



CITY OF LODI

PUBLIC WORKS DEPARTMENT

COUNCIL COMMUNICATION

TO: City Council
 FROM: City Manager
 MEETING DATE: May 6, 1987
 AGENDA TITLE: Tokay Street Overlay, Stockton to Cherokee - Review of Project Alternatives

RECOMMENDED ACTION: That the City Council discuss the alternatives and establish the paving alternative for this project and a guideline for future overlay projects.

BACKGROUND INFORMATION: At a recent shirtsleeve meeting, staff presented a problem on the Tokay Street overlay project. The problem involved the large amount and high cost of curb and gutter replacement. Council requested that the matter be given additional study and brought back at a regular meeting.

To put the problem in perspective, the following is a brief description of the normal maintenance program on a typical street:

<u>Age of Street</u>	<u>Description of Work</u>	<u>Cost</u>	<u>Remarks</u>
1 year	Seal Coat	\$0.01/SF	} Little or no curb & gutter work done Curb & gutter?
5 to 10 years	Crack Seal	Varies	
10± years	Slurry Seal	\$0.05/SF	
20± years	Thin Overlay (Minor St.)	\$0.20/SF	
20± years	Thick Overlay (Major St.)	\$0.40 to \$1.00/SF	} Usually widening so all curb & gutter is new, or major repairs to new standard
30± years	Reconstruct	\$3.00+/SF	

The "curb and gutter" under the thick overlay remarks is shown with a "?" because there has been no formal procedure established for the following reasons:

- °The City has done very few thick overlays over the last 10 years; usually the major streets needed widening or reconstruction.
- °The thick overlays that have been done were on streets that needed relatively little curb and gutter replacement.

APPROVED:

Thomas A. Peterson
 THOMAS A. PETERSON, City Manager

FILE NO.

Reduced funding levels have made the use of thick overlays imperative. We are now using these on older streets that 10 years ago we would have considered candidates for reconstruction. (Example - Pine Street between Cherokee and Highway 99.) As we use thick overlays on older streets, we are and will continue to find extensive amounts of poor curb and gutter. Broken and depressed curb and gutter allows water to pond and weakens the edge of the street subgrade (aside from being a nuisance). In the past, we have been attempting to repair gutters when the ponded water extends out of the gutter into the street. This is referred to as the "Std. Design" in the remaining discussion.

On a street with few driveways and reasonable grade, replacing curb and gutter is fairly straightforward. On a flat, old street with lots of driveways (like Tokay Street), curb and gutter repair becomes major project. There are four construction alternatives which are described below and on the attached drawing.

Construction Alternatives

<u>Alternative</u>	<u>Description</u>	<u>Advantages</u>	<u>Disadvantages</u>
1. Std. Design	Replace curb & gutter where ponding exceeds gutter width	Improves drainage and street shoulder life	High cost, still only a partial fix compared to complete replacement, affects driveway access
2. Pave the gutter	By replacing the high spots in the gutter and paving from curb to curb, the depressions will be filled and a marginal flow line could be established. Some older examples include: Hutchins Street (E) S/Pine, Elm Street (S) E/Sacramento, and Sacramento (E) S/Elm	Relatively low cost, improves driveway access	Will not hold up to street sweeper broom, will require additional maintenance (patching)
3. Fix worst gutter	Replace only the absolute worst depressed or raised gutters	Relatively low cost	Difficult to select which gutter to replace, leaves significant amount of poor gutter, affects driveway access
4. Do nothing with the gutter			
a) pave center of street only	Pave the travel lanes, leaving the parking lanes as is	Least cost, no affect on driveways	Leaves poor gutter
b) pave full width	Pave gutter toe to gutter toe	Low cost	Leaves poor gutter, affects driveway access

City Council
May 6, 1987
Page 3

The costs of the alternatives applied to the Tokay Street project are shown on the attached bar chart. They would be representative of similar projects on other older, residential streets.

Another alternative involves financing. Presently, these projects are funded out of the various street funds, which mainly come from taxes on fuel. The City could require the property owners to pay for the sidewalk and driveway work.

Driveways

A related problem is that of driveway access. Older streets generally have a higher crown than the newer design streets and, in some cases, have higher curbs. Many modern vehicles scrape the pavement when using a driveway. An overlay only makes this problem worse.

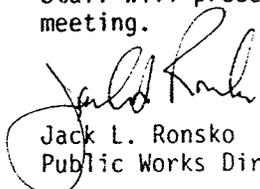
Staff feels that this problem is not one that the City should spend additional money to correct. Overlays are a normal, accepted street maintenance technique. Insuring that vehicles will not scrape is nearly impossible and even attempting to do so would take an enormous amount of engineering time and construction expense in driveway replacement.

In some instances, property owners have installed illegal ramps with or without culverts in the gutter. These are a maintenance problem and often are a safety hazard. The policy has been to have any new ramps removed and for ones that have been in place, they will be removed when the curb and gutter is replaced.

Summary

Staff feels that street maintenance is very important and should not be neglected. Street maintenance has a much higher priority than curb and gutter maintenance. Thus, the additional money that could be spent on curb and gutter replacement is better spent on pavement maintenance and reconstruction. The City of Lodi does budget a minor amount of funds for curb and gutter replacement. Initially, we were recommending that we pave over the gutter portion of the curb; however, after further evaluation, it is felt that Alternative 4b, paving the full street width with no curb and gutter replacement, is in everyone's best interest. This alternative provides the property owner with a new street, allows the City to do curb and gutter repair in the future under our existing curb and gutter replacement program, and provides additional funds over the standard design for needed street maintenance in other areas.

Staff will present the details of the Tokay Street project at the Council meeting.


Jack L. Ronsko
Public Works Director

JLR/RCP/ma
Attachment
cc: Street Superintendent

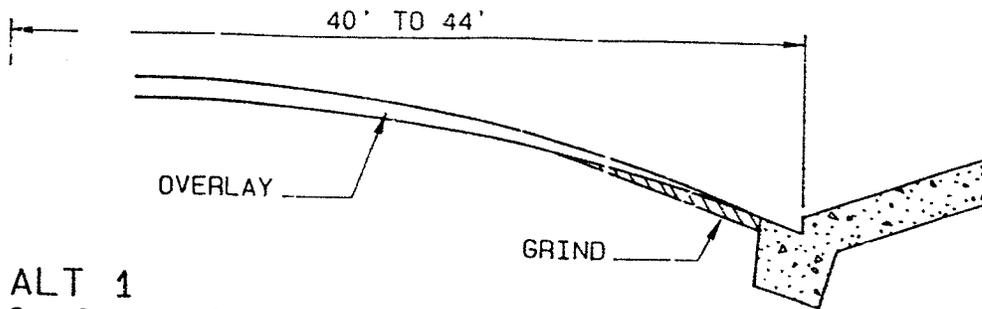
CTOKAY2/TXTW.02M

April 28, 1987



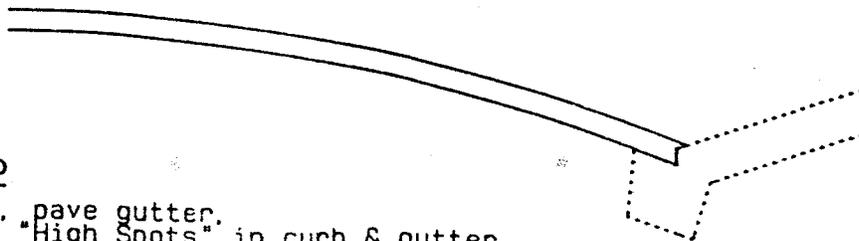
PUBLIC WORKS
DEPARTMENT

Tokay Street
Overlay Alternatives
Stockton St. to Cherokee Ln.

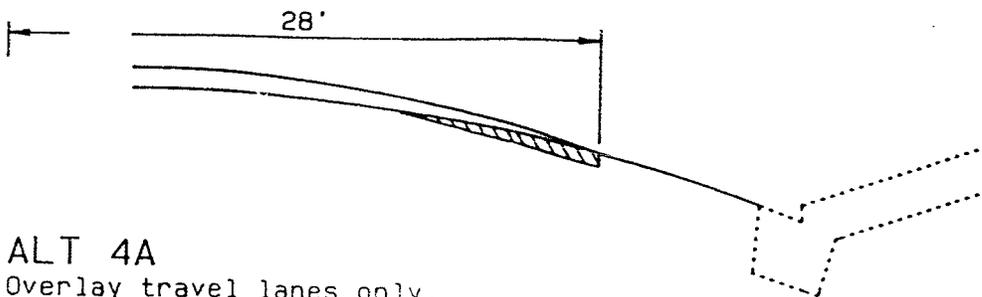


ALT 1
Overlay, replace poor curb & gutter,
sidewalk & driveways as required.

ALT 3
Overlay, replace worst curb & gutter only.



ALT 2
Overlay, pave gutter,
replace "High Spots" in curb & gutter.



ALT 4A
Overlay travel lanes only.

ALT 4B
Full width (Similar to ALT 1)

Tokay St. Overlay – Project Costs

Stockton to Cherokee

