



**TOWN OF LOS GATOS
COUNCIL AGENDA REPORT**

MEETING DATE: 12/6/2022

ITEM NO: 4

DATE: November 21, 2022
TO: Mayor and Town Council
FROM: Laurel Prevetti, Town Manager
SUBJECT: Fiscal Year 2022/23 Street Repair and Resurfacing Project (CIP Number 811-9901):

- a. Approve the Preliminary Street List; and
- b. Authorize the Town Manager to Execute a Cost Sharing Agreement with the City of San José in an Amount Not to Exceed \$1 Million to Microsurface Los Gatos Almaden Road between Taft Drive and Leigh Avenue, Resurface Blossom Hill Road between Francis Oak Way and Union Avenue, and Resurface Union Avenue between Los Gatos Almaden Road and Blossom Hill Road.

RECOMMENDATION:

Fiscal Year (FY) 2022/23 Street Repair and Resurfacing Project (CIP No. 811-9901):

- a. Approve the Preliminary Street List; and
- b. Authorize the Town Manager to negotiate and execute a cost share agreement with the City of San José in an amount not to exceed \$1 million to microsurface Los Gatos Almaden Road between Taft Drive and Leigh Avenue, resurface Blossom Hill Road between Francis Oak Way and Union Avenue, and resurface Union Avenue between Los Gatos Almaden Road and Blossom Hill Road.

BACKGROUND:

The adopted FY 2022/23-2026/27 Capital Improvement Program (CIP) Budget designates FY 2022/23 funding sources for the Street Repair and Resurfacing Project (CIP No. 811-9901). Annually, the Town invests funds to improve roadway pavement conditions, safety, active

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Town Engineer

Reviewed by: Town Manager, Assistant Town Manager, Town Attorney, Finance Director, and Parks and Public Works Director

BACKGROUND (continued):

transportation elements, and drivability of the Town streets. This ongoing annual street project is consistent with the Town's goals to improve public safety and the quality of the Town roadway infrastructure. Dedicated ongoing funding sources for the annual Street Repair and Resurfacing Project include Gas Tax, Senate Bill 1, Measure B, vehicle registration surcharge, the Town's Refuse Vehicle Road Impact Fee, and Construction Impact Fee.

Every three years, the Town conducts a full pavement condition assessment of public streets through the Pavement Technical Assistance Program (PTAP) led by the Metropolitan Transportation Commission (MTC). The pavement condition assessment data collected in the field is entered into the MTC's pavement maintenance application called *StreetSaver*, which tabulates and stores the Pavement Condition Index (PCI) scores. PCI is a widely accepted industry measure to gauge the pavement condition of roadways. The index is calculated based on the age of the pavement and pavement distress data collected from the field observations. PCI's range from 0 to 100, with 0 representing a failed road and 100 representing a brand-new facility. The current average PCI for the Town streets is 73, compared to 70 from last year.

Street segments for the annual Street Repair and Resurfacing Project are identified and prioritized by pavement conditions, roadway types, traffic levels, and safety issues. With the PCI information in the *StreetSaver* database, staff uses the application to generate a preliminary list of street segments for the annual street project within the designated project budget. The application generated list is validated by staff, field verified, and adjusted based upon actual field conditions. Further consideration is given to the proximity of proposed project locations to increase project efficiency and value.

The Town has focused its resources in balancing the work between arterials, collectors, and residential streets. Roads are given different treatment types depending on the condition of the pavement. These treatments are:

- Asphalt overlay - This is the removal of a certain depth of existing asphalt and replacement with new asphalt. This is considered pavement rehabilitation work and is primarily used on arterial and collector streets.
- Rubber cape seal – This preventive maintenance measure consists of a rubber chip seal, which is then covered by a slurry seal. This treatment is appropriate for streets that are exhibiting distress cracking and/or have fallen out of the “good” condition category. This treatment is typically used on collectors and residential streets
- Slurry seal and crack seal – These preventive maintenance measures are the first line of defense against pavement deterioration. Sealing cracks and pavement surfaces with sealant prevents water intrusion to the materials that are below the asphalt, which extends the life of the pavement.

DISCUSSION:

Proposed Street List for the FY 2022/23 Street Repair and Resurfacing Project

Proposed work for FY 2022/23 Street Repair and Resurfacing (Street) Project, includes a combination of pavement rehabilitation of arterial streets and preventive maintenance of residential streets as identified in the Preliminary Street List (Attachment 1). The Street Project is anticipated to start in spring or summer 2023 with a construction duration of approximately five months.

Should Council approve the Preliminary Street List for the FY 2022/23 Street Project, staff would continue to check for project conflicts on the street segments with utility companies, neighboring agencies, and other programs; field confirm quantities of work needed; assess feasibility within the project budget; and prepare the Plans, Specifications, and Estimates (PS&E) for the construction documents for bid. If any conflicts or feasibility issues are determined on a street segment, further coordination may be necessary, or the street segment may be removed from the Preliminary Street List and deferred to another year. Staff plans to return to Council in early 2023 with the Final Street List for the FY 2022/23 Street Project, and approval of the construction documents and required approvals related to funding the project.

ADA Deficiencies on Public Right of Way

Title II of the Americans with Disability Act (ADA) obligates jurisdictions to upgrade non-conforming curb ramps and other pedestrian facilities when streets are resurfaced from one intersection to another. The United States Department of Justice has determined that surface treatments such as asphalt overlay and rubber cape seal trigger the requirement for ADA compliant curb ramps on associated streets. The accessibility issues on project street segments are normally addressed through the annual Curb, Gutter and Sidewalk Maintenance (CIP No. 411-9921) that occurs almost simultaneously with the annual Street Repair and Resurfacing Project.

Cost Sharing Agreement with the City of San José

In 2023, the City of San José is planning a street resurfacing project that includes streets that share boundaries with the Town. The following arterial streets were identified as sharing jurisdiction between the City of San José and the Town:

- Los Gatos Almaden Road – 50 feet East of Aurora Lane to Leigh Avenue
- Blossom Hill Road – Francis Oak Way to Union Avenue
- Union Avenue – Los Gatos Almaden Road to Blossom Hill Road

DISCUSSION (continued):

The City of San José has offered to include the Town portions of these arterial streets to their resurfacing project in 2023 through a cost sharing agreement (see Attachment 2). The Town has entered into such arrangements with San José and other bordering cities to work on streets/areas with overlapping jurisdictions. Through the cost sharing agreement, the Town would reimburse the City of San José for the resurfacing related work completed on the Town's right of way, not to exceed \$1 million. Resurfacing the full width of streets and performing concrete improvements in a cooperative manner with the City of San José is an economical approach to paving roads, and desirable to prevent the pavement from degrading at different rates.

CONCLUSION:

Approval of the Preliminary Street List for the FY 2022/23 Street Repair and Resurfacing Project would allow staff to further analyze the streets and prepare necessary design plans to prepare the construction documents by early 2023 for Council approval.

Staff is requesting the Town Council authorize the Town Manager to negotiate and execute a reimbursement cost share agreement with the City of San José in an amount not to exceed \$1 million to be funded from the FY 2022/23 Street Repair and Resurfacing Project budget.

COORDINATION:

This project has been coordinated with the Finance Department and the Town Attorney.

FISCAL IMPACT:

The fiscal table below reflects the estimated project budget for the FY 2022/23 Street Repair and Resurfacing Project (CIP No. 811-9901). In the next Council report for the project in early 2023, the actual revenue and budget numbers are expected to be finalized with any fund transfer needs identified.

SUBJECT: Fiscal Year 2022/23 Street Repair and Resurfacing (CIP Number 811-9901)

DATE: November 21, 2022

FISCAL IMPACT (continued):

FY 2022/23 Street Repair and Resurfacing Project		
CIP No. 811-9901 and 811-9903		
	Budget	Costs
GFAR	\$3,112,036.70	
Gas Tax	\$ 1,543,533.23	
Total Budget	\$4,655,569.93	
Cost Sharing with City of San Jose		\$1,000,000
Total Expenditures		\$1,000,000
Available Balance for Construction		\$3,655,570

ENVIRONMENTAL ASSESSMENT:

Repair and maintenance of existing streets is defined under CEQA Section 15301(c) as Categorically Exempt. A Notice of Exemption is to be filed.

Attachments:

1. Preliminary Street List for the FY 2022/23 Street Repair and Resurfacing Project
2. Draft Cost Sharing Agreement - City of San José