

## [Questions and answers since the work has started - posted June 2015](#)

### **1. Why is the slurry already grey in some areas? (Especially near intersections)**

In some locations it was necessary to place sand down on the wet slurry to allow vehicles to cross. The sand prevents the vehicle tires from 'picking up' the slurry. Over time, the color will match.

### **2. Why does the slurry look spotty or chewed up in some locations?**

When drivers turn the steering wheel of a car when the car is not in motion, the rubber grinds against the slurry and causes the marks.

### **3. The slurry has tire marks in it. Is this normal?**

During the process of placing the slurry, there is overlap to ensure full coverage. At times, more overlap can occur than is desired. This leaves an area where the slurry is 'thicker' than normal. (This tends to occur at corners near intersections.) Some wheel marks will not impact the overall wear of the slurry. However, these areas will be watched to ensure that the slurry doesn't fail.

## [Questions and answers from neighborhood meetings - posted February 2015](#)

### **1. What is the process for choosing/prioritizing the streets to repair? Why aren't we starting with streets in the worst condition?**

The issue is that even with the influx of funding from Measure P, there simply aren't enough funds to bring the entire street network up to a 'state of good repair'. Therefore, we need to make decisions based on the best use of funds available. One basic premise used in this decision process is to look at the cost of the repair required. Street conditions generally fall into 4 different classifications: Good, Fair, Poor, and Very Poor. The lower the condition of the street, the more it costs to repair. The goal is to fix streets before they fall into lower categories. Essentially we want to fix streets for less money, so we can fix more of them.

For example, to repair a portion of a street that is in very poor condition, it would cost between \$15 and \$20 a square foot. If we apply that figure to a section of road that is 500 feet long and 30 feet wide (15000 sq. ft.), we would need to spend approx. \$225,000 to \$300,000. We could prioritize the 'worst first' methodology and we could bring the 'Very Poor' roads into 'Good' condition. However, we would quickly use all of our funds and we would be left in a situation where we were not able to address any of the 'Poor' roads, and now they have fallen into a 'Very Poor' condition. With 103 miles in our street network, we would never catch up and we would always be paying top dollar repairs.

As an alternative, we use a method that repairs the roads before they fall into lower condition classifications. On average, to bring a 'Fair' road into 'Good' condition, it would cost less than

\$0.50 per square foot. For the same \$225,000 we would use on the example road, we could repair five or six streets. There is similar calculation to bring a street from 'Poor' to 'Good'.

We use a software system that helps us perform this calculation. The program calculates a cost/benefit ratio for each street section and prioritizes work based on that index and available funding. The prioritization for the work generally comes out as a 'bell curve' shape. There are a few segments identified from the Good/Fair condition, the bulk of the projects are in the Fair/Poor category and a few segments of the Very Poor category are selected.

This is the strategy that was used for the selection of the streets identified within Measure P.

## **2. What's going to happen to street segments that are shown (in red) on the maps?**

Marked street segments will be evaluated by Public Works staff and the appropriate work will be identified and classified as 'maintenance' or 'rehabilitation.' Maintenance work will be scheduled as soon as practical to avoid conflict with other pending activities (i.e. sewer or storm drain work).

Rehabilitation work will require the City to bring the pedestrian ramps into compliance with the Americans with Disabilities Act. The ramp work typically requires a detailed design to ensure compliance with current standards. The City will design and construct the ramps and then schedule the street rehabilitation work.

## **3. Where the Map shows green, will there be new pavement?**

The green lines on the map indicate the locations of work on the sanitary sewer system. If there is a green line and a red line in the same location, we will sequence the repairs such that the sewer work is done first, then the roadwork. The sanitary sewer line repairs are not funded through Measure P, but have their own funding stream.

## **4. With ADA funds in Measure P, does that mean NIP might not have to do as many ADA projects?**

City staff has been very grateful for the contributions of NIP to projects that help address and solve ADA issues. The NIP program has been able to perform a variety of ADA improvements to many facilities throughout the City. Many ADA ramps will be installed with Measure P implementation, but the location for those ramps will be determined by the street work which triggers mandatory ADA upgrades.

There is the potential that the NIP could perform additional ADA ramp work to areas that are not scheduled with Measure P funding.

In addition, Measure P will not fund any ADA improvements to Parks or Buildings. Those improvements would certainly be viable projects for the NIP to consider.

**5. Do you have a map showing the Pavement Condition Index (PCI) levels of the streets? Yes. We do have maps showing the PCI. The PCI is a planning level indicator. It provides guidance on how to maximize available funding (“biggest bang for the buck”).**

The City invested in the current Pavement Assessment software (Streetsaver) in 2012. Prior to that, the City used an alternative method/program. An outside firm performed the analysis and the implementation of the program. The program assumes a certain rate of degradation over time. This is why it is important for staff to visually assess the pavement to determine the best repair for each individual segment.

**6. How will the projects be sized? Would you attempt to do several at the same time? How do you get traffic through all of the construction activities?**

The individual projects will be sized to balance the benefits of ‘economy of scale’ and impacts to the residents. Traffic detour plans will be implemented as appropriate. However, this will be something we will continue to balance through the entire process. We do appreciate your neighborly advice and support when we schedule projects.

**7. What kind of asphalt product will you specify? Hot mix or cold mix?**

Asphalt work will for pothole repair and overlay will be performed with hot mix asphalt.

**8. If a sidewalk is uplifted ¾”, are you repairing it rather than grinding it?**

Yes, sidewalk work will be performed by removing the defective area and replacing it with new concrete.

**9. How will other funding streams such as NIP and gas tax compliment Measure P funds and projects?**

NIP and gas tax funds may be used to construct similar projects to those that will be completed with Measure P. Staff will “package” projects for bid to achieve economies of scale. Larger projects attract more bidders and that usually means a better cost. In addition, when projects are packaged, the contractors can more effectively coordinate staffing and scheduling.

**10. Why do some streets get in such bad shape? Madison Street for example?**

Years of exposure to the sun and rain can cause pavement to lose some of its cohesive ability and it can become brittle. When the pavement is subject to car and truck traffic, cracks can develop. When water enters the cracks, it loosens small bits of the pavement and the road base. This widens the cracks and allows more water to enter. The process continues to break down the pavement. This is why more potholes occur after it rains.

The pavement on Madison Street has severe alligator cracking (small square shapes) and wheel track deformations. The pavement has some level of base failure which is likely due to: Age of asphalt; large vehicle traffic loads; water penetration into the base and sub-base layers.

**11. Are consulting engineers writing the project specifications?**

Consultants are working under the direction of the City. They will use the City standard specifications. The goal is to have all of the documents consistent for all of the Measure P work.

**12. What is a “slurry package” and why is that needed?**

The term “package” in this context is used to define a group of streets that all require the same or similar treatment. A “slurry package” is a term used to group several streets together for public bidding and construction. A contractor will bid on the entire group of streets at the same time.

**13. Will turning one-way downtown streets into two-way streets be factored in to Measure P projects? Will it be paid for by Measure P? Will Measure P projects install new sidewalks on Pacific Street?**

Measure P projects are intended to fix existing streets, sidewalks and storm drains. Potential two-way projects and other City projects will be coordinated with Measure P work so there is no duplication of effort. Measure P funds will not be used to fund alternative use or expansion projects.

**14. What is a pedestrian ramp?**

A pedestrian ramp is a portion of the sidewalk that allows pedestrians to enter a roadway without stepping off of a curb. They are typically at corners of intersections and they are required to allow elderly or wheelchair bound individuals' access to the sidewalks. They must be constructed to meet the requirements of the Americans with Disabilities Act. They are also referred to as ADA ramps.

**15. Will we be able to get our cars out of the driveway?**

On the day the work is scheduled to occur, we would ask that you park your car out of the work zone. This will allow the treatment to be completed in the most efficient manner and we will get a high quality treatment. If there is an emergency, you will be able to drive (slowly) across the work.

**16. How will you communicate if the schedule for our residential street changes?**

We will strive to have a 3 day notice prior to street closures. The notice will include signs on the street and door hangers. In addition, work areas will be identified on the website [monterey.org/fixingstreets](http://monterey.org/fixingstreets) several weeks ahead of construction. The website will be updated on a regular basis.

Please note, due to the nature of the work, unforeseen delays may occur and require

rescheduling. Delays can be caused by weather conditions, equipment failure or supply shortages. If this occurs, we will make efforts to notify the impacted residents/businesses and reschedule the work as soon as possible. In some cases, only 24 hrs notifications can be given.

**17. How do you compare the life expectancy of the overlay vs. slurry seal?**

An overlay is a rehabilitation process and has a life expectancy of approximately 30 years. A slurry seal is a maintenance process that provides a 'wearing surface' and extends the life of the existing pavement. A slurry seal typically lasts 5-7 years. Best management practices to effectively maintain pavement will utilize both processes.

**18. Does the software you are using to determine street needs take into account traffic and utilization of the streets?**

Yes, it does. The software (Streetsaver) takes several factors into account including: Street Classification (high traffic, low traffic), pavement condition, material, age, load damage (i.e. heavy truck traffic), environmental damage (i.e. weathering and ultra violet light).

**19. Will Measure P funds be used to replace faded street signs?**

Street sign replacement is not identified within the parameters of Measure P. The City has an alternative program to replace street name and regulatory signs.

**20. Measure P will provide \$32 million for infrastructure repair over the next 4 years. What is the total amount needed for the entire infrastructure repairs in the City of Monterey?**

The City of Monterey has a very long 'needs' list for infrastructure repairs. City management must balance improvements to existing infrastructure with citizen's desire for new and better facilities. The existing infrastructure backlog is over \$200 million. Measure P provides a significant infusion of funding for important and necessary projects, but it will not fully fund our infrastructure backlog.

**21. Will there be an ongoing program beyond the 4 years to identify needed upgrades to streets?**

First of all, staff is tremendously thankful for the approved tax measure. The 4 year program will have a significant positive impact on our infrastructure. The City has been using the pavement management software for a number of years to prioritize work. There is an ongoing program and there will continue to be one beyond the 4 years of Measure P. The issue is that the existing program is primarily funded by Gas tax revenue (approximately \$900,000 annually).

**22. Are you coordinating with Transportation Engineering on the Roundabout construction (Holman Highway) and re-routing of traffic?**

Yes. The City is the lead agency for the Holman Highway Roundabout project. The schedules and detours for those construction activities have been planned for in the Measure P implementation program.

**23. There is an NIP project located across from Safeway. Will that project happen at the same time as Measure P work?**

The work to expand the sidewalk and width of Fremont St. across from Safeway (between Casanova and Canyon Del Rey) will happen in the same time period. Work will be coordinated to avoid any duplication of effort.

**24. Will there be traffic signal work on N. Fremont using Measure P funds? Will there be coordination of the traffic signals between Seaside and Monterey?**

As part of the Monterey Salinas Transit (MST) Bus Rapid Transit (BRT) Project, new signal timing plans were implemented and the signals on North Fremont in Monterey and Seaside are in coordination and under the same traffic signal system. The signal at Canyon Del Rey and N. Fremont belongs to Caltrans and it is not under the same system. However, Caltrans has adjusted the signal timing at these intersections for better operation. As part of the North Fremont bike and Ped improvements project, the City will approach Caltrans again in order to add this intersection to the signal system. Work under that project will be coordinated with Measure P funded projects to ensure that there is no duplication of effort.

**25. How will the undergrounding of wires on Fremont Street (Rule 20A Project) be coordinated with this project?**

The Rule 20A project that will perform the undergrounding of the overhead wires on N. Fremont St. has a longer timeline than the implementation periods of Measure P and the North Fremont Improvement Project. Every effort will be made to coordinate necessary infrastructure to avoid conflict when the undergrounding occurs.