

**Resolution amending City Council Policy 28 that provides guidelines on whether asphalt pavement (HMAC) or concrete pavement (PCC) should be selected for the construction of arterial and collector streets**

**WHEREAS**, the Corpus Christi City Council has requested the Public Works Department reconsider its evaluations for recommending when either asphalt or concrete pavement should be used for the design and construction of streets;

**WHEREAS**, streets will continue to be designed and bid with both asphalt and concrete pavement unless preliminary research by Public Works supports either an asphalt or concrete surface design;

**WHEREAS**, whether a road is classified as a Collector or an Arterial shall be a factor when considering whether a particular surface type is more suitable for the design of a particular street.

**WHEREAS**, the City of Corpus Christi is currently expending funds for engineering design firms to design plans for the bid and construction of City Streets with both concrete and asphalt pavement designs when a street may be more suitable for a particular design;

**WHEREAS**, the FY 2024 policy update includes an emphasis on heavy vehicle traffic (trucks, buses, etc.), constructability, continuity of existing pavement, and the presence of underground utilities for selection of concrete or asphalt pavement;

**WHEREAS**, the Department of Public Works shall use the criteria listed below to determine whether the City Street shall be an asphalt or concrete street;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CORPUS CHRISTI, TEXAS:**

**SECTION 1.** City Council Policy 28 is amended as follows:

**28. – Guidelines for the Selection of Asphalt or Concrete Pavement for Residential, Collector, and Arterial Streets Design and Construction**

If the street is classified as a Collector, then Asphalt Pavement will be utilized for the design and construction of the street unless the street has a high heavy vehicle volume (trucks, buses, etc.). In the event the street is located in an industrial area and/or an area with a high percentage of average daily heavy vehicle traffic then concrete pavement will be used for the design and construction of the street.

If the street is classified as an Arterial then the underground utilities, constructability, continuity and amount of heavy vehicle traffic will be considered in deciding whether concrete or asphalt pavement should be utilized for the design and construction of the street.

When large quantities of underground utilities are present under a street and/or a street is located in an area with a high percentage of average daily heavy vehicle traffic, then concrete pavement will be utilized for the design.

In the event a street is located in an area where the constructability of concrete pavement would not be feasible because of the requirement of continuous driveway access to facilities/residences then asphalt pavement will be utilized for the design of the street.

Further the continuity of the existing pavement type shall be considered in the selection of asphalt or concrete pavement.

In the event none of the above factors are determinative then street will be designed and bid with both asphalt and concrete pavement and if the construction cost for concrete pavement is within \$125,000.00 per lane mile, which should represent the future anticipated maintenance cost of the asphalt pavement alternative, then the concrete pavement alternative will be used for the construction of the street.

.PASSED and APPROVED on the \_\_\_\_\_ day of \_\_\_\_\_, 2024.

ATTEST:

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Paulette Guajardo, Mayor

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Rebecca Huerta, City Secretary