



AGENDA REPORT

SAN CLEMENTE CITY COUNCIL MEETING
Meeting Date: November 19, 2013

Agenda Item GK

Approvals:

City Manager [Signature]
Dept. Head [Signature]
Attorney _____
Finance [Signature]

Department: Public Works
Prepared By: William E. Cameron, Public Works Director/City Engineer

Subject: *APPROVE REPAIR OF THE AVENIDA PICO/EL CAMINO REAL INTERSECTION.*

Fiscal Impact: None. There are RCFPP funds remaining in the Avenida Pico/El Camino Real (ECR) Intersection project budget that can be used for the recommended repair discussed below.

Summary: Staff recommends City Council approval to replace the existing interlocking decorative pavers with asphalt in the Pico/ECR Intersection.

Background: In December 2011 the City completed improvements to the Pico/ECR intersection. The intersection was reconstructed using decorative interlocking pavers to comply with the City's Master Plan for Scenic Corridors, which designates the Pico/ECR intersection as a primary City entrance and specifies use of decorative pavers to enhance the intersection. After the project was completed the decorative pavers in several areas within the intersection failed and became loose and dislodged. These areas were replaced by the project contractor because the project was still under warranty. Additional small areas of pavers are now failing at numerous locations within the intersection, creating a potential safety hazard to motorists and bicyclists. However, staff is not confident that replacing the pavers will prevent the issue from re-occurring, therefore staff recommends replacing all of the decorative pavers with asphalt as further discussed below.

Discussion: There is an ever-increasing problem with small areas of interlocking pavers failing at numerous locations in the Pico/ECR intersection. Staff has been investigating the possible cause for these failures, and there have been discussions with the contractor, design engineer and interlocking paver supplier. So far none of them have been able to provide a verifiable explanation as to why the failures are occurring. In the meantime, the intersection surface is getting to the point where it could become hazardous if pavers start popping out.

To address this issue, staff considered hiring a local contractor to perform some minimal repairs (at a cost of about \$17,000) of the worst areas while work continued to determine a possible cause and permanent solution. However, the paver manufacturer has not been able to provide staff with a vendor that could supply sand (which helps bind the pavers together) which meets that paver manufacturer's specifications. This raises concerns as to whether or not a repair of failing paver sections can be reasonably made or if the repair will be in accordance with generally accepted industry standards. Staff also received a contractor's estimate of about

\$100,000 to completely remove and re-install the sand base and pavers, but staff is not confident that this will prevent the problem from re-occurring given the challenge in finding suitable sand as well as the root cause for the failing paver sections.

The City's experience with pavers in crosswalks and street intersections is mixed. There have been problems with the decorative paver crosswalk at Palizada/ECR and now Pico/ECR, both of which receive fairly heavy traffic and street drainage passing over them. On the other hand, we have not had any significant issues in the decorative paver intersections and crosswalks along Del Mar from ECR down towards the pier. The experience with pavers in private developments also appears mixed, based on staff's observations of commercial center entrances where some appear fine and others have been repaired multiple times. Finally, responses to an inquiry to the California League of Cities Public Works forum were also mixed, with some respondents indicating no significant issues with decorative pavers but others precluding use of decorative pavers in streets due to performance issues.

Based on the recurring problems with the decorative pavers in the Pico/ECR intersection, uncertainty regarding the cause of the problems, and uncertainty that replacing some or all of the pavers will address the issue, staff recommends City Council approval to replace the pavers with asphalt. The estimated cost for doing so is about \$59,000, and this will result in a permanent solution since asphalt is a proven and reliable pavement surface installed at many heavily-used intersections such as Pico/ECR. As noted previously, use of asphalt is inconsistent with the City's Master Plan for Scenic Corridors, but staff finds it difficult to justify continued use of decorative pavers in the Pico/ECR intersection given the high likelihood for continued problems and associated repair costs.

Given the degrading condition of the intersection and potential safety hazard, staff believes it imperative to start this replacement as soon as possible, and recommends that the City Council make an emergency determination to allow bypassing the formal bid process and quickly retain a contractor to perform the work.

Recommended

Action:

STAFF RECOMMENDS THAT the City Council:

1. Make a finding that an emergency condition exists at the Avenida Pico/El Camino Real intersection due to failing decorative pavers which are causing a potential safety hazard to motorists and bicyclists;
2. Approve and direct staff to replace the decorative pavers in the Avenida Pico/El Camino Real intersection with asphalt as soon as possible;
3. Authorize the Public Works Director/City Engineer to execute a construction contract change order for the replacement of the decorative pavers with asphalt at a cost not to exceed \$59,000; and
4. Approve an increase to the contingency from \$54,600 to \$113,600 for the existing street rehabilitation Contract No. C13-039 with R.J. Noble Company,

with the increased amount of \$59,000 to be funded from RCFPP Account No. 020-419-45300-000-12903.

Attachments: None.

Notification: None.

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