



Agenda Item No. \_\_\_\_\_

File Code No. 530.04

# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 2, 2010

**TO:** Mayor and Councilmembers

**FROM:** Engineering Division, Public Works Department

**SUBJECT:** Contract For Design Of Zone 6 Pavement Maintenance Projects

### **RECOMMENDATION:**

That Council authorize the Public Works Director to execute a City Professional Services contract with Flowers and Associates (Flowers) in the amount of \$69,724 for design services for the Zone 6 Pavement Maintenance Project (Project), and authorize the Public Works Director to approve expenditures of up to \$6,972 for extra services that may result from necessary changes in the scope of work.

### **DISCUSSION:**

The Engineering Division hires design and construction consultants for delivery of its annual Pavement Maintenance Project. In the fall of 2009, staff sought proposals from local engineering firms to provide three years of pavement maintenance design and contract administrative services. This approach has been successfully implemented by neighboring agencies as it makes more efficient use of staff time and increases the ratio of funds expended in construction. On November 10, 2009, Council approved staff's recommended approach with the services, as proposed by Flowers.

### **BACKGROUND**

The City of Santa Barbara has had an active pavement management system for almost 30 years. Currently, the network of roads is broken into seven zones, five are residential and two are arterial. On average, pavement maintenance is performed every seven years in residential and five years in arterial zones. This frequency is derived from the volume of traffic each road receives. Due to limited funding, not every street in each zone is maintained. As part of the City's pavement management system, the City updates the City's Pavement Management System Report every two years, detailing the general condition of the roadway, recommended work program implementation, and budgetary requirements to maintain the road network in a good condition. Along with this reporting, the next two zones scheduled for maintenance are inspected to generate updated conditions and suggested work required.

The 2010 Pavement Management System Report (Report) was completed in July, 2010. It includes pavement maintenance strategies and documents the current pavement condition ratings for City streets. The Report indicates a continued downward trend in pavement condition rating. This trend can be correlated to an increase in deferred citywide pavement maintenance due to limited available funds for pavement maintenance and competing priorities, including the need for alternative transportation. Since 2002, the City's overall Pavement Condition Index (PCI) rating (0 = minimum to 100 = maximum) has decreased from a PCI of 75 in 2002 to 68 in 2010. The Report recommends a pavement maintenance funding level of \$4.7 million per year to achieve an average City PCI rating of 70; however, for the past 5 years, due to competing Streets Capital priorities, the City has budgeted approximately \$2.3 million per year for annual pavement maintenance.

#### PROJECT DESCRIPTION

The annual pavement work is typically broken into two contracts for public bidding. The first stage consists of localized spot repairs, which predominately focus on restoration of localized pavement distress (potholes, large surface bumps/depressions, etc). In the second phase, the road is surface sealed with a top pavement coating to reduce wear on the structural section of the roadway and reduce water infiltration. It is typically advantageous to break the work into two contracts to reduce the overhead from one prime contractor and the typical mark-up associated with a specialized subcontractor doing the sealing portion of the Project.

#### DESIGN PHASE CONSULTANT ENGINEERING SERVICES

Staff recommends that Council authorize the Public Works Director to execute a contract with Flowers in the amount of \$76,696 for professional design services. Flowers is one of the participants in the City's Pre-qualified Engineering Services Program and is experienced in this type of work.

#### PUBLIC OUTREACH

It is anticipated that there will be a variety of methods utilized for public outreach during the design and construction process. Typically, during the design phase, mailers are sent out by design staff two to three months ahead of construction. Mailers serve to alert residents and homeowners of the pending work in hopes of expediting any necessary private work within the roadway. Prior to road restoration, it is imperative to complete work within the roadway to maximize its useful life. As the Project goes into construction, newspaper ads are assembled, press releases are issued, information is updated in City newsletters, Channel 18 scrolls are utilized, and door hangers are placed for those directly impacted by the work.

FUNDING

Funding for the Project comes from a variety of sources. The Public Works Department solicits other City departments and divisions who may require pavement restoration. In the past, Downtown Parking, Facilities, Water, and the Airport and Waterfront Departments have come forward with work to fund their individual needs. The work within the roadway is sponsored by the Streets Capital fund, which includes funding sources derived from Measure A, Utility Users Tax, and Proposition 42 funds.

The following summarizes all estimated total Project costs:

**ESTIMATED TOTAL PROJECT COST**

Design (by Contract)	\$76,696
Other Design Costs - City staff (if contract), Environmental (Assessments, etc.)	\$40,000
<b>Subtotal</b>	<b>\$116,696</b>
Estimated Construction Contract w/Change Order Allowance	\$2,000,000
Estimated Construction Management/Inspection (by Contract or City)	\$230,000
Estimated Other Construction Costs (testing, etc.)	\$50,000
<b>Subtotal</b>	<b>\$2,280,000</b>
<b>TOTAL PROJECT COST</b>	<b>\$2,396,696</b>

There are appropriated sufficient funds in the Streets Capital Fund to cover these costs. The total Project cost estimate is within the amount budgeted in the Streets Capital Fund.

**ATTACHMENT(S):** Zone Map

**PREPARED BY:** John Ewasiuk, Principal Civil Engineer/TC/sk

**SUBMITTED BY:** Christine F. Andersen, Public Works Director

**APPROVED BY:** City Administrator's Office

# Attachment

