



CITY OF FORT BRAGG

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COUNCIL COMMITTEE ITEM SUMMARY REPORT

MEETING DATE: September 12, 2018
TO: Public Works & Facilities Committee
FROM: Chantell O'Neal, Engineering Technician
AGENDA ITEM TITLE: Receive Report and Provide Direction Regarding RFP Scope of Work for 2019 Streets Rehabilitation Project

ISSUE:

A design RFP for the 2019 Streets Rehabilitation Project is being prepared for City Council consent for the first meeting in October and the RFP will be released pending councils acceptance of the projects design scope. The 2019 Streets Rehabilitation Project scope includes the rehabilitation of approximately one mile of City streets. This project was submitted for partial funding under the Formulaic Local Partnership Program (LPP) Cycle 1 gas tax money approved by Senate Bill -1 (SB-1) Road Maintenance and Repair Act (RMRA).

SUMMARY:

Background

Since 1994, the Mendocino Council of Governments has funded triennial updates to pavement management systems for the five public entities that own and maintain streets and roads in Mendocino County. The most recent update, the 2017 Pavement Management Program Update – Final Report (NCE, September 2017) is now in use and provides specific guidance for maintaining the pavement systems within budgetary constraints.

The current average Pavement Condition Index (PCI) for the City of Fort Bragg streets is 76 on a scale of 0 to 100. Whereas 75.7% of the street network is rated either Good or Very Good, 7.3% of the network is Very Poor or Failed. With an investment of nearly \$34 million in the city's street system, it is critical that the Pavement Condition Index be improved through maintenance practices that will lead to fewer streets dropping into the Very Poor or Failed category. The Pavement Management Program PCI does not include the conditions of the City's alley network.

The recommended scenario for Fort Bragg in the 2017 Pavement Management Program Update – Final Report is a strategy designed to emphasize a well-funded preventive maintenance program with rehabilitation projects to improve pavement currently in poor condition. The City's intent to use Local Partnership Program funding for rehabilitating residential city streets in the worst condition is consistent with the Fix It First philosophy of SB-1.

Most streets in the Fort Bragg system are asphalt concrete. The estimated cost of full depth reclamation reported in the 2017 update is \$89.00 per square yard and reconstruction is \$52.00 per square yard. Reconstruction is the treatment which the pavement management system attempts to avoid through extension of the life of pavement through preventative maintenance. It is generally needed when an individual street drops to a PCI of 25 or below. If no maintenance were done, eventually all streets would deteriorate to the point that they fall into the Very Poor or Failed category.

The City's goal is to fix the streets with failed pavement, those that have not received treatment in many years. Benefits to the public of improved pavement condition include:

- Increased operating safety
- Lower operating costs due to fewer tire and suspension system repairs
- Higher property value
- Smoother traffic flow
- Increased riding comfort
- Lower cost of local government
- Lower use of natural resources

Benefits

As described in the "City of Fort Bragg – 2017 Pavement Management Program Update" (PMP), the City has implemented a multi-year street rehabilitation and maintenance program. Using the Pavement Condition Indices developed in the PMP, the 17 locations with the lowest PCI (PCI - of 20 or lower) were considered. Initial cost estimates identified the 14 worst locations as being within the allocated project budget amount. The other 3 will be included as additive alternate bid items in the event a construction bid is received below the project cost estimate. Locations selected for rehabilitation are listed in Table 1 and shown on a map in Figure 2.

In general, these road segments have received only nominal maintenance due to on-going funding constraints and have been identified in the PMP as most in need. These streets have deteriorated to the point of near failure. Their rehabilitation will restore almost one mile of City streets to new so they can be returned to the standard maintenance cycle. Several neighborhoods will have streets of reasonable ride-ability and durability that they have not had for decades. Approximately 100 homes and businesses will directly benefit from the implementation of this project.

Budget

\$2,000,000 for the project was budgeted in the City's Fiscal Year 2017-18 Annual Budget. The total project cost is estimated at \$2,100,000. The first \$200,000 of the project will be covered by LPP funds with the remaining project costs of \$1,900,000 being covered by the City's Special Street Sales Tax money. The design portion of this project is estimated at \$150,000. Street Sales Tax money committed to this project has been verified as available for funding the proposed project, based on the City's 2017 Financial Transactions Report.

Priority Streets							
STREET NAME	STREET SEGMENT ID	BEGINNING LOCATION	END LOCAITON	LANES	LENGTH (LF)	WIDTH (LF)	PCI
ALGER ST.	ALGER ST. - ALGER	N.F.CURB LAUREL 0+00	END OF ST. 5+64	2	564	22	8
DUBOIS LANE	DUBOIS LANE - DUBOIS	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	2	207	25	3
EAST FIR ST. 002	EAST FIR ST. 002 - EFIR	RR TRACKS	W.F.CURB H FRANKLIN	2	192	44	15
ESPEY WAY	ESPEY WAY - ESPEY	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	2	258	36	3
HALSEY WAY	HALSEY WAY - HALSEY	E.F. CURB MCKINLEY ST.0+00	E.F. CURB HALSY WAY 2+85	2	285	32	13
MYRTLE ST.	MYRTLE ST. - MYRTLE	S.F. N. HARBOR DR. 0+00	S.EDGE SOUTH ST. 5+55	2	555	26	9
NORTH HAROLD ST. 001	NORTH HAROLD ST. 001	END OF PAVEMENT 0+00	N.S.DRVVY BEHIND M.SCHOOL3+16	2	316	28	10
NORTH HAROLD ST. 002	NORTH HAROLD ST. 002	N.SIDE M.S.SCH.DRVWAY 0+00	N.CURB @ FIR ST.2+85	2	285	40	8
OLSEN LANE	OLSEN LANE - OLSEN	S.F. CURB CHESTNUT 0+00	END OF ST. 6+52	2	652	28	7
RASSMUSSEN LANE	RASSMUSSEN LANE - RAS	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	2	455	13	11
SPRING ST.	SPRING ST. - SPRING	S.F. CURB CHESTNUT ST 0+00	END OF PAVEMENT 5+04	2	504	30	7
WEST ALDER ST.	WEST ALDER ST. - WALDE	W.P.L. N. COAST PLMB. 0+00	W.F. HWY1 1+50	2	150	43	10
WEST REDWOOD AVE.	WEST REDWOOD AVE. - \	WEST EDGE ALLEY 0+00	W.F. CURB HWY1 1+85	2	185	44	14
WOODWARD ST.	WOODWARD ST. - WOOL	S EDGE SOUTH ST. 0+00	END ST. @ NAIL 6+50	2	650	26	3
Alternates							
STREET NAME	STREET SEGMENT ID	BEGINNING LOCATION	END LOCAITON	LANES	LENGTH (LF)	WIDTH (LF)	PCI
HAZEL ST.003	HAZEL ST.003 - HAZEL	E.F.CURB S. McPHERSON 0+00	W.F.CURB S.HARRISON 2+95	2	295	27	16
NESS AVE.	NESS AVE. - NESS	E.F. CURB SANDERSON WAY 0+00	E. P.L. 111 NESS FENCE 2+45	2	245	22	19
WEST FIR ST.	WEST FIR ST. - WFIR	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	2	825	43	16

Table 1: Streets Selected for Rehabilitation in 2019

Schedule

Preliminary project preparation and design is scheduled for this fall and construction will take place in the summer of 2019. All work take place within the existing, developed public right of way. Environmental review and permitting requirements are expected to be minimal. Since the work is rehabilitation in nature, no new right of way or easements are expected. The streets serve parts of the City where capacity increases are unnecessary. The attached engineering and design RFP will be released for bid as soon as the scope of work has been vetted and approved by Committee and Council. The timing of the design release is planned with the intent of catching the most competitive bidding environment. Construction will begin after the end of wet weather in 2019. Sixty to 90 working days should be enough to complete construction before the end of 2019. A project schedule is shown in Figure 1.

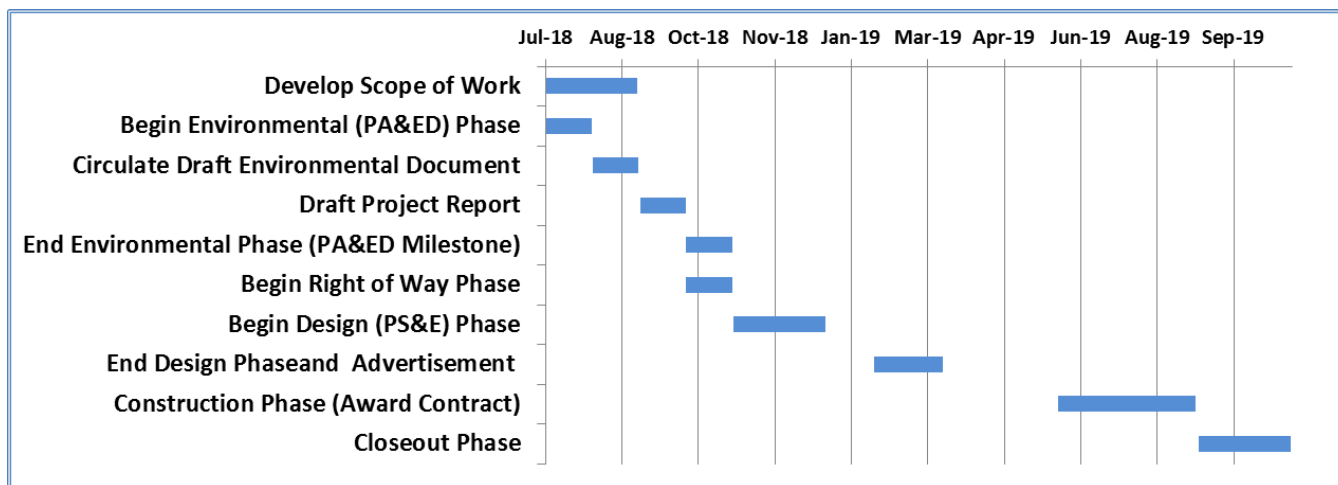


Figure 1: 2019 Streets Rehabilitation Schedule

RECOMMENDATION:

Provide a recommendation to City Council regarding the 2019 Streets Rehabilitation Project Engineering and Design RFP.

ATTACHMENTS:

RFP for Engineering and Design Services for the 2019 Streets Rehabilitation Project

Local Partnership Program 2019 Street Rehabilitation Project

