

## REPORT TO CITY COUNCIL

**DATE: MAY 22, 2019**

**TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**

**FROM: GREG RAMIREZ, CITY MANAGER** 

**BY: RAMIRO S. ADEVA, DIRECTOR OF PUBLIC WORKS /CITY ENGINEER** 

**SUBJECT: AUTHORIZATION TO SEEK BIDS FOR FISCAL YEAR 2019-20 PAVEMENT REHABILITATION (SLURRY SEAL) PROJECT; NIB 19-01**

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As part of the FY 2006-07 goal setting process, the City Council expressed a desire to improve the condition of all public streets within a ten-year period in accordance with the City's most current Pavement Management System (PMS) report. The PMS report provides an orderly listing of all the City's public roads and their condition. By using analysis of field and technical data, it provides a priority listing of streets in need of rehabilitation based upon a Pavement Condition Index (PCI), in which each street is rated from 0 (lowest) to 100 (highest). Typically a street with a PCI index of 70 or above means the street is in good condition and not in need of major repair. It should be noted the goal of having all streets with a PCI of 70 or better was met in 2016, and the City's overall PCI average is currently 81.

Staff is requesting authorization to seek bids for the Fiscal Year 2019-20 Pavement Rehabilitation Project; NIB 19-01. The scope of work consists of resurfacing 19 residential streets with Type II rubberized asphalt concrete slurry seal, removing and replacing damaged asphalt in localized areas, and re-striping as-needed.

The proposed street sections include:

- Argos Street
- Chelsea Court
- Conejo View Drive
- Dovetail Drive
- Eagleton Street
- Freshwater Drive
- Hackers Lane
- Hollow Oak Drive
- Indian Ridge Drive
- Kimberly Drive
- Lake Lindero Drive (between Thousand Oaks Blvd. and Reyes Adobe Rd.)
- Lake Nadine Drive
- Ridgeway Drive
- Saddlebrook Drive
- Sandtrap Drive

- Shady Creek Drive
- Stonecrest Drive (between Reyes Adobe Rd. and Rainbow View Dr.)
- Wheelhouse Lane
- Woodcreek Drive

While the above streets are structurally sound, they have fallen below the 70 PCI threshold due to normal cracking, raveling, and/or utility repairs. As such, staff is recommending a minor maintenance strategy by applying slurry seal instead of a typical paving project using asphalt concrete. The use of slurry seal provides the following benefits:

- Extends the life of the existing roads
- Less costly than asphalt concrete, enabling more streets to be repaired
- Increases streets' PCI above 70
- Improves road aesthetics.
- Allows funds typically put toward paving to be used on other priority maintenance projects

The proposed FY 2019-20 project budget includes \$345,555 of Road Rehab Funds (SB1), pending the adoption of the FY 2019-20 Budget by the City Council.

## **RECOMMENDATION**

Staff respectfully recommends the City Council approve the authorization to seek bids for the Fiscal Year 2019-20 Pavement Rehabilitation (Slurry Seal) Project; NIB 19-01.