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**WORKSESSION AGENDA
CITY OF CREVE COEUR
CITY COUNCIL MEETING
300 N NEW BALLAS ROAD
Monday, March 10, 2014
6:00 PM**

CALL MEETING TO ORDER

ROLL CALL

DISCUSSION ITEMS

1. Capital Improvement Program - 2015-2019.

Summary: City staff will review the proposed CIP with the City Council, <http://creve-coeur.org/index.aspx?NID=95>.

2. Proposed Roadway Maintenance Program for the 2015 Fiscal Year.

Summary: City staff will discuss the roadway and sidewalk improvements planned for the 2015 fiscal year. These improvements include pavement replacement, asphalt resurfacing, micro-surfacing, and sidewalk upgrades.

Pursuant to Section 610.022 RSMo., the City Council could, at any time during the meeting, vote to close the public meeting and move to closed session to discuss matters relating to litigation, legal actions and/or communications from the City Attorney as provided under Section 610.021(1) RSMo. and/or personnel matters under Section 610.021(13) RSMo. And/or employee matters under Section 610.021(3) RSMo. and/or real estate matters under Section 610.021(2) or other matters as permitted by Chapter 610.

Posted: _____ posted 3/6/14

Deborah Ryan, MPCC
City Clerk



DEPARTMENT OF PUBLIC WORKS STAFF MEMORANDUM

DATE: March 6, 2014

TO: Mark Perkins, City Administrator

CC: Jim Heines, Director of Public Works

FROM: Matt Wohlberg, P.E., City Engineer
Rich Beran, P.E., Engineer I

SUBJECT: Repair Location Recommendations
FY2015 Roadway Maintenance Program

The Department of Public Works proposes the roadway maintenance program outlined below for the 2015 fiscal year, much of which will be completed during the 2014 construction season. This roadway maintenance program includes the concrete pavement replacement, asphalt resurfacing, micro-surfacing, and reconstruction programs similar to those completed in the 2014 fiscal year. A new sidewalk improvement program is introduced in the proposed program to help create a more accessible pedestrian network in Creve Coeur and to help the City comply with its obligations to that effect.

Roadway Selection

Several factors influence the decision to include a particular roadway into a repair program. The goals of the repair selection are twofold: 1) to find the most impact for the money spent to perform the maintenance, and 2) to make repairs that improve the lives of the citizens of Creve Coeur.

To achieve the first goal, the number of motorists using the roadway, the cost of the repair, and the condition of the street must be weighed with each decision. The opportunity cost of not doing a repair must also be considered, and this is an important decision factor for roads that are on the verge of deteriorating to a point where a particular repair can no longer be effective, and thus becoming much more expensive to fix. The goal, therefore, is to perform the right repair on the right street at the right time.

The City has adopted a "neighborhood approach" for street repairs in an attempt to achieve the second goal. Where possible, streets within a subdivision are targeted so to improve as much of the pavement in that subdivision as possible within a span of one or several years. While this will mean that some of the streets addressed each year might be in better condition than a few others in the City, it will also mean that repairs are concentrated in an area for a short time rather than having these repairs performed piecemeal each (and perhaps every) year. The intent is to create a condition in which future repair needs are similar throughout each neighborhood, which should make future planning easier and should inconvenience the residents in each area for the least amount of time possible.

Concrete Pavement Replacement

Work involved in this program will include the removal and replacement of failed concrete pavement slabs, curbs, gutters, and sidewalks. New accessible pedestrian curb ramps will also be installed as needed near street repair locations.

The proposed concrete pavement replacement program is listed below:

Pavement Slab Replacement

Barbezieux Drive
Janridge Lane
Mason Manor Road
Mystic Meadows Lane
Nimes Drive
Royal Manor Drive
Royalway Court
Rue de Fleur
Timber Run Drive

Curb and Gutter Replacement

Bal Harbour Drive
Corporate Square Drive
Park West Drive
Research Boulevard

These streets are proposed for one or several of the following reasons: pavement conditions, previous commitments, support of other projects, and future planning.

Pavement Conditions. City staff reviews the concrete pavement network at the end of each winter to prioritize the repair needs for concrete pavement and curbing. Aging, cracked, and broken pavement and curbing exists throughout the City in quantities that exceed what the City could afford to replace in any given year. Failed or potentially hazardous pavement and curbing has been given the highest priority in replacement, and all pavement identified as such is included in the proposed program.

Significant repairs are proposed for sections of several principal neighborhood roadways (e.g. Mason Manor, Rue de Fleur, and Royal Manor). Staff proposes to expand the pavement repairs beyond simply the high-priority repairs identified on these streets in an effort to provide a smoother ride while repairing damaged pavement. While spot repairs are suitable to address hazardous conditions, addressing only the highest-priority pavement needs can lead to a structurally sound roadway that has a bumpy ride. The proposed approach will mean that repairs to these streets will need to be completed in phases that may take several years to complete.

Previous Commitments. Several streets in the proposed roadway maintenance program are a continuation of projects that began in recent years, and repairs to these streets represent much of the proposed program. The work proposed for Mason Manor and Rue de Fleur will complete the improvements of these streets that began in 2013.

Support for Other Projects and Future Planning. The City's concrete pavement replacement program is typically dominated by the base-repair needs of a few "combination" (concrete base with an asphalt overlay) streets. As much as half of the concrete replacement programs of past years has been performed on combination streets in support of the asphalt resurfacing program. It is notable, therefore, that no combination streets are included in the proposed resurfacing program.

Curb replacement on streets such as Research Boulevard, Park West Drive, and Bal Harbour Drive is intended to prepare for future asphalt resurfacing projects on those streets.

Sidewalk Improvements

The City is obligated to develop and enact a sidewalk transition plan that will lead to full compliance with pedestrian accessibility guidelines over time. To date, the City's transition plan focused on making sidewalk updates and improvements in conjunction with adjacent roadway projects. City staff is in the process of reviewing and revising this plan in an attempt to make it more effective and to better understand the needs of the City's sidewalk network.

City staff completed a review of the conditions of all of the City-maintained sidewalks in late 2013. The review catalogued the locations of sidewalk deficiencies and where curb ramps are either not existent or not compliant with today's standards. From this review, staff determined that the City's sidewalk network requires over \$2 million in improvements to comply with today's accessibility standards.

Immediate compliance is not required of the City, but the City must show that it has a plan and that this plan is being implemented. Therefore, City staff proposes that annual pavement maintenance funding is designated solely for the work needed to improve the sidewalk accessibility in Creve Coeur, whether this is through sidewalk replacement, new sidewalk construction, mudjacking, patching, or other similar efforts. \$100,000 of the proposed roadway maintenance program has been designated for sidewalk updates and improvements. This proposal differs from the City's past practices in that the sidewalk funding is meant to act independently from adjacent roadway improvements.

Sidewalk improvements in 2013 included replacing the sidewalk along much of Ladue Road and making updates to the sidewalks in the Fernview and Town & Four areas. Much of the sidewalk work proposed for 2014 will remain in this area and will include all or parts of the sidewalk along the following roadways:

- Castleton Court
- Haverton Drive
- Mariner's Pointe
- Somerton Ridge Drive
- Laduemont Drive (Ladue Road to Oakstone Drive)

The proposed pavement maintenance program includes significant sidewalk improvements on Timber Run as part of the Concrete Pavement Replacement Project and along Graeser Road as part of the federally funded Graeser Road Resurfacing Project.

Asphalt Resurfacing

This project will involve grinding off the existing asphalt pavement surface, completing base repairs, and installing an overlay of typically 1.5" - 2" of new asphalt pavement. The purpose of this project is to replace the aging or failing driving surface of the roadway. The proposed asphalt resurfacing program is listed below:

- Conway Lake South
- The Knolls Drive
- South Mosley Road
- Spoede Hills Drive

All of the streets that are included in the proposed resurfacing project are composed of full-depth asphalt pavement (i.e. no concrete base). Staff expects that these streets can be resurfaced

relatively quickly, as was the case with the 2013 Asphalt Pavement Replacement Project in the Fernview area.

South Mosley Road is proposed due to its generally poor pavement and curb condition, and as the final phase for the Malcolm Terrace neighborhood. The rest of the neighborhood was micro-surfaced in 2013, but South Mosley Road was in significantly worse condition than the other subdivision streets and was beyond what micro-surfacing could improve or seal. In addition to the pavement needs on South Mosley, much of the existing asphalt curbing has failed and must be replaced. Staff will explore whether adding a concrete curb and gutter along South Mosley will be affordable and cost-effective in the long term.

Spoede Hills, The Knolls, and Conway Lake South are proposed, primarily due to their condition. The Knolls was proposed for resurfacing as part of the 2013 resurfacing program, but the cost to improve South Graeser Road and Brooktrail Court forced the City to cut The Knolls from last year's program.

Graeser Road Resurfacing Project

Graeser Road will be resurfaced from Ladue Road north to Olive Boulevard as part of a project that will most likely begin in the summer of 2014. Staff originally planned to begin this project during the spring of 2014, but easement and right of way acquisition for sidewalk improvements has forced the schedule to be delayed.

The City has been awarded a federal grant that will reimburse up to 80% of the repair costs for the project. Funding for this project is included in the FY2014 budget, and most of this funding will likely need to be moved to the FY2015 budget. This funding is separate from the annual roadway maintenance program but is mentioned here due to its similar nature to the other maintenance programs.

Roadway Reconstruction

The proposed roadway maintenance program includes transferring \$100,000 from roadway maintenance to roadway reconstruction so that three combination streets can be replaced with concrete pavement. These streets are Spoede Woods Drive, the west end of Winrock Drive, and Chalet Court. City staff feels that recent project experience has provided a reasonable doubt that the asphalt surfaces of these streets can be replaced without significant concrete base repair. In particular:

- *Spoede Woods Court.* This combination street has an ageing chipseal surface treatment and closely resembles the surface condition and appearance of South Graeser Road. Staff is concerned that the concrete base may have failed, as was the case with South Graeser in 2013. City staff is called to this street on an annual basis to patch the deteriorated asphalt surface.
- *Winrock Drive.* The combination section of Winrock Drive shows significant reflective cracking at the joints in the concrete base pavement. The exposed joints in the adjacent concrete section of Winrock are also failing, and staff is concerned that the joints under the asphalt will require replacement. In addition, staff finds that the pavement condition on Winrock resembles that of nearby Kingshill Drive, where approximately 50% of the concrete base pavement was replaced through the resurfacing project there in 2012.
- *Chalet Court – west side of Graeser Road.* This street was intended to be included in the partial reconstruction project in 2013 but needed to be removed due to the cost to

reconstruct South Graeser Road and Brooktrail Court. Public Works crews found badly deteriorated base pavement and voids beneath the base during patching operations in 2013. It was determined by staff at that point that resurfacing Chalet Court would not be sufficient. Therefore, reconstruction is recommended.

While this program represents a significant investment, it will remove three of the worst streets as repair liabilities for the City for the foreseeable future.

Micro-Surfacing

The proposed micro-surfacing project will include minor street repairs and the application of a thin asphaltic surface treatment to the entire roadway surface. This surface treatment is typically aimed at roads that are in good condition, and its purpose is to help seal the pavement from water infiltration while providing an improved driving surface.

The proposed micro-surfacing project will focus on the Villa Hill, Broadview Farms, and Belle Coeur neighborhoods. Concrete curb replacement was completed in these neighborhoods in 2013 as preparation for the proposed micro-surfacing. The micro-surfacing proposed for the Belle Coeur neighborhood will complete several years' worth of work in the subdivision, much of which was focused on Chasselle Lane.

The roadways proposed for this project are:

Villa Hill Subdivision

Angleterre Drive
Carillon Court
Rugby Court
Trammel Court
Villa Hill Drive

Belle Coeur Subdivision

Chamblee Lane
Champeix Lane
Clion Lane
Coulange Lane
Cuiseaux Court

Broadview Farm Subdivision

Broadview Farm Road

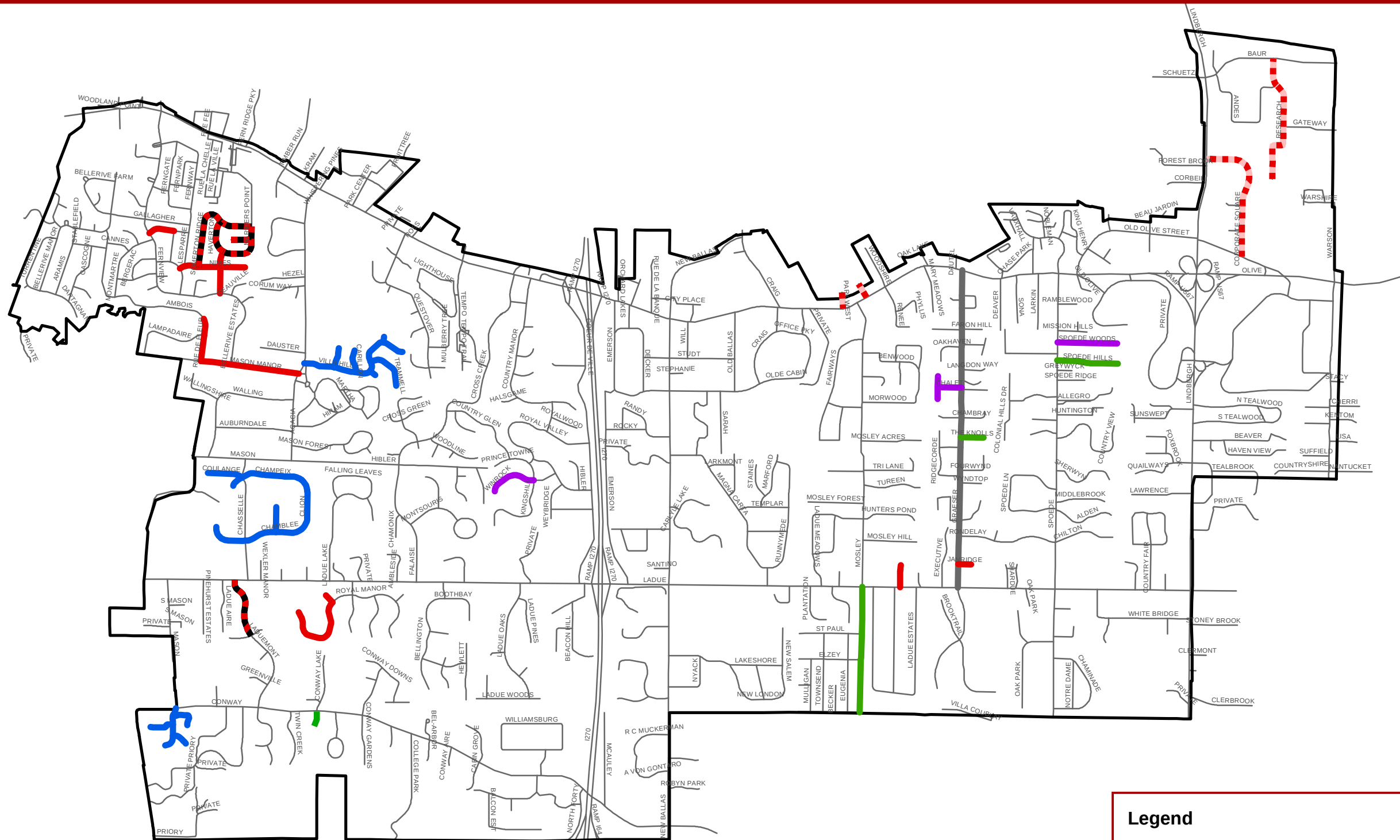
As with previous years, the City's Public Works staff will correct many of the deficiencies in the pavement surface to prepare the roads for the microsurface application. By having City crews prepare the pavement, the potential cost of this program will be reduced.

Projected Costs

City staff estimates that completion of the proposed FY2015 Roadway Maintenance Program will cost approximately \$ 1,400,000, broken down as follows:

Concrete Pavement Replacement	\$ 375,000
Sidewalk Replacement.....	\$ 100,000
Asphalt Resurfacing.....	\$ 350,000
Reconstruction	\$ 400,000
Micro-Surfacing.....	\$ 125,000
City Work (Patching for Micro-Surfacing, etc.).....	\$ 50,000
Total	\$ 1,400,000

Attachments: Map – Proposed FY2015 Pavement Maintenance Program



Proposed FY2015 Pavement Maintenance Program

City of Creve Coeur, Missouri

March 6, 2014

Legend

- 2014 Concrete Replacement - Pavement
- - - 2014 Concrete Replacement - Curbs
- ▬ ▬ ▬ 2014 Sidewalk Improvements
- 2014 Asphalt Pavement Resurfacing
- 2014 Roadway Reconstruction
- 2014 Micro-Surfacing
- Graeser Road Resurfacing
- Other Roadways