LSRP PROJECT LIST (2018-2019)

ROAD MAINTENANCE AND REHABILITATION

WARD	SCOPE	STREET	LIMTS: START	LIMITS: END	MILES
1	ROAD MAINT. AND REHAB.	BUSINESS WAY	RUSSELL STREET	END OF STREET	0.05
1	ROAD MAINT. AND REHAB.	SPRUCE STREET	LA CADENA DRIVE	CHICAGO AVENUE	0.50
2	ROAD MAINT. AND REHAB.	PROSPECT AVENUE	SEDGWICK AVENUE	END OF STREET	0.16
2	ROAD MAINT. AND REHAB.	SYCAMORE CANYON BLVD.	BOX SPRINGS BLVD.	CITY LIMITS	0.89
3	ROAD MAINT. AND REHAB.	VICTORIA AVENUE	CENTRAL AVENUE	HORACE STREET	1.09
4	ROAD MAINT. AND REHAB.	VAN BUREN BOULEVARD	WOOD ROAD	ORANGE TERRACE PKWY.	1.71
5	ROAD MAINT. AND REHAB.	DONALD AVENUE	CALIFORNIA AVENUE	ADMIRALTY AVENUE	0.14
5	ROAD MAINT. AND REHAB.	ADMIRALTY AVENUE	DONALD AVENUE	JACKSON STREET	0.13
6	ROAD MAINT. AND REHAB.	TEXAS AVENUE	ARLINGTON AVENUE	COLORADO AVENUE	0.17
6	ROAD MAINT. AND REHAB.	ARIZONA AVENUE	FILLMORE STREET	LA SIERRA AVENUE	0.52
7	ROAD MAINT. AND REHAB.	GRAMERCY PLACE	TYLER STREET	VAN BUREN BOULEVARD	1.12
				TOTAL:	6.48

PROJECT DESCRIPTION:

The Road Maintenance and Rehabiliation project will consist of resurfacing 4.19 miles of arterial and 2.29 miles of residential streets to provide a safer and quieter street network system. Existing concrete sidewalk, curb/gutter, and driveways will be rehabilitated to eliminate tripping hazards and pedestrian ramps will be improved to the current ADA standards.

PROPOSED SCHEDULE FOR COMPLETION:

September 2019

ESTIMATED USEFUL LIFE OF IMPROVEMENTS:

Pavement resurfing treatments including 2-3" full-width cold mill and overlays, or edge mills with ARAM interlayers and DGAC overlays have an estimated useful life of 15-20 years without additional maintenance.

OTHER ADDITIONAL ELEMENTS:

The Road Maintenance and Rehabiliation project will utilize the Asphalt Rubber Aggregate Membrane (ARAM) technique as an interlayer. This method not only provides a cost effective way to extend the useful life of the street, but also promotes recycling markets by utilizing a resurfacing product derived from waste tires generated in California. Rubber Hot Mix Asphalt top surface overlays for Arterials is another useful method for promoting recycling products which also benefits the environment.

LSRP PROJECT LIST (2018-2019)

TRAFFIC CONTROL DEVICES

WARD	SCOPE	INTERSECTION - STREET 1	INTERSECTION -STREET 2
4, 5	TRAFFIC SIGNAL MODIFICATIONS	ADAMS STREET	LINCOLN AVENUE
1	TRAFFIC SIGNAL MODIFICATIONS	MAGNOLIA AVENUE	BRISCOE STREET
3	TRAFFIC SIGNAL MODIFICATIONS	MAGNOLIA AVENUE	PALM AVENUE / TIBBETS STREET
3	TRAFFIC SIGNAL MODIFICATIONS	MAGNOLIA AVENUE	SCHOOL CIRCLE
1	TRAFFIC SIGNAL MODIFICATIONS	BROCKTON AVENUE	TENTH STREET
1	TRAFFIC SIGNAL MODIFICATIONS	CHICAGO AVENUE	SPRUCE STREET
1	TRAFFIC SIGNAL MODIFICATIONS	COLUMBIA AVENUE	MULBERRY STREET / PRIMER STREET
4	TRAFFIC SIGNAL MODIFICATIONS	MISSON GROVE PARKWAY	MISSION VILLAGE DRIVE
4	TRAFFIC SIGNAL MODIFICATIONS	MISSON GROVE PARKWAY	MISSION VILLAGE PLACE
1	TRAFFIC SIGNAL MODIFICATIONS	OLIVEWOOD AVENUE	RAMONA DRIVE / PANORAMA ROAD
1	TRAFFIC SIGNAL MODIFICATIONS	UNIVERSITY AVENUE	PINE STREET
1, 2	TRAFFIC SIGNAL MODIFICATIONS	UNIVERSITY AVENUE	CAMPUS DRIVE
1	TRAFFIC SIGNAL MODIFICATIONS	MISSION INN AVENUE	REDWOOD DRIVE
4	NEW TRAFFIC SIGNAL SYSTEM	COLE AVENUE	KRAMERIA AVENUE
7	NEW TRAFFIC SIGNAL SYSTEM	ARLINGTON AVENUE	CHADBOURNE AVENUE
1	PEDESTRIAN SCRAMBLE IMPROVE.	MARKET STREET	UNIVERSITY AVENUE
1	PEDESTRIAN SCRAMBLE IMPROVE.	MARKET STREET	MISSION INN AVENUE
1, 2	PEDESTRIAN HAWK SIGNAL	THIRD STREET	TRADE CENTER DRIVE

PROJECT DESCRIPTION:

The Traffic Signal Modification projects will upgrade the faciliteis to be compatible with current industry and City standards. Improvements include replacing equipment cabinets, signal rewiring to replace individual conductors with signal cable, replacing controllers, and new cabinet foundations when required.

The Traffic Signal Installation projects will makes it easier for pedestrians, bicyclists, motorists, and public transit to enter the intersection. Traffic signals reduce overall intersection delay and in general reduce emissions and congestion.

Pedestrian Scramble Improvement projects will modify the traffic cycles and install new diagonal crosswalks to temporarily stop all vehicular traffic and allow pedestrian movements in all directions including diagnolly. Pedestrian scrambles safeguard pedestrian crossings, encourage active transportation, and would better serve the numerous special events held in the Downtown area.

The Pedestrian HAWK Signal Installation project will benefit John W. North High School. The HAWK signal system would improve pedestrian crossings and would encourage parents to use Trade Center Drive as an alternate drop off and pickup location. The HAWK signal is a pedestrian beacon designed to stop traffic flow to allow pedestrians to cross safely.

PROPOSED SCHEDULE FOR COMPLETION:

September 2019

ESTIMATED USEFUL LIFE OF IMPROVEMENTS:

Per accepted industry practice, Traffic Signal Modification projects have a useful life of 20 years; New Traffic Signal Systems have a useful life of 30 years; Pedestrian Scrambles Systems have a useful life of 15 years; and HAWK Signal Systems have a useful life of 30 years.

OTHER ADDITIONAL ELEMENTS:

None.