

MEASURE P
2015-2019
* Monterey's Measure P 2014 was approved by 74% of the voters
Fixing Monterey Streets

City of Monterey FIRST YEAR REPORT

From start to fiscal year end
APRIL 1, 2015 TO JUNE 30, 2016

**\$32 million total over 4 years,
based on revenue projections:**

**PAVEMENT RESURFACING
& RECONSTRUCTION**
\$17.2 million

STORM DRAINS
\$2.72 million

ADA RAMPS & SIGNALS
\$10.08 million

SIDEWALK REPAIRS
\$2 million

Work Period (from inception to fiscal year end)
APRIL 1 2015 – JUNE 30, 2016

monterey.org/fixingstreets

Contact the Engineering Office at (831) 646-3921 with any questions



PAVEMENT RESURFACING & RECONSTRUCTION \$17.2 MILLION

PLANNED: 700+ STREET SEGMENTS (intersection to intersection/blocks), approximately 9M (million) square feet (sf) of street surface to be brought up to a state of good repair through maintenance (slurry) and rehabilitation (reconstruction) efforts.

COMPLETED: Over 3 million square feet (3,060,336 complete and 109,501 in progress)

SCHEDULED: 1,649,368 sf by calendar year end

TOTAL SPENT = Over \$3.5 million (\$3,505,507) out of \$17.2 million



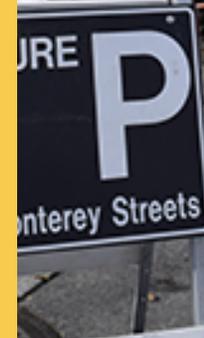
STORM DRAINS \$2.72 MILLION

PLANNED: 17 'D' rated and 31 'F' rated pipe segments (approximately 5400 linear feet), and any associated manhole/catch basin/headwall repairs. Flood control improvements to various ponds and sediment basins and replacement of pumping infrastructure.

COMPLETED: 43 pipe segments

SCHEDULED: Five remaining pipe segments, settling pond silt removal and retrofitting pump stations at El Estero and the Tunnel.

TOTAL SPENT = \$461,583 out of \$2.72 million



ADA RAMPS & SIGNALS

\$10.08 MILLION

FIRST YEAR REPORT



BACKGROUND: Federal Law requires the City to bring its facilities into compliance with the Americans with Disabilities Act (ADA) as part of the scheduled rehabilitation work. Our projects require the installation of curb ramps at intersection corners to maintain a 'path of travel' for sidewalk users. ADA ramps are not required where there is no connection to an existing sidewalk. Many of the ramps require intersection improvements to the curb and gutter which may change pavement elevations.

COMPLETED: Approximately 34 ramps

PLANNED AND SCHEDULED: We are constructing another 126 ramps simultaneously with rehabilitation projects; funding will also be used to bring all of the 56 City traffic signals into ADA compliance (whether or not the associated streets are included under street repair.) Two are compliant, four will be updated with the North Fremont Project and the remaining 50 are under design.

TOTAL SPENT = \$1,276,488 out of \$10.08 million



SIDEWALK REPAIRS \$2 MILLION

PLANNED: Sidewalk work will be performed to repair the highest prioritized sidewalk displacement (type 3 - displaced more than 3/4"). The focus is on large scale repair efforts in the high pedestrian areas. Funding will augment the City sidewalk repair program. The City is responsible for damage caused by trees in the right-of-way. Trees will be replaced and planted with root guards.

COMPLETED: Cannery Row, New Monterey and some of Old Town.

SCHEDULED: Downtown, Oak Grove, Monterey Vista, and finish Old Town.

TOTAL SPENT = \$1,036,759 out of \$2 million

WHAT IS MEASURE P?

Measure P is a special tax approved by 74% of voters in November 2014. Effective from April 1, 2015 through March 31, 2019, it authorizes a 1% local district tax (sales and use tax) to address significant deferred maintenance by fixing streets, sidewalks, and potholes; improve related access and safety for senior citizens, disabled residents, and others; and repair the 100-year-old storm drain system to protect our beaches and the Monterey Bay.



HOW THE CITY IDENTIFIES AND PRIORITIZES STREETS MOST IN NEED OF REPAIR

The City's Pavement Management Software categories our streets based on their overall condition. Our initial engineering analysis concentrated on projects to prevent deterioration and extend the life of the pavement. These projects removed damaged sections of pavement and then placed a new wearing surface called a slurry seal. In year one, the majority of street construction consisted of this kind of maintenance activity.

Pavement maintenance projects will continue to include additional substantial repairs. Work such as asphalt overlay and road reconstruction will occur in year two, mid 2016 - mid 2017.

Also noteworthy, this effort requires more design emphasis to comply with the Americans with Disabilities Act (ADA).

IMPLEMENTATION STRATEGY - "DIG ONCE" APPROACH

Our "Dig Once" Approach uses a work staging process that constructs activities below the road surface prior to performing paving maintenance or reconstruction. The City is installing necessary storm drain and sanitary sewer improvements prior to repairing the road surface. The goal is to avoid cutting into a new or recently repaired streets.

This sounds easy, but Measure P intends on performing work on over 700 street segments (blocks). This is at a time when the City is implementing a Sanitary Sewer Rehabilitation project that is repairing several miles of pipeline below the City streets. Coordination is key and understanding this concept may answer some questions as to why work occurred in some locations and not in adjacent areas.

Additionally, Cal-Am plans to construct a water transmission pipeline through parts of our City. This project is included in our "Dig Once" Approach scheduling.