



DATE: May 2, 2017

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT FY 2017 & FY 2018 Pavement Preventive Maintenance & Resurfacing Project:
Approval of Plans and Specifications and Call for Bids

RECOMMENDATION

That Council adopts the attached resolution (Attachment II) approving the plans and specifications for the FY 2017 & FY 2018 Pavement Preventive Maintenance & Resurfacing project, calling for bids to be received on May 23, 2017.

BACKGROUND

The City's Pavement Preventive Maintenance and Resurfacing Program has determined that the application of micro-surfacing is a better alternative to slurry seal treatment when protecting, preserving, and extending the pavement life of City streets in fair condition with low to moderate distress and narrow cracks.

Micro-Surfacing is like Slurry Seal, but with a polymer added for longer wear and better resistance to traffic, less cracking, and a much quicker set time that does not rely on the sun or heat for evaporation to occur. This allows the street to be returned to traffic use much sooner. Pavement Preventive Maintenance rejuvenates asphalt pavement, prevents water from infiltrating the pavement structure, protects the pavement system, and slows the rate of deterioration.

Pavement Preventive Maintenance treatment is typically applied every five to seven years after a street has received a new surface treatment and before the street begins to deteriorate to the point where more costly rehabilitation or reconstruction work will be needed.

DISCUSSION

The FY 2016 Pavement Rehabilitation Program provided funds for the City's Pavement Preventive Maintenance and Resurfacing Program. A total of 218 street sections were treated during that project. Due to the extensive number of streets included in the FY 2016 Program, the selection of streets, design, and estimate for FY 2017 was postponed to the latter part of FY 2017. Now, with an expectation that the City will obtain better bids with a

larger project, staff has prepared the plans, specifications, and estimates combining the FY 2017 & FY 2018 funding.

The selection of streets for this year's Preventive Maintenance Project is based on staff's analysis of the Pavement Condition Indices (PCI) identified through the City's computerized Pavement Management Program (PMP), field examination, and the functional classification of each street. This project will cover ten lane-miles of city streets. Overall, the City is responsible for the maintenance of 657 lane-miles of roadway.

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.

Community Workforce Agreement

On November 15, 2016, City Council authorized the City Manager to execute a Community Workforce Agreement (CWA) with the Building and Construction Trades Council of Alameda County with an effective date of January 1, 2017 and a term of three years. Because the construction cost of this project will exceed one million dollars, it is subject to the CWA.

FISCAL IMPACT

The estimated project costs are as follows:

Construction Contract	\$	2,100,000
Construction Contingencies	\$	200,000
Design and Contract Administration	\$	100,000
Construction Inspection and Testing	\$	240,000
	\$	<u>2,640,000</u>

The recommended FY 2017 Capital Improvement Program includes funding for the project are as follows:

<u>FUNDING</u>		<u>AMOUNT</u>
Measure B (Fund 215)	\$	490,000
Gas Tax (Fund 210)	\$	<u>2,150,000</u>
	\$	<u>2,640,000</u>

SUSTAINABILITY FEATURES

The City's Street Preventative Maintenance (PM) & Resurfacing Program prolongs the useful life of streets in relatively good condition before they degrade to a point where they need more costly rehabilitation or reconstruction. This timely maintenance eliminates the need for removing, recycling, and replacing deep sections of asphalt and reduces greenhouse gas emissions associated with asphalt paving rehabilitation or reconstruction.

All material generated during construction and demolition will be sent to designated facilities for recycling. Recycled Portland Cement Concrete is specified for use as aggregate base for any new concrete curb, gutter, ramps and sidewalk. Improvements made to sidewalks will encourage the public to walk more as opposed to driving their vehicles. This reduces carbon emissions which benefits our environment.

PUBLIC CONTACT

Staff has undertaken careful planning of the work to prevent traffic congestion and limit inconvenience to businesses, residents, and visitors. This will be done through close coordination with other contractors working on pavement rehabilitation. Paving work will be planned to minimize interruptions to local traffic and parking, and to keep side streets open when working on a given street to allow residents to park on streets that are not too far from their homes.

Immediately after the construction contract is awarded, a preliminary notice explaining the project will be posted and distributed to all residents and businesses along affected streets. Signs on barricades will be posted seventy-two hours prior to commencement of work, indicating the date and time of work for each street. The notice will explain the necessity for allowing the micro-surfacing coats to dry (for approximately one hour) before the streets can be reopened to traffic. 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.

SCHEDULE

Open Bids	May 30, 2017
Award Contract	June 20, 2017
Begin Work	July 24, 2017
Complete Work	October 18, 2017

Prepared by: Kevin Briggs, Acting Assistant City Engineer

Recommended by: Morad Fakhrai, Director of Public Works

Approved by:



Kelly McAdoo, City Manager