



DATE: February 25, 2025

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT Adopt a Resolution Approving Plans and Specifications and Call for Bids for the FY25 Pavement Improvement Project, Project No. 05338

RECOMMENDATION

That the City Council adopts the attached resolution (Attachment II) approving the plans and specifications and call for bids for the FY25 Pavement Improvement Project (PIP).

SUMMARY

The FY 2024-2025 PIP calls for the rehabilitation of 14 street sections and preventive maintenance for 51 street sections, totaling 65 street sections to be addressed (Attachment III). The proposed improvements will repair failed pavement sections and improve street surfaces.

The project budget of \$14,500,000 is funded via the Gas Tax, Road Repair and Accountability Act (RRAA) (SB1), Measure BB, Vehicle Registration Fees, Street Impact Fee, and Street System Improvement funds.

There is no General Fund contribution to this project.

BACKGROUND

On April 23, 2024¹, staff recommended City Council approve a project list for the SB1 FY 2024-2025 PIP Funding. A resolution was required to apply to the California Transportation Commission (CTC) to receive an estimated \$4,000,000 in funding for pavement improvement.

On April 23, 2024², staff recommended Council adopt a resolution authorizing the City Manager to execute Amendment No. 6 to the Professional Services Agreement (PSA) with Pavement Engineering, Inc., (PEI) for engineering services associated with the FY 2024-2025 PIP. The scope of work for PEI is limited to engineering review, pavement evaluation, measurement of field quantities, curb ramp design, and construction support.

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4544075&GUID=F617FA6F-C198-474E-B133-26C761043039&Options=&Search=>

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=4548864&GUID=6506EE24-A2C3-455B-92E1-8A42B60887B1&Options=&Search=>

The PIP involves a combination of up to four types of treatments:

Pavement Rehabilitation:

- 1) Standard overlay of the existing street pavement with new Hot Mix Asphalt surfacing.
- 2) Cold-In-Place Recycling (CIR), which involves removing the top layer of asphalt, mixing the removed aggregates with a recycling agent and other additives on-site, replacing this pavement material onto the same roadway, then applying a Hot Mix Asphalt overlay.
- 3) Full Depth Reclamation (FDR), which consists of pulverizing and mixing distressed asphalt and underlying pavement materials with or without the addition of stabilizing agents; using the resulting material as a base for the renewed pavement structure and adding a new Hot Mix Asphalt cap.

Preventive Maintenance:

- 4) Varying combinations of: crack sealing, 6" spot repair and micro-surfacing.

Street selection for the PIP is based on staff analysis using several criteria described below:

- **Technology** – The Pavement Management Program (PMP)³ 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 project budget allocation parameters.
- **Internal Reports** - Reports from the City's Maintenance Services staff on streets needing repair were considered.
- **Council Members Input** – Council member requests for selecting streets were considered.
- **Public Input** - Public requests for selecting streets were considered.
- **Geographic Location** – Selecting streets in close vicinity to help lower construction bids was considered.
- **Funding Availability** – Available funding and potential for obtaining outside grant funding was evaluated.

The Pavement Condition Index (PCI) is an overall rating of road conditions. The PCI of each arterial and collector street segment is evaluated by an independent third-party every other year, and each residential street segment is evaluated every five years.

³ The PMP is a Metropolitan Transportation Commission (MTC) recommended software program.

| <u>PCI Rating</u> | <u>Description</u> |
|-------------------|--|
| 100 | This rating is given to newly constructed or rehabilitated roadways. |
| 85 - 99 | Highly functional roadway. No action required. |
| 70 - 85 | Roadway can be maintained ("preventive maintenance") with crack sealing, slurry seals, micro-surfacing, and some minor, localized pothole repairs. As the roadway pavement ages, preventive maintenance may not be effective after a few maintenance cycles. |
| 40 - 70 | Extensive "dig-outs," grinding, fabric, or asphalt overlays may be required to maintain (or "rehabilitate") roadway. |
| 0 - 40 | Roadway requires complete reconstruction using full depth reconstruction, cold in place recycling, or hot in-place recycling methods. If a street deteriorates beyond certain points, it becomes progressively more expensive to bring that street back to the desired standard. |

DISCUSSION

The FY 2024-2025 PIP focuses on enhancing the streets in the Mission Garin neighborhood, the Southwest Industrial district, and several arterial roads including portions of Industrial Parkway and Winton Avenue. The FY25 PIP aims to promote social equity by paving collector and arterial streets in proximity to lower socioeconomic areas, including Gading Rd, Cypress Rd, and Industrial Pkwy.

Staff has engaged an experienced consultant, Pavement Engineering, Inc., (PEI) to validate the selection of street segments and assess the approximate level of treatment required for each. Additionally, PEI will provide essential engineering support services throughout the project.

4.7 centerline miles of bike lane striping will be installed at the following locations:

1.9 centerline miles of Class II Bike Lanes:

- Amador St, Elmhurst St to Winton Av (0.2 miles)
- Clawiter Rd, Breakwater Av to SPRR Tracks (0.7 miles)
- Cypress Ave, Harder Rd to Jackson St (0.4 miles)
- Gading Rd, W. Harder Rd to Schafer Rd (0.6 miles)

2.8 centerline miles of Class IV Bike Lanes:

- D St, Watkins St to Winton Ave (0.6 miles)
- Hayward Blvd, Carlos Bee Blvd to Farm Hill Dr (1.0miles)⁴
- Industrial Pkwy, Huntwood Av to Mission Blvd (0.8 miles)
- Winton Av, D St to Amador St (0.4 miles)

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

On November 15, 2016, Council passed a resolution authorizing a Community Workforce Agreement (CWA) with the Alameda County Building Trades Council (BTC), which applies to City projects with construction costs of \$1,000,000 or more. The agreement requires contractors to use local union hiring halls, encourages contractors to employ Hayward residents or Hayward Unified School District graduates, and requires hired workers to pay union dues and other benefit trust fund contributions, etc. The construction cost estimate for the FY25 PIP is more than \$1,000,000, therefore, the CWA Agreement applies to this project.

ECONOMIC IMPACT

The project is funded by City's CIP Program and State RRAA (SB1) funds.

FISCAL IMPACT

The estimated project funding sources are as follows:

| | |
|---|--------------------|
| • 210 - Gas Tax | \$550,000 |
| • 211 – RRAA (SB1) | \$4,300,000 |
| • 212 - Measure BB – Local Transportation | \$7,310,000 |
| • 218 – Vehicle Registration Fee | \$840,000 |
| • 450 – Street System Improvements | <u>\$1,500,000</u> |
| <i>Total:</i> | \$14,500,000 |

STRATEGIC ROADMAP

This agenda item supports the Strategic Roadmap of Invest in Infrastructure. Specifically, this item relates to the implementation of the following project(s):

Project N6 - Continue to add approximate 10 miles of bike lanes annually, with a focus on protected bike lanes and intersections that have high traffic/incidents.

⁴ Hayward Blvd bike lane will be class IV in uphill direction and class II in downhill direction.

SUSTAINABILITY FEATURES

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

This project is consistent with 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 2040 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

| | |
|------------|-----------------------|
| March 2025 | Bid Opening |
| April 2025 | Award of Contract |
| May 2025 | Start of Construction |
| Fall 2025 | End of Construction |

Prepared by: Kathy Garcia, Deputy Director of Public Works
Yama Farouqi, Associate Civil Engineer

Recommended by: Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'Dr. Alvarez', written over a horizontal line.

Dr. Ana M. Alvarez, City Manager