

EVERS ROAD STREET IMPROVEMENTS ASSESSMENT

Purpose

The purpose of this letter report is to provide the City of Leon Valley (City) an assessment of the current street conditions which exist on Evers Road (Forest Dell to Huebner Road) and to make recommendations as to the required improvements. Additionally, YPR is providing the City with a preliminary cost estimates for improvements.

This letter report was prepared without the benefit of a detailed environmental analysis; detailed geotechnical analyses; detailed drainage analysis or other detailed engineering analysis. The assessment and recommendation contained in this letter report are the opinions of Young Professional Resources based on its experience and data provided.

Background

- The project limit is approximately 1.2 miles in length (6,336 linear feet) from Forest Dell to Huebner Road. The street has 2 travel lanes in each direction and is approximately 44 feet wide.
- YPR met with City Staff to get both documented information as well to get their assessment of the existing conditions.
- YPR requested and received maps and records of previous work performed on Evers Road. Records indicate that since 1973 there have been at least 10 projects completed which improved street and drainage conditions on Evers Road.
- YPR staff made two site visits to the project area to view conditions.
- The street has water, sewer and telecom systems in ROW and underneath pavement.

Assessment

1. Street:

- a. Evers Road has numerous locations where the base has failed and repairs were made.
- b. There are numerous areas where the base has failed and repairs need to be made.
- c. There have been numerous utility repairs made and the trenches are settling.
- d. VIA Metropolitan Transit operates along the street and YPR observed locations where significant pavement failures at bus stops had occurred and were repaired or where failures currently exist.
- e. The street section consists of 8 to 10 inches of base materials and 2 to 4 inches of final asphalt.
- f. After observing those conditions during site visits, it is YPR's opinion that the street base materials have been compromised and need to be removed and replaced.

2. Drainage:

- a. The drainage on Evers is accomplished by either drainage pipe systems or curb and gutter surface drainage.
 - i. A large portion of the curb and gutter system is in poor condition because of cracking and settling consistent with failing base materials.

EVERS ROAD STREET IMPROVEMENTS ASSESSMENT

- ii. There is no visual evidence or information provided which gives indications of any drainage pipe system failures.
 - b. The drainage on Evers Road (between Poss Road and Sunlight Drive) at Rimkus Park is very poor. City Staff stated that this portion of roadway has to be closed even during non severe rain events and YPR Staff saw evidence of severe flooding that had previously occurred when they visited the site. YPR reviewed the 2 foot contours for the area and determined that the drainage in the area is very flat. The downstream channel which goes through the park is narrow and shallow.
3. **Sidewalks:**
- a. Sidewalks exist on portions of the street; however in some locations there are no sidewalks or the existing sidewalks are in need of repair.
 - b. Portions of the existing sidewalks are not compliant with the Americans with Disability Act (ADA) and or needs to be replaced.

Recommendation

YPR recommends the following:

1. **Street:** Recommend the total removal and replacement of the entire pavement section for the entire length of Evers Road.
 - a. The street materials will be removed to a depth of 12 inches and replaced with new materials. We recommend 10 inches of asphalt treated base and 2 inches of hot asphalt. (A geotechnical study will need to be performed to confirm that this pavement section is sufficient for the site conditions.)
 - i. There will be numerous **driveways** that will need to be replaced.
 - ii. New **traffic markings** will have to be installed to included crossings.
 - iii. Traffic signage will be replaced as required
 - iv. **Curbs** must be replaced as required
 - v. At **bus stop locations**, the street pavement section must be designed and constructed to support bus traffic. (Typically concrete bus pads are provided at the stop and for the approach.)
2. **Sidewalks:**
 - a. The existing sidewalks will be replaced where required.
 - b. New sidewalks will be added where they do not currently exist.
 - c. All sidewalks whether new or existing must be **ADA compliant**.
3. **Drainage:** The drainage issue at Rimkus Park can be remedied by **building a bridge** over the drainage channel. YPR considered the option of widening, deepening and realigning the channel through the park but it is very expensive; requires extensive permitting and will have numerous environmental and regulatory hurdles to overcome. **Elevated walk paths** shall be included in the bridge project.

EVERS ROAD STREET IMPROVEMENTS ASSESSMENT

Find attached a Map Exhibit depicting locations improvements enclosed.

Summary of Costs

YPR estimates that the total cost of project is **\$5,085,667.58**. A preliminary cost estimate is attached.

- Design - **\$ 503,985.08**
- Construction - **\$4,581,682.50**

Schedule

YPR estimates that the total duration of project is 30 months.

- Design and Bidding - **12 months**
- Construction – **18 months**



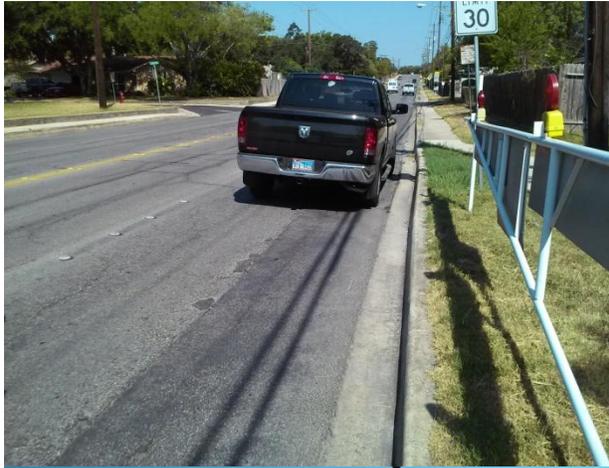
Leonard D. Young, P.E.

Young Professional Resources F-8635

Attach: Preliminary Cost

Encl: Map Exhibit

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Project:	Evers Road
Owner:	City of Leon Valley
Prepared By:	Leonard Young
Date:	13-Sep-13

	Item	Units of Measure	Number Units	Cost/Unit		Total
Street	Driveways	SY	1200	\$60.00		\$72,000.00
	Reconstruction	SY	30000	\$60.00		\$1,800,000.00
	Striping	LF	19000	\$2.00		\$38,000.00
	Asphalt Overlay	SY	2100	\$15.00		\$31,500.00
Sidewalk	Concrete Sidewalk	SY	5700	\$48.00		\$273,600.00
Curb	Curb and gutter	LF	2600	\$15.00		\$39,000.00
Bridge		SF	12000	\$100.00		\$1,200,000.00
					Construction Sub Total	\$3,454,100.00
General	Mobilization	%	0.11			\$379,951.00
	Insurance	%	0.03			\$103,623.00
	ROW Preparation	%	0.01			\$17,270.50
	Safety Plan	LS	1.00	\$5,000.00		\$5,000.00
	Traffic Control	%	0.03			\$103,623.00
Contingency		%	0.15			\$518,115.00
					General/Contingency Sub Total	\$1,127,582.50
					Total Construction	\$4,581,682.50
Engineering	Design & Cons. Mgt	%	0.11			\$503,985.08
					Grand Total	\$5,085,667.58

