



**DATE:** May 2, 2017

**TO:** Mayor and City Council

**FROM:** Director of Public Works

**SUBJECT** FY 2017 & FY 2018 Pavement Rehabilitation Project - Approval of Plans and Specifications and Call for Bids

### **RECOMMENDATION**

That Council adopts the attached resolution (Attachment II) and approves the plans and specifications for the FY 2017 & FY 2018 Pavement Rehabilitation Project, and calls for bids to be received on May 30, 2017.

### **BACKGROUND**

This year's Pavement Rehabilitation Project calls for the rehabilitation of sixty-two city street sections. Please see Attachment III for the list of streets. The proposed improvements will repair failed pavement sections and improve street surfaces.

### **DISCUSSION**

FY 2017 and FY 2018 funding from Measure B, Measure BB, Gas Tax, Vehicle Registration Fees, and from the Street System Improvements were combined to allow the City to engage in another large street pavement improvement program. Competitive construction bids for a larger project are anticipated, like those received for both FY 2016 Pavement Rehabilitation & Reconstruction and FY 2016 Pavement Preventive Maintenance projects. This will allow the City to maximize the number of streets to be rehabilitated.

The Pavement Rehabilitation & Reconstruction Program repairs severely deteriorated streets. This may involve one of three types of treatments: 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; or 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.

Over recent years and consistent with Council's direction to use environmentally friendly products and reduce the City's carbon footprint, Engineering staff have modified design standards for pavement construction. These methods have also proven to reduce cost and time. The pavement methods described above all involve the reuse of the existing pavement materials. In addition to the cost savings from not exporting the old asphalt concrete material, the reduced number of truck trips to a recycling center and asphalt plant also reduces the City's carbon footprint.

The streets were selected 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 forty lane-miles of streets. Overall, the City is responsible for the maintenance of 657 lane-miles of roadway.

The number of streets included in the FY 2017 and FY 2018 program will address a few areas of the City's much needed streets repair, but will not significantly decrease the street maintenance backlog, which stood at over \$100 million in 2015 and is expected to grow based on the Pavement Management System Updated Report submitted to Metropolitan Transportation Commission (MTC).

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	\$	8,500,000
Construction Contingencies	\$	1,100,000
Design and Contract Administration	\$	250,000
Construction Inspection and Testing	\$	888,000
	\$	<u>10,738,000</u>

The recommended FY 2017 & FY 2018 Capital Improvement Program includes funding from various sources as follows:

<b><u>FUNDING</u></b>	<b><u>AMOUNT</u></b>
Measure B (Fund 215)	\$ 4,035,000
Measure BB (Fund 212)	\$ 3,975,000
Vehicle Registration Fee (Fund 218)	\$ 1,750,000
Street System Improvement (Fund 450)	\$ 978,000
	\$ 10,738,000

**SUSTAINABILITY FEATURES**

The City’s Pavement Rehabilitation Project uses innovative, new processes that recycle asphalt materials on-site and minimize the need for exporting and replacing the deteriorated portion of the City’s roadways. This reduces greenhouse gas emissions associated with exporting to a recycling center and asphalt plant.

All excess 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 the environment.

**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.

**SCHEDULE**

Open Bids	May 30, 2017
Award Contract	June 20, 2017
Begin Work	July 17, 2017
Complete Work	November 17, 2017

*Prepared by:* Kevin Briggs, Acting Assistant City Engineer

*Recommended by:* Morad Fakhrai, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'K McAadoo', written in a cursive style.

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Kelly McAadoo, City Manager