

RESOLUTION NO. 07-75

**RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF GROVER BEACH, CALIFORNIA, AMENDING THE
LOCAL STREET IMPROVEMENT PROGRAM SELECTION CRITERIA**

WHEREAS, the City Council on May 3, 2004 adopted Resolution No. 04-31 establishing a Local Street Improvement Program Selection Process; and

WHEREAS, the City Engineer, in consultation with the City Manager and Public Works Superintendent, has on an annual basis and within the City's Five-Year Capital Improvement Plan submitted a list of local streets for rehabilitation based upon the objective criteria as listed under Exhibit A of the above Resolution; and

WHEREAS, the City Council now desires to amend the criteria previously adopted for Local Street Improvement Selection.

NOW, THEREFORE, BE IT RESOLVED:

THAT the City Council hereby adopts the amended Local Street Selection Criteria for the Grover Beach Annual Local Street Improvement Program (Exhibit A).

On motion by Mayor Pro Tem Shoals, seconded by Council Member Bright, and on the following roll-call vote, to wit:

AYES:	Council Members Bright, Nicolls, Mayor Pro Tem Shoals, and Mayor Lieberman.
NOES:	Council Members – None.
ABSENT:	Council Member Ashton.
ABSTAIN:	Council Members – None.

the foregoing Resolution was **PASSED, APPROVED, and ADOPTED** at a regular meeting of the City Council of the City of Grover Beach, California this 16th day of July, 2007.

/s/ STEPHEN C. LIEBERMAN, MAYOR

Attest: */s/ DONNA L. McMAHON, CITY CLERK*

Exhibit A
Local Street Selection Criteria
for
Grover Beach Annual
Rehabilitation and Improvement Program
Amended July 16, 2007

GENERAL – Rehabilitation of Grover Beach streets may require lower cost methods, such as overlay, with some portions of the street being reconstructed. Rehabilitation may also require complete removal of existing paving and base and then reconstruction in total of the street surface. Complete removal and reconstruction is often four to five times the expense in terms of cost per square foot renovated or rehabilitated compared to simply overlaying with small areas of reconstruction.

A properly programmed and updated Pavement Management System is essential in identifying street condition and category. Prior to annual selection of streets to be rehabilitated, the City's Pavement Management System shall be updated and results integrated into the selection process.

The City of Grover Beach Pavement Management System categorizes all Grover Beach streets according to condition. Streets with the lowest condition (0) are in the worst or most deteriorated condition and streets at a level of 100 are in the best condition. In general, the Pavement Management System indicates that streets at a condition of 60 or above are those which should be rehabilitated in order to prevent those streets from deteriorating into a condition which is much more expensive to repair.

A large number of Grover Beach streets are already rated below a condition of 60.

For FY 08, the City Council has directed staff to utilize 25% of the funding available under the Local Street Rehabilitation Program to rehabilitate streets in categories between 0 and 20, and 75% of the Local Street Rehabilitation Funding for rehabilitation of streets in categories from 60 to 80. This balance of funding (25% and 75%) should be continued on a permanent basis in order to make the best use of the funds made available by the City Council.

On a continuing basis, then, once the City Council has designated the yearly funding for such rehabilitation, the City Engineer, in consultation with the City Manager and Public Works Superintendent, using the 25% and 75% split as described above, will review the relevant streets within the Pavement Management System and make a preliminary selection of streets for rehabilitation utilizing the modifiers as listed below and within the funding boundary established by the City Council. The resulting list of streets to be rehabilitated will then be brought back to the City Council for confirmation or modification of the list as appropriate.

The following conditions are modifiers which may be considered in the review, ranking or placement order of streets for rehabilitation:

1. Whether improvements or rehabilitation will alleviate/reduce an existing flooding problem.
2. Neighborhood participation in terms of clearing, grubbing, form setting, engineering, design, concrete curb, gutter and sidewalk addition to the project – City staff to establish participation guidelines for neighborhood participation.
3. A street, which is narrow, yet fully developed, is more likely to be higher in priority than a street which is narrow with a number of vacant lots (more likely to be widened by future private development).
4. If the street is the subject of citizen complaints regarding its condition.
5. Expected lifespan of the rehabilitated street. A longer lifespan equals a thicker, heavier street and more expensive street improvement; impacting funding ability for other street projects. Current standards require a minimum two-inch thick asphalt overlay when this rehabilitation method is chosen.
6. If a street provides a link to public facilities such as schools, parks or community centers.
7. If a street completes a roadway segment or is adjacent to a street that is much higher in priority for rehabilitation.
8. If a street segment, when rehabilitated, reduces or eliminates cost exposure to the City.

In addition to the above criteria, the Asphalt Institute Manuals, regarding overlays for highway and street rehabilitation, pavement rehabilitation, and thickness design, contains lists and matrixes for guidance in paving rehabilitation which are useful in determining the of cost of rehabilitation.