



# City Council Report

**Date:** August 18, 2014  
**To:** City Council  
**Through:** Kari Kent, Deputy City Manager  
**From:** Beth Huning, City Engineer  
Rob Kidder, Assistant City Engineer  
**Subject:** Central Mesa Light Rail Extension  
City Funded Asphalt Upgrade  
City Project C09046  
Districts 3 and 4

## Strategic Initiatives



## Purpose and Recommendation

The purpose of this report is to provide information to the Council on the inclusion of City funded improvements as part of the Central Mesa Light Rail Extension (CME) project. (See Exhibit “A” for project location).

Staff recommends that Council approve the expenditure of funds for the use of polymer modified terminal blend asphalt binder for the surface course paving located throughout the CME project. The total amount of the proposed improvements is \$321,049.

## Background

On June 27, 2011, the City Council approved entering into a Design and Construction Agreement for the development of the Central Mesa Light Rail Extension (CME) project. This project will extend the existing light rail system from the current end of line station at Sycamore and Main Street in Mesa, to a new end of line station east of Mesa Drive on Main Street, approximately three miles.

The approved Design and Construction Agreement includes a process for the City to add City funded improvements to the project. These improvements typically include upgrades to City utilities and other facilities that are located adjacent to or within the new light rail facilities, but are not being impacted directly by the project. These improvements are referred to as Concurrent Non-Project Activities (CNPA), which must be funded by the City.

The improvement included in this CNPA request is to use polymer modified terminal blend asphalt binder in lieu of conventional asphalt binder on the surface course paving for the entire alignment of the project.

The CME Light Rail project was required to be designed to 2011 City standards. The use of the polymer modified asphalt binder became a City standard at the beginning of 2014. The benefits it provides is a much stronger and age-resistant surface pavement course that will help prevent common issues such as shoving, rutting and bleeding. Additionally, the upgraded asphalt binder will provide a smoother driving surface. Implementing this change now will reduce future disruptions to the roadway and traffic in the new light rail corridor due to maintenance activities.

## **Discussion**

The request to use polymer modified asphalt binder in lieu of conventional binder was submitted to METRO for their review and concurrence. As part of this process, METRO requested pricing for the substitution of polymer modified asphalt binder from the CME project contractor, Valley Transit Constructors (VTC). The pricing provided from the contractor was reviewed and negotiated by City staff, after which all parties agreed to a negotiated cost that was reasonable for the proposed work.

## **Alternatives**

The Council could choose to not include these CNPA improvements as part of the light rail project. This is not recommended since potential roadway repairs in the following years would be more costly and disruptive to the public.

## **Fiscal Impact**

This project is funded by 2013 authorized Street bonds.

## **Coordinated With**

The Transportation Department concurs with this recommendation.