



DATE: December 4, 2018

TO: Mayor and City Council

FROM: Interim Director of Public Works

SUBJECT Approval of Plans and Specifications, and Call for Bids for the FY2019 Pavement Rehabilitation and Preventative Maintenance Project

RECOMMENDATION

That the Council adopts the attached Resolution (Attachment II) approving the plans and specifications for the FY2019 Pavement Rehabilitation and Preventive Maintenance Project, calling for bids to be received on January 15, 2019.

SUMMARY

The FY 2019 Pavement Project calls for the rehabilitation and preventive maintenance of thirty-seven City street sections (Attachment III). The proposed improvements will repair failed pavement sections and improve street surfaces.

The project budget of \$8,374,000 is funded via the Gas Tax, Measure B, Measure BB, Vehicle Registration Fees, and anticipated Road Repair and Accountability Act (SB1) funds.

BACKGROUND

On April 25, 2018, staff presented to the Council Infrastructure Committee (CIC) a review of the FY2019 Pavement Rehabilitation & Preventive Maintenance Project, including street selection criteria, treatment types, and budget allocations.

On May 15, 2018, staff recommended Council approve a project list for the SB1 FY2019 Pavement Rehabilitation Funding. A resolution was required to submit an application to the California Transportation Commission (CTC) to receive \$2,674,000 in funding for pavement improvement. The streets initially identified for treatment, as included in the application and as presented to the CIC, were preliminary and have since changed due to revised cost estimates and new street treatment requests.

On May 22, 2018, staff recommended Council adopt a resolution authorizing the City Manager to execute a professional services agreement with Pavement Engineering, Inc., (PEI) for engineering services associated with the FY2019 Pavement Project. The scope of work for PEI is limited to engineering review, pavement evaluation, measurement of field quantities, curb ramp design, and construction support.

DISCUSSION

The street selection for the Pavement Rehabilitation and Preventive Maintenance Project is based on staff's analysis using several criteria described below:

- **Technology** – The Pavement Management Program (PMP)¹ evaluates current and predicts future roadway conditions. It provides logical and efficient methods of identifying street rehabilitation needs. It also determines the most cost-effective allocation of funds to the street segments needing preventive maintenance, rehabilitation or reconstruction. Staff utilized the PMP to compile an initial list of recommended streets. This list is then revised to consider other criteria and to meet project budget allocation parameters.
- **Internal Reports** - Reports from the City's Maintenance Services staff on streets needing repair were considered.
- **Council Input** – Councilmember requests for selecting streets were considered.
- **Public Input** - Public requests for selecting streets were considered.
- **Street Classification** – Reserve arterial streets to be funded via grants.
- **Funding Availability** – Available funding and potential for obtaining outside grant funding was evaluated.

The project involves two treatment types:

1. **Preventive Maintenance** – Micro-surfacing including spot repair and crack sealing for streets with a Pavement Condition Index (PCI) rating between 70-85.
2. **Pavement Rehabilitation** – Overlay including spot repair and pavement fabric for streets with a PCI rating between 40-70.

On November 29, 2017, the CIC approved the following project allocation parameters:

1. Minimum 20% of project budget allocated to preventive maintenance treatment.
2. Maximum 80% of project budget allocated to rehabilitation treatment.
3. 15% of the combined treatments allocated to streets located within Industrial areas of Hayward.
4. 10% of the combined treatments allocated for streets having PCI of less than thirty.

¹ The PMP is a Metropolitan Transportation Commission (MTC) recommended software program.

Based on staff's analysis using the criteria described above, the current list of streets differs slightly from the listed goals:

Project Budget Allocation	Goal	Current Performance
Preventive Maintenance Treatment	20% minimum	30%
Rehabilitation Treatment	80% maximum	70%
Streets Located in Industrial Hayward	15% minimum	10%
Streets with PCI Less than 30	10% minimum	20%

The project street list includes new bike lanes and sharrows. Green paint striping for bicyclists is not recommended for the streets in this project.

This project is categorically exempt under Section 15301(c) of the California Environmental Quality Act Guidelines for the operation, repair, maintenance, or minor alteration of existing facilities.

ECONOMIC IMPACT

The project is funded by City's Capital Improvement Program and State Road Repair and Accountability Act (SB1) funds.

FISCAL IMPACT

The estimated project funding sources are as follows:

210 - Gas Tax	\$700,000
212 - Measure BB – Local Transportation	\$1,900,000
215 - Measure B – Local Transportation	\$2,350,000
218 – Vehicle Registration Fee	\$750,000
211 – RRAA (SB1)	<u>\$2,674,000</u>
<i>Total:</i>	<u>\$8,374,000</u>

STRATEGIC INITIATIVES

This project supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets Initiative is to build and maintain streets that are safe, comfortable, and convenient for travel for everyone, regardless of age or ability; including motorists, pedestrians, bicyclists, and public transportation riders. This project supports the following goal and objectives:

Goal 1: Prioritize safety for all modes of travel.

Objective 1: Reduce the number of fatal and non-fatal traffic accidents in the City through engineering evaluation of major intersection and corridors.

Objective 3: Ensure that roadway construction and retrofit programs include complete streets elements. This project ensured that consideration was given to all users of the street, including pedestrians, bicyclists, transit users, senior citizens, and school children, in addition to vehicular traffic.

SUSTAINABILITY FEATURES

The project requires the contractor to recycle all construction and demolition debris.

This project is consistent with the City's Complete Streets Policy and improves travel for all users including:

- Improved pavement for motorists
- Additional bike lanes and sharrows for bicyclists
- More visible pavement markings for pedestrians, including near school zones
- New or upgraded curb ramps to meet the recently revised Caltrans standards for pedestrians

The project satisfies the following General Plan policies:

- PFS-7.10 Recycled Products or Processes for Capital Projects
- HQL-2.5 Safe Routes to School
- HQL-2.6 Education on Sharing the Road
- M-1.7 Eliminate Gaps (in pedestrian networks)
- M-3.1 Serving All Users
- M-5.1 Pedestrian Needs
- M-5.6 Safe Pedestrian Crossings
- M-6.2 Encourage Bicycle Use

PUBLIC CONTACT

Immediately after the construction contract is awarded, a preliminary notice explaining the project will be posted and distributed to all residents and businesses along the affected streets. After the construction work has been scheduled, signs on barricades will be posted seventy-two hours prior to commencement of work indicating the date and time of work for each street. Residents will be advised to park their vehicles on side streets outside of the work area during the period when the streets are being treated.

NEXT STEPS

January 2019	Bid Opening
February 2019	Award of Contract
March 2019	Start of Construction
July 2019	End of Construction

Prepared by: Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Interim Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read "K. McAdoo". The signature is written in a cursive, flowing style.

Kelly McAdoo, City Manager