

# 825290 - Pavement Rehabilitation

|                                 |         |                      |                            |                         |                    |
|---------------------------------|---------|----------------------|----------------------------|-------------------------|--------------------|
| <b>Originating Year:</b>        | 2006    | <b>Project Type:</b> | Traffic and Transportation | <b>Department:</b>      | 250 - Public Works |
| <b>Planned Completion Year:</b> | Ongoing | <b>Category:</b>     | Infrastructure             | <b>Project Manager:</b> | Gaku Watanabe      |

## Project Description/Scope/Purpose

This project provides for ongoing roadway infrastructure preservation and rehabilitation to maintain Sunnyvale's network in very good condition. Specific yearly projects will be based upon annual roadway condition surveys and pavement management system (PMS) analysis. Projects include milling, wedge-grinding and overlay, cold in-place roadway recycling, crack sealing, street patching and slurry sealing. This effort was supplemented by 828030 - Annual Slurry Seal of City Streets and the Operations budget for roadway maintenance.

This project will continue the shift from typical roadway replacement strategies to a balanced approach between pavement preservation and roadway replacement. These strategies may include: microsurfacing, slurry seals, crack sealing, patch repairs, mill, wedge-grind and overlay, cold in-place or full depth roadway recycling, and other strategies that may become applicable. This overall strategy shift will allow the City to improve a larger roadway area and reach a yearly slurry sealing goal of 6 million sf annually starting in FY 2021/22. By reducing the cycle of resurfacing this will assist us in raising and maintaining the average PCI above 80.

As part of rehabilitating the roadway surface, this project also addresses the following along the identified street segments: concrete replacements, tree removals, traffic signal modifications, and installation of pavement delineation in accordance with the City's latest Active Transportation Plan.

## Project Evaluation and Analysis

Maintaining Sunnyvale streets in very good condition is essential to maintain the economic vitality of the City and enhance the quality of life of City residents. The alternative is to delay needed preservation, repairs, and replacement. If delayed, lower cost preservation effort and minor street rehabilitation measures will become major street replacement projects at a much higher cost. This will result in dropping the PCI by 1 to 2 points per year.

## Fiscal Impact

The project does not affect the operating budget; however, it will also provide for overtime needed for the warranted preparatory work prior to the application of either double chip seal or slurry seal roadways that will charge to this project. This project also funds any overages charged to Project 828030 - Annual Slurry Seal of City Streets.

## Funding Sources

Gas Tax Street Improvement Fund, Road Maintenance and Rehabilitation Account (SB1) Fund, 2016 Measure B - Santa Clara VTA Fund, VRF Local Road Improvement Program Fund, and General Fund

## Plans and Goals

CC - Community Character - CC-2: Attractive Street Environment

## Project Financial Summary

|                      | Project Costs      | Revenues          | Operating Costs |
|----------------------|--------------------|-------------------|-----------------|
| Prior Actual         | 34,208,541         | 21,656,085        | -               |
| 2024-25              | 23,868,706         | 9,394,946         | -               |
| 2025-26              | 5,929,071          | -                 | -               |
| 2026-27              | 8,637,932          | -                 | -               |
| 2027-28              | 8,309,031          | -                 | -               |
| 2028-29              | 9,425,774          | -                 | -               |
| 2029-30              | 8,942,071          | -                 | -               |
| 2030-31              | 10,126,879         | -                 | -               |
| 2031-32              | 9,625,680          | -                 | -               |
| 2032-33              | 10,515,603         | -                 | -               |
| 2033-34              | 10,363,855         | -                 | -               |
| 2034-35              | 10,783,360         | -                 | -               |
| 2035-36              | 10,713,144         | -                 | -               |
| 2036-37              | 11,582,975         | -                 | -               |
| 2037-38              | 11,075,917         | -                 | -               |
| 2038-39              | 12,377,507         | -                 | -               |
| 2039-40              | 10,771,634         | -                 | -               |
| 2040-41              | 12,843,032         | -                 | -               |
| 2041-42              | 11,328,946         | -                 | -               |
| 2042-43              | 13,569,859         | -                 | -               |
| 2043-44              | 12,448,964         | -                 | -               |
| 2044-45              | 14,749,030         | -                 | -               |
| <b>20 Year Total</b> | <b>214,120,264</b> | -                 | -               |
| <b>Grand Total</b>   | <b>272,197,511</b> | <b>31,051,031</b> | -               |

# 827570 - Downtown Parking District Major Maintenance

|                                 |         |                      |                |                         |                    |
|---------------------------------|---------|----------------------|----------------|-------------------------|--------------------|
| <b>Originating Year:</b>        | 2008    | <b>Project Type:</b> | Downtown       | <b>Department:</b>      | 250 - Public Works |
| <b>Planned Completion Year:</b> | Ongoing | <b>Category:</b>     | Infrastructure | <b>Project Manager:</b> | Richard Chen       |

## Project Description/Scope/Purpose

This project provides for maintenance of the Downtown Parking District. Funding will provide for various maintenance activities including, prep work prior to resurfacing, slurry seal resurfacing, curb painting, sign repairs and replacement, concrete repairs, asphalt concrete repair or resurface, parking lot and pathway lighting replacement and re-striping as necessary.

The parking lots that are maintained by this project are as follows:

- Frances Parking Lot - Frances Avenue at Evelyn Avenue
- Sunnyvale Parking Lot - Sunnyvale Avenue at Evelyn Avenue
- North Carroll Parking Lot - Carroll Street at Evelyn
- South Carroll Parking Lot - Carroll Street at McKinley Ave.

The parking lots were treated in FY 2017/18 and were on a six-year cycle for treatment.

North Carroll and Frances Street parking lots received slurry seal treatments in FY 2024/25. Sunnyvale and South Carroll parking lots are tentatively scheduled to receive slurry seal treatments at the end of FY 2024/25. This will use both city staff hours, materials, as well as contract work.

The funds in FY 2029/30 are for design for the next cycle of work for parking lots. The construction includes Frances Avenue parking lot, and North Carroll parking lot in FY 2030/31, and the remaining Sunnyvale Avenue parking lot and South Carroll parking lot and Evelyn Avenue scheduled in FY 2031/32.

The funds in FY 2035/36 are for design in the out years for parking lots Frances Avenue parking lot and North Carroll parking lot. Constructions is scheduled for FY 2036/37, and the remaining lots are scheduled as follows: Sunnyvale Avenue parking lot (FY 2037/38), and South Carroll parking lot in FY 2038/39.

## Project Evaluation and Analysis

The Parking District Fund is a small fund that provides for the ongoing landscape and maintenance of downtown parking lots through assessments on property owners within the district. This project is for the maintenance and warranted repairs needed for the downtown area. Accomplishing this maintenance effort on the parking lots will improve the aesthetics of the entire downtown.

## Fiscal Impact

This project is funded by the Parking District Fund. Maintenance improvements of the downtown parking lots are funded entirely by the Downtown Parking District assessment paid by downtown businesses.

## Funding Sources

Parking District Fund

## Plans and Goals

LT - Land Use and Transportation - LT-1: Coordinated Regional and Local Planning

CC - Community Character - CC-2: Attractive Street Environment

## Project Financial Summary

|                      | Project Costs    | Revenues | Operating Costs |
|----------------------|------------------|----------|-----------------|
| Prior Actual         | 424,965          | -        | -               |
| 2024-25              | 288,938          | -        | -               |
| 2025-26              | -                | -        | -               |
| 2026-27              | -                | -        | -               |
| 2027-28              | -                | -        | -               |
| 2028-29              | -                | -        | -               |
| 2029-30              | 21,607           | -        | -               |
| 2030-31              | 142,558          | -        | -               |
| 2031-32              | 226,568          | -        | -               |
| 2032-33              | -                | -        | -               |
| 2033-34              | -                | -        | -               |
| 2034-35              | -                | -        | -               |
| 2035-36              | 80,139           | -        | -               |
| 2036-37              | 368,184          | -        | -               |
| 2037-38              | -                | -        | -               |
| 2038-39              | 357,690          | -        | -               |
| 2039-40              | -                | -        | -               |
| 2040-41              | -                | -        | -               |
| 2041-42              | -                | -        | -               |
| 2042-43              | -                | -        | -               |
| 2043-44              | -                | -        | -               |
| 2044-45              | -                | -        | -               |
| <b>20 Year Total</b> | <b>1,196,746</b> | -        | -               |
| <b>Grand Total</b>   | <b>1,910,649</b> | -        | -               |

# 828030 - Annual Slurry Seal of City Streets

|                                 |         |                      |                            |                         |                    |
|---------------------------------|---------|----------------------|----------------------------|-------------------------|--------------------|
| <b>Originating Year:</b>        | 2009    | <b>Project Type:</b> | Traffic and Transportation | <b>Department:</b>      | 250 - Public Works |
| <b>Planned Completion Year:</b> | Ongoing | <b>Category:</b>     | Infrastructure             | <b>Project Manager:</b> | Arely Trujillo     |

## Project Description/Scope/Purpose

Slurry seal is a maintenance treatment utilized by the City that extends the life of a road surface. Slurry seal is cost effective to prolong the life of streets which have not degraded to the point of needing overlay or reconstruction. Slurry seal is most effective when used to extend the life of pavement that is already in good to very good condition.

This project covers staff overtime hours as well as contract construction costs of slurry sealing a portion of the City's streets each year. Corrective maintenance work, such as patching, chip seal or crack seal, as well as project administration and field management of the project, is generally completed by the City through contract or Street Operations. The pavement condition survey, as well as annual field inspections are used to determine which streets will most benefit from a slurry seal.

Slurry seal is most effective in protecting and extending the life of a pavement surface when applied on a regular cycle, normally every 7 to 10 years. The amount included in the budget will allow for approximately 5.0 million square feet of slurry seal annually. For FY 2024/25, this project will slurry seal 3.8 million square feet of pavement. This reduced quantity will help staff realign the construction schedule with a late-spring timeframe, which is when the City receives the most competitive bids.

## Project Evaluation and Analysis

Slurry seal is a maintenance treatment that extends the life of a road surface. Without slurry seal, streets will require expensive asphalt overlay on a more frequent basis, or streets will deteriorate.

## Fiscal Impact

This project was funded by General Fund and is funded by the Measure B Fund starting FY 2019/20 and going forward. All overages have been and will continue to be charged to Project 825290 - Pavement Rehabilitation - VTA Measure B.

## Funding Sources

General Fund, 2016 Measure B - Santa Clara VTA Fund

## Plans and Goals

CC - Community Character - CC-2: Attractive Street Environment

## Project Financial Summary

|                      | Project Costs     | Revenues         | Operating Costs |
|----------------------|-------------------|------------------|-----------------|
| Prior Actual         | 5,999,223         | 2,158,698        | -               |
| 2024-25              | 809,800           | 34,337           | -               |
| 2025-26              | 658,296           | -                | -               |
| 2026-27              | 684,629           | -                | -               |
| 2027-28              | 712,014           | -                | -               |
| 2028-29              | 740,494           | -                | -               |
| 2029-30              | 770,114           | -                | -               |
| 2030-31              | 800,918           | -                | -               |
| 2031-32              | 832,955           | -                | -               |
| 2032-33              | 866,274           | -                | -               |
| 2033-34              | 900,924           | -                | -               |
| 2034-35              | 936,961           | -                | -               |
| 2035-36              | 974,439           | -                | -               |
| 2036-37              | 1,013,417         | -                | -               |
| 2037-38              | 1,053,954         | -                | -               |
| 2038-39              | 1,096,112         | -                | -               |
| 2039-40              | 1,139,956         | -                | -               |
| 2040-41              | 1,185,555         | -                | -               |
| 2041-42              | 1,232,977         | -                | -               |
| 2042-43              | 1,282,296         | -                | -               |
| 2043-44              | 1,320,765         | -                | -               |
| 2044-45              | 1,360,388         | -                | -               |
| <b>20 Year Total</b> | <b>19,563,437</b> | -                | -               |
| <b>Grand Total</b>   | <b>26,372,460</b> | <b>2,193,034</b> | -               |