANNING, Mayor

ATTEST:

KATHY FLAMSON, City Clerk