



TO: Mayor and Councilmembers

FROM: Charles W. Ebeling, Public Works Director

CONTACT: Debbie Talarico, Project Manager

SUBJECT: Pavement Management Program Update and Professional Design Services Agreement with Pavement Engineering Inc.

RECOMMENDATION:

- A. Receive an update on the City of Goleta Pavement Management Program (PMP);
- B. Authorize the City Manager to execute a multi-year Professional Design Services Agreement with Pavement Engineering Inc. (PEI), for the design of the 2023 Pavement Rehabilitation Project and Pavement Management Program (PMP) Update that includes a three-year street section priority list, the design of the 2024 Pavement Rehabilitation Project, and the design of the 2025 Pavement Rehabilitation Project, for a total contract not-to-exceed amount of \$1,768,000 with a termination date of December 31, 2025.

BACKGROUND:

The City of Goleta owns and maintains approximately 85 centerline miles of roadways, which consist of paved surfaces primarily for vehicular traffic including cars, bicycles, buses, and trucks. Pedestrians also use portions of the paved surfaces at intersections and when traveling along roadways without sidewalks. Roadways also consist of medians, curb, gutter and sidewalk, landscaped areas, and traffic control devices such as traffic signs and signals. The City of Goleta's paved roadway surface, typically asphalt concrete, has a replacement value of \$288 million, making just the pavement itself the most valuable asset the City owns. To maintain this asset, the City uses a Pavement Management Program (PMP). The PMP consists of tracking the condition of the pavement and, based on the condition, developing periodic pavement maintenance activities and projects. Pavement maintenance ranges from pothole repair and crack sealing, slurry seals, overlays and reconstructions.

The PMP report and City database provide important information and are critical planning tools to assist Public Works staff in establishing a list of priority roadways to be included in the City's annual pavement rehabilitation projects. In addition to the PMP recommendations, the paving priority list is developed based on public input and Public

Works staff's experience and understanding of the City roadway network. All roadway sections on the approved priority lists are designed, but the roadways selected for construction are determined by City Council at the award of construction.

The primary purpose of the PMP is to maintain safe roadways in good condition while spending taxpayer funds as efficiently as possible. Underspending on maintenance increases safety concerns and, ultimately, costs will be significantly higher when the roadways receive maintenance. When regular maintenance has not been performed, paved surfaces will need to be reconstructed. The reconstruction of a roadway will typically cost several times that of the cost of having performed regular maintenance over a period of years. As will be further discussed in this report below, the PMP is based on creating a pavement condition index (PCI) of roadway segments and for the system as a whole. Typically, most public agencies that own roadways strive to have the system index in the low to mid 70s on a scale of 0 to 100. The City of Goleta should strive to plan pavement maintenance using a PMP and budget enough to maintain the PCI goal set by the City Council, when adequate funds are available. Ultimately, the City needs to update the PMP every 2 to 3 years and consistently deliver pavement maintenance projects. The pavement maintenance projects should be based on the analytical approach using the PMP system.

In 2020, the Public Works Department updated and reorganized its approach to many areas of its responsibilities and services. The Department updated the PMP and proposed a pavement rehabilitation project, as is further discussed herein. Preparation of that report included a review of past pavement maintenance practices and projects. The review was informal in nature and consisted of reviewing pavement maintenance projects and reports back to Fiscal Year 2013/14. During that time, several pavement maintenance projects were completed by the City, including the four projects listed below as examples of work completed (amounts shown are representative of construction costs only specific to that project):

- Fiscal Year 2013/14 Pavement Rehabilitation Project – Slurry Seal 42 Street Segments - \$312,050
- Fiscal Year 2014/15 Pavement Rehabilitation Project – Slurry Seal 14 Street Segments - \$99,072
- Fiscal Year 2016/17 Pavement Rehabilitation Project – Slurry Seal and Overlays on 12 Street Segments - \$3,586,019
- Fiscal Year 2017/18 Pavement Rehabilitation Project – Pavement Reconstruction Cathedral Oaks Road from Fairview Road to Los Carneros Road - \$1,947,031

In addition to the four projects listed above, additional pavement rehabilitation work was included in various maintenance and capital improvement projects. The following table summarizes the actual dollars spent each fiscal year since FY 2013/14 through FY 19/20. Given the timing of pavement preparation and start and finish of pavement projects, some expenditures were experienced in the following fiscal year. For example, the FY 2016/17

Pavement Rehabilitation Project was combined with FY 2015/16 and the majority of work was completed in FY 2017/18.

During that same period, the Pavement Management Program was updated three times and on May 2, 2017 a Five-Year Pavement Rehabilitation Program was presented to the City Council. The Five-Year Pavement Rehabilitation Program was a recommendation to the City Council for setting annual budget amounts. At that time City Council approved a multi-level Pavement Condition Index (PCI) approach of 70 for arterials, 67 for collectors, and 65 for residential streets, however a significant increase in the PMP budget was required in order to meet and maintain the proposed PCI levels identified. Ultimately, the budgets were impacted by fluctuations in Measure A and Gas Tax revenues and available General Fund. These are the funds that are typically used by the City for pavement maintenance projects. Details of annual budgets for pavement maintenance including five-year strategies based on known funding trends have been presented during the City Budget Workshops.

In addition to the pavement rehabilitation projects, the City also budgets money under the street maintenance program which also includes street maintenance activities such as concrete repairs, sidewalk grinding to remove trip hazards, pavement pothole repairs, and several other street maintenance related items. In fiscal year 2019/20 the City spent approximately \$1.4 million on the street maintenance program, of that about \$210,000 was spent and another \$3 million was budgeted for the pavement rehabilitation project. This street maintenance program budget accounted for approximately 15 percent of the City's overall budget. In fiscal year 2020/21 the City budgeted approximately \$3.5 million for the street maintenance program, including about \$1.7 million budgeted for the pavement rehabilitation. This accounted for approximately 10 percent of the City's overall budget for fiscal year 2020/21.

The City has also used budgeted pavement maintenance funds for portions of capital improvement projects in the past. The funds were used for pavement work that was included in the project. This occurred most recently for the Hollister Class I Bike Path Project and the Old Town Sidewalks Project. Funding was used for the project improvements as well as the associated pavement replacement work. In addition to pavement rehabilitation projects and capital improvement projects with pavement work, the Department of Public Works continues to perform crack sealing and the repair of potholes on an as needed basis. The Department has also overlayed short segments of roadways as interim repairs when necessary. For example, a portion of Los Carneros Way was overlayed in September of 2019. The overlay project addressed citizen concerns regarding the condition of the roadway. While crack sealing, pothole repair, short overlays and pavement work with projects all help to maintain the City's paved roadways, these actions may not have a significant impact on the PMP condition index goal the City has set because other pavement segments may be in poorer condition and therefore significantly impact the index when they are addressed.

In general, the City should perform a complete citywide roadway evaluation every 2-3 years to keep the roadway network current and track status of the recommendations and proposed scenarios of prior PMP evaluations and reports. The evaluation includes

inspecting every roadway throughout the City, updating the City's roadway database network, and producing a PMP summary report with recommended treatments and budget scenarios. On September 17, 2019, City Council authorized staff to execute an amendment with PEI to provide a new complete evaluation of the City's roadway network. In addition to providing an evaluation of the City's roadway network, PEI's amendment also included a proposal to provide design for the City's annual pavement rehabilitation project.

In 2019, PEI completed evaluation of the citywide roadway network and produced a final PMP report summarizing the findings of the evaluation and PMP recommendations. The full PMP report is available electronically for review upon request by contacting the Public Works Department. As shown in the PMP report, at that time the existing overall Citywide PCI was 62. The report identified the following four different budget scenarios for the Annual Pavement Rehabilitation Project over a five-year period:

- Scenario 1: Budget needed to meet Council goal of Arterial PCI 70, Collector PCI 67, Residential PCI 65 = \$5.8M/yr.
- Scenario 2: Current Budget/Budget needed to maintain overall PCI of 63 = Approx. \$4.7M/yr.
- Scenario 3: Baseline budget of \$2.5M/yr.
- Scenario 4: Zero-dollar budget

The baseline budget used in the 2019 report was for a total of \$2.5 million per year for the Annual Pavement Rehabilitation Projects which represented the annual average of budget programmed, however a need for a budget of \$5.8 million per year was estimated to meet the PCI goals established by City Council. The annual \$5.8 million did not include future year inflation or increased construction costs. Based on the PMP report, the PCI was anticipated to drop to 57 within the five-year period if the City continued with the \$2.5 million per year budget allocation. Additionally, the deferred maintenance, or backlog of roadway improvement needs, was estimated to increase to \$60.8 million over that same five-year period. As the PCI drops and the deferred maintenance costs rise it will be very difficult and costly to raise the PCI back up to the PCI goals established by City Council.

In 2019, the City re-evaluated and revised the overall City budget due to the COVID-19 situation and the associated fiscal impacts. The budget revisions included a reduction in the General Fund portion of the paving project for Fiscal Year 2019/20 and Fiscal Year 2020/21 in the amount of approximately \$730,000 per year. The City did not complete the Fiscal Year 2019/20 pavement rehabilitation project because Public Works staff were awaiting the results of the pavement evaluation report and there was not sufficient time to complete the project given the roadway selection process, a shortage in staffing, and the uncertainty associated with the unprecedented COVID-19 pandemic. Public Works staff proposed combining the pavement carryover budget from fiscal year 2019/20 with the fiscal year 2020/21 pavement budget and construct a combined two-year pavement rehabilitation project. The revised combined project construction budget for fiscal year 2019/20 and 2020/21, was approximately \$4.69 million. Additional funds were allocated, for a total of \$8.7 million, and the two-year paving project was authorized for construction.

On August 16, 2022, City Council authorized award of construction for the 2022-2023 Pavement Rehabilitation Project. The FY 2022-2023 budget for the project for construction funds is approximately \$7 million available in General Fund, Gas Tax, SB1, Road Maintenance and Rehabilitation Account (RMRA), Local Surface Transportation Program (LSTP), and Measure A funding. Authorization of award of construction included the Base Bid-Cannon Green Neighborhood, Alternate A-Covington Neighborhood, and Alternate I-Cathedral Oaks Rd from Evergreen to Alameda. Not all alternates were awarded due to inflation caused by the pandemic and supply issues. Start of construction is currently scheduled for the beginning of October 2022.

The 2022 PMP update is required to determine the effects of the 2020-2021 and the 2022-2023 Pavement Projects on the overall PCI and will establish future pavement project priorities needed within the City.

DISCUSSION:

In January of 2014 and February 2015, the City and PEI entered into an agreement to provide the City with services to evaluate the condition of the City's streets and recommend treatments and strategies for pavement maintenance. Subsequent presentations were provided to City Council, the most recent being in December 2020, on the status of the City's roadway network and the Pavement Management Program.

In October 2021, City Council approved the proposed Annual Pavement Rehabilitation Project Two-Year Priority List (FY2023 and FY2024) and directed Public Works staff to proceed with the design for the FY2023 Annual Pavement Rehabilitation Project.

On April 5, 2022, City Council authorized the City Manager to execute Professional Design Agreement 2022-061 with PEI for the design of the 2022 Pavement Management System and additional scope to the City's Annual Pavement Maintenance Program (PMP). PEI has completed the design and the PMP update, and on June 7, 2022, City Council authorized the 2022-2023 Pavement Rehabilitation Project to be advertised for bids with construction anticipated to begin in September 2022.

Public Works staff is proposing a three-year design schedule, that includes the PMP update, a three-year street section priority list, and three years of design, that will allow for an annual schedule for construction. Public Works continues to aim for summer construction, but due to the lengthy implementation process from design to start of construction (six-eight months for a bid-ready design package, two months for City Council authorization to advertise for bid, four months to advertise and City Council to award construction, and two months to start of construction) this is not always possible. Public Works staff is proposing an agreement with PEI that includes the design of the next three fiscal years of Pavement Rehabilitation Projects (FY2024, FY2025, and FY2026) and the development of the next three-year street section priority list. The design of these projects will be completed one at a time, immediately following each other.

Public Works staff requested a cost proposal from PEI for design services based on their history and experience working on the prior annual pavement rehabilitation projects. Public

Works estimated an average annual construction budget of approximately \$2.6 million. For design scoping purposes PEI will be designing with a construction cost of \$6- 8 million based on City's goal to maintain the City's Pavement Condition Index (PCI). The scope of work may be modified as the design is further developed, the available budget, and when the project is ready to advertise for bids.

PEI is a qualified engineering firm that will deliver the project deliverables as noted below and outlined in more detail in PEI's scope of work. Therefore, Public Works staff recommends that City Council award and authorize the City Manager to execute a Professional Design Services Agreement with PEI for engineering design services for first annual amount of \$650,000, and for a total amount not-to-exceed \$1,768,000 with a termination date of December 31, 2025 (Attachment No. 1).

2023 Pavement Project Deliverables:

- Plans, Specifications, and Engineers Estimate (PS&E) Package to include an \$8M estimated construction cost,
- design of an estimated 100 curb ramps,
- bid and construction support,
- Geotechnical investigation on Cathedral Oaks Road
- PMP update including development of the next 3-years of priority street sections

For a not-to-exceed total of \$650,000

2024 Pavement Project Deliverables:

- Plans, Specifications, and Engineers Estimate (PS&E) Package to include a \$6M estimated construction cost,
- design of an estimated 200 curb ramps,
- bid and construction support

For a not-to-exceed total of \$559,000

2025 Pavement Project Deliverables:

- Plans, Specifications, and Engineers Estimate (PS&E) Package to include a \$6M estimated construction cost
- design of an estimated 200 curb ramps,
- bid and construction support

For a not-to-exceed total of \$559,000

Design fees are based on approximately 8-10% of the estimated construction cost. The estimated construction cost was determined from the Priority 2 Street List approved by City Council on November 5, 2020. All street sections approved on the list will be designed. The street sections that will receive treatment will be determined by City Council at award of construction.

The 2019 Pavement Management Report showed that the City would need to invest \$6.7 million per year in order to achieve the City's Pavement Condition Index (PCI) goal of Arterials 70, Collectors 67, and Residential 65. The priority lists were selected and designed to accomplish this goal. Last year's project raised the City's overall PCI from 58 to 60. It is

anticipated that if all alternates are selected each year, the PCI will continue to improve. If all alternates are not selected, then the citywide PCI will be impacted, and it will be more difficult to achieve and maintain the City's goal. Public Works staff will be recommending a future budget of \$7-8 million to address maintenance backlog that includes roadway surfaces in need of reconstruction.

GOLETA STRATEGIC PLAN:

Approval of the Professional Design Services Agreement with PEI is consistent with City-Wide Strategy No. 5, "Strengthen Infrastructure," as well as the Strategic Goal "Citywide infrastructure including roads and traffic circulation".

FISCAL IMPACTS:

There are sufficient funds in the Adopted FY 22/23 budget to cover the costs of these designs for the Annual Pavement Management Program services. Budget will be programmed annually accordingly, FY 22/23 in the amount of \$650,000, FY 23/24 in the amount of \$559,000 and FY 24/25 in the amount of \$559,000, with a total amount not-to-exceed of \$1,768,000 from General Fund. The table below summarizes the first adopted FY 22/23 budget amounts and funding source account.

Fund Type	Account	Description	Adopted Budget FY 22/23
General	101-50-5800-51073	Pavement Rehab	\$ 730,000
	Total		\$ 730,000

ALTERNATIVES:

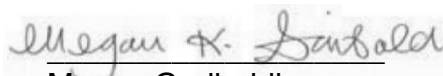
Council could elect not to award the design services contract to PEI and direct Public Works staff to request other proposals from qualified firms. However, doing so would impact the timing of the next paving projects.


Reviewed By:

Legal Review By:

Approved By:


Kristine Schmidt
Assistant City Manager


Megan Garibaldi
City Attorney


Michelle Greene
City Manager

ATTACHMENTS:

1. Professional Design Services Agreement with Pavement Engineering Inc.
2. Presentation

ATTACHMENT 1

Professional Design Services Agreement with Pavement Engineering Inc.

Project Name: Annual Pavement Maintenance Program

**PROFESSIONAL DESIGN SERVICES
BETWEEN THE CITY OF GOLETA
AND
PAVEMENT ENGINEERING INC. (PEI)**

This AGREEMENT FOR PROFESSIONAL DESIGN SERVICES (herein referred to as "AGREEMENT") is made and entered into this 6th day of September 2022, by and between the **CITY OF GOLETA**, a municipal corporation (herein referred to as "CITY"), and Pavement Engineering Inc. (PEI), a California Corporation (herein referred to as "CONSULTANT").

SECTION A. RECITALS

1. The CITY has a need for professional pavement design and program management services for the City's Annual Pavement Maintenance Program; and
2. The CITY does not have the personnel able and/or available to perform the services required under this AGREEMENT, and therefore, the CITY desires to contract for professional services to accomplish this work; and
3. The CITY procured these services in compliance with Goleta Municipal Code Section 3.05.260 by an evaluation process of the pre-authorized qualified consultant list for various professional services, which was compiled from a competitive Request for Proposals/Request for Qualifications (RFP/RFQ) process, approved by City Council on December 3, 2019; and
4. The City Council, on this 6th day of September 2022, approved this AGREEMENT and authorized the City Manager to execute the AGREEMENT.

SECTION B. TERMS

1. RETENTION AS CONSULTANT

CITY hereby retains CONSULTANT, and CONSULTANT hereby accepts such engagement, to perform the services described in Section 2. CONSULTANT warrants it has the qualifications, experience, and facilities to properly and timely perform said services.

2. DESCRIPTION OF SERVICES

The services to be performed by CONSULTANT are as follows:

Professional Design Services in conjunction with the City's Annual Pavement Maintenance Program shall generally include developing treatment options and preliminary budgets, measuring field quantities, preparing contract documents and estimates, bid and construction support services, and preparing record drawings for the City's annual paving project for the next 3 years. Consultant's services shall also include providing construction support services and developing the next 3-year priority street sections lists for Council review and approval for the City's Pavement Rehabilitation Projects as more particularly set forth in the Scope of Work, attached as Exhibit "A," and incorporated herein.

CONSULTANT shall deliver to CITY the deliverables defined in Exhibit "A."

3. COMPENSATION AND PAYMENT

(a) Maximum and Rate. The total compensation payable to CONSULTANT by CITY for the services under this AGREEMENT **SHALL NOT EXCEED** the sum of \$ 1,768,000 (herein "not to exceed amount"), and shall be earned as the work progresses on the following basis:

Hourly at the hourly rates and with reimbursement to CONSULTANT for those expenses set forth in CONSULTANT's Schedule of Fees marked Exhibit "B," attached and incorporated herein. The rates and expenses set forth in that exhibit shall be binding upon CONSULTANT until December 31, 2025, after which any change in said rates and expenses must be approved in writing by CITY's Project Manager as described in Section 5 (CITY is to be given 60 days notice of any rate increase request), provided the not to exceed amount is the total compensation due CONSULTANT for all work described under this AGREEMENT.

(b) Payment. CONSULTANT shall provide CITY with written verification of the actual compensation earned, which written verification shall be in a form satisfactory to CITY's Project Manager, as described in Section 5. Invoices shall be made no more frequently than on a monthly basis, and describe the work performed (including a list of hours worked by personnel classification). All payments shall be made within 30 days after CITY's approval of the invoice.

4. EXTRA SERVICES

CITY shall pay CONSULTANT for those CITY authorized extra services, not reasonably included within the services described in Section 2, as mutually agreed to writing in advance of the incurrence of extra services by CONSULTANT. Unless CITY and CONSULTANT have agreed in writing before the performance of extra services, no liability and no right to claim compensation

for such extra services or expenses shall exist. The applicable hourly rates for extra services shall be at the hourly rates set forth in Exhibit B, if one is included as part of this agreement. Any compensation for extra services shall be part of the total compensation and shall not increase the not to exceed amount identified in Section 3.

5. CITY PROJECT MANAGER AND SERVICES BY CITY

The services to be performed by CONSULTANT shall be accomplished under the general direction of, and coordinate with, CITY's "Project Manager", as that staff person is designated by CITY from time to time, and who presently is Debbie Talarico, Project Manager shall have the authority to act on behalf of the CITY in administering this AGREEMENT but shall not be authorized to extend the term of the AGREEMENT or increase the not to exceed amount.

6. TERM, PROGRESS AND COMPLETION

The term of this AGREEMENT is from the date first written above to December 31, 2025, unless term of this AGREEMENT is extended, or the AGREEMENT is terminated as provided for herein.

CONSULTANT shall not commence work on the services to be performed until (i) CONSULTANT furnishes proof of insurance as required by Section 10 below, and (ii) CITY gives written authorization to proceed with the work provided by CITY's Project Manager.

OWNERSHIP OF DOCUMENTS

All drawings, designs, data, photographs, reports, and other documentation (other than CONSULTANT's drafts, notes and internal memorandum), including duplication of same prepared by CONSULTANT in the performance of these services, are the property of CITY. CITY shall be entitled to immediate possession of the same upon completion of the work under this AGREEMENT, or at any earlier or later time when requested by CITY. CITY agrees to hold CONSULTANT harmless from all damages, claims, expenses, and losses arising out of any reuse of the plans and specifications for purposes other than those described in this AGREEMENT, unless written authorization of CONSULTANT is first obtained.

7. PERSONAL SERVICES/NO ASSIGNMENT/SUBCONTRACTOR

This AGREEMENT is for professional services which are personal to CITY. Joseph L. Ririe, P.E., Principal, is deemed to be specially experienced and is a key member of CONSULTANT's firm and shall be directly involved in the performance of this work. This key person shall communicate with, and periodically report to, CITY on the progress of the work. Should any such individual be removed from assisting in this contracted work for any reason, CITY

may terminate this AGREEMENT. This AGREEMENT may not be assigned or subcontracted without the City Manager's prior written consent.

8. HOLD HARMLESS AND INDEMNITY

(a) Indemnification and Defense for Professional Service. To the fullest extent permitted by law, Consultant shall indemnify, defend and hold harmless the CITY and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all claims, losses, liabilities, damages, costs and expenses, including attorney's fees and costs, to the extent they arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the CONSULTANT. CONSULTANT's duty to defend shall consist of reimbursement of defense costs incurred by CITY in direct proportion to the CONSULTANT's proportionate percentage of fault. CONSULTANT's percentage of fault shall be determined, as applicable, by a court of law, jury or arbitrator. In the event any loss, liability or damage is incurred by way of settlement or resolution without a court, jury or arbitrator having made a determination of the CONSULTANT's percentage of fault, the parties agree to mediation with a third party neutral to determine the CONSULTANT's proportionate percentage of fault for purposes of determining the amount of indemnity and defense cost reimbursement owed to the CITY.

(b) For All Other Liabilities. Notwithstanding the foregoing and without diminishing any rights of CITY, for any liability, claim, demand, allegation against CITY arising out of, related to, or pertaining to any act or omission of CONSULTANT, but which is not a design professional service, CONSULTANT shall defend, indemnify, and hold harmless CITY, its officials, employees, and agents ("Indemnified Parties") from and against any and all damages, costs, expenses (including reasonable attorney fees and expert witness fees), judgments, settlements, and/or arbitration awards, whether for personal or bodily injury, property damage, or economic injury, and arising out of, related to, any concurrent or contributory negligence on the part of the CITY, except for the sole or active negligence of, or willful misconduct of the CITY.

(c) No Waiver. CITY does not waive, nor shall be deemed to have waived, any indemnity, defense or hold harmless rights under this section because of the acceptance by CITY, or the deposit with CITY, of any insurance certificates or policies described in Section 10.

9. INSURANCE

CONSULTANT shall, at CONSULTANT's sole cost and expense, provide insurance as described herein. All insurance is to be placed with insurers authorized to do business in the State of California with an A.M. Best and

Company rating of A- or better, Class VII or better, or as otherwise approved by CITY.

Insurance shall include the following (or broader) coverage:

- a) Insurance Services Office Commercial Liability coverage "occurrence" form CG 00 01 or its exact equivalent with an edition date prior to 2004 and with minimum limits of \$2,000,000 per occurrence and \$2,000,000 general aggregate.
- b) Insurance Services Office form number CA 00 01 or equivalent covering Automobile Liability, including hired and non-owned automobile liability with a minimum limit of \$2,000,000 per accident. If the Service Provider owns no vehicles, this requirement may be satisfied by a non-owned and hired auto endorsement to Service Provider's commercial general liability policy.
- c) Workers' Compensation insurance complying with California worker's compensation laws, including statutory limits for workers' compensation and an Employer's Liability limit of \$2,000,000 per accident or disease.
- d) Professional liability insurance that covers the services to be performed in connection with this agreement, in the minimum amount of \$2,000,000 per claim.

Liability insurance policies required to be provided by CONSULTANT hereunder shall contain or be endorsed to contain the following provisions:

- a) Except for professional liability insurance, CITY, its employees, officials, agents and member agencies shall be covered as additional insureds. Coverage shall apply to any and all liability arising out of the work performed or related to the contract. Additional insured status under the general liability requirement shall be provided on Insurance Services Office Form CG 20 10, with an edition date prior to 2004, or its equivalent. Additional insured status for completed operations shall be provided either in the additional insured form or through another endorsement such as CG 20 37, or its equivalent.
- b) General and automobile liability insurance shall apply separately to each insured against whom a claim is made or suit is brought, except with respect to the limits of the insurer's liability. Coverage will not be limited to CITY's vicarious liability.
- c) Professional liability insurance policies inception date, continuity date, or retroactive date must be before the effective date of this

agreement. CONSULTANT agrees to maintain continuous coverage through a period no less than three years after completion of the services required by this agreement.

- d) Except for professional liability insurance, liability coverage shall be primary and non-contributing with any insurance maintained by CITY.
- e) Evidence of coverage (including the workers' compensation and employer's liability policies) shall provide that coverage shall not be suspended, voided, canceled or reduced in coverage or in limits except after 30 days' prior written notice has been given to CITY. Such provision shall not include any limitation of liability of the insurer for failure to provide such notice.
- f) No liability insurance coverage provided to comply with this AGREEMENT shall prohibit CONSULTANT, or CONSULTANT's employees, or agents, from waiving the right of recovery prior to a loss. CONSULTANT waives its right of recovery against CITY.
- g) CONSULTANT agrees to deposit with CITY within fifteen days of Notice to Proceed of the Contract certificates of insurance and required endorsements.
- h) There shall be no recourse against CITY for payment of premiums or other amounts with respect to the insurance required to be provided by CONSULTANT hereunder. Any failure, actual or alleged, on the part of CITY to monitor compliance with these requirements will not be deemed as a waiver of any rights on the part of CITY. CITY has no additional obligations by virtue of requiring the insurance set forth herein. In the event any policy of insurance required under this AGREEMENT does not comply with these requirements or is canceled and not replaced, CITY has the right but not the duty to obtain the insurance it deems necessary, and any premium paid by CITY will be promptly reimbursed by CONSULTANT or CITY will withhold amounts sufficient to pay premium from CONSULTANT payments.
- i) CONSULTANT agrees to provide immediate notice to CITY of any claim or loss against CONSULTANT arising out of the work performed under this AGREEMENT. CITY assumes no obligation or liability by such notice but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve CITY.

10. RELATIONSHIP OF CONSULTANT TO CITY

The relationship of the CONSULTANT to CITY shall be that of an independent contractor and that in no event shall CONSULTANT be considered an officer, agent, servant or employee of CITY. CONSULTANT shall be solely responsible for any workers compensation insurance, withholding taxes, unemployment insurance, and any other employer obligations associated with the described work.

11. CORRECTIONS

In addition to the above indemnification obligations, CONSULTANT shall correct, at its expense, all errors in the work that may be disclosed during CITY's review of CONSULTANT's report or plans. Should CONSULTANT fail to make such correction in a reasonably timely manner, such correction shall be made by CITY, and the cost thereof shall be charged to CONSULTANT or withheld from any funds due to CONSULTANT hereunder.

12. TERMINATION BY CITY

CITY, by notifying CONSULTANT in writing, may upon 10 calendar days notice, terminate without cause any portion or all of the services agreed to be performed under this AGREEMENT. If termination is for cause, no notice period need be given. In the event of termination, CONSULTANT shall have the right and obligation to immediately assemble work in progress for the purpose of closing out the job. All compensation for actual work performed and charges outstanding at the time of termination shall be payable by CITY to CONSULTANT within 30 days following submission of a final statement by CONSULTANT unless termination is for cause. In such event, CONSULTANT shall be compensated only to the extent required by law.

13. ACCEPTANCE OF FINAL PAYMENT CONSTITUTES RELEASE

The acceptance by CONSULTANT of the final payment made under this AGREEMENT shall operate as and be a release of CITY from all claims and liabilities for compensation to CONSULTANT for anything done, furnished, or relating to CONSULTANT'S work or services. Acceptance of payment shall be any negotiation of CITY's check or the failure to make a written extra compensation claim within 10 calendar days of the receipt of that check. However, approval or payment by CITY shall not constitute, nor be deemed, a release of the responsibility and liability of CONSULTANT, its employees, subcontractors, agents and CONSULTANTS for the accuracy and competency of the information provided and/or work performed; nor shall such approval or payment be deemed to be an assumption of such responsibility or liability by CITY for any defect or error in the work prepared by CONSULTANT, its employees, subcontractors, agents and consultants.

14. AUDIT OF RECORDS

At any time during normal business hours and as often as it may deem necessary, CONSULTANT shall make available to a representative of CITY for examination of all its records with respect to all matters covered by this AGREEMENT and will permit CITY to audit, examine and/or reproduce such records. CONSULTANT will retain such financial records, time sheets, work progress reports, invoices, bills and project records for at least two years after termination or final payment under this AGREEMENT.

15. WAIVER; REMEDIES CUMULATIVE

Failure by a party to insist upon the strict performance of any of the provisions of this AGREEMENT by the other party, irrespective of the length of time for which such failure continues, shall not constitute a waiver of such party's right to demand strict compliance by such other party in the future. No waiver by a party of a default or breach of the other party shall be effective or binding upon such party unless made in writing by such party, and no such waiver shall be implied from any omissions by a party to take any action with respect to such default or breach. No express written waiver of a specified default or breach shall affect any other default or breach, or cover any other period of time, other than any default or breach and/or period of time specified. All the remedies permitted or available to a party under this AGREEMENT, or at law or in equity, shall be cumulative and alternative, and invocation of any such right or remedy shall not constitute a waiver or election of remedies with respect to any other permitted or available right of remedy.

16. CONFLICT OF INTEREST

CONSULTANT is unaware of any CITY employee or official that has a financial interest in CONSULTANT'S business. During the term of this AGREEMENT and/or as a result of being awarded this AGREEMENT, CONSULTANT shall not offer, encourage or accept any financial interest in CONSULTANT'S business by any CITY employee or official.

17. CONSTRUCTION OF LANGUAGE OF AGREEMENT

The provisions of this AGREEMENT shall be construed as a whole according to its common meaning of purpose of providing a public benefit and not strictly for or against any party. It shall be construed consistent with the provisions hereof, in order to achieve the objectives and purposes of the parties. Wherever required by the context, the singular shall include the plural and vice versa, and the masculine gender shall include the feminine or neutral genders or vice versa.

18. MITIGATION OF DAMAGES

In all situations arising out of this AGREEMENT, the parties shall attempt to avoid and minimize the damages resulting from the conduct of the other party.

19. GOVERNING LAW

This AGREEMENT, and the rights and obligations of the parties, shall be governed and interpreted in accordance with the laws of the State of California. Should litigation occur, venue shall be in Superior Court of Santa Barbara County.

20. NONDISCRIMINATION

CONSULTANT shall not discriminate on the basis of race, color, gender, gender identity/expression, pregnancy, sexual orientation, disability, marital status, or any other characteristic protected under applicable federal or state law.

21. TAXPAYER IDENTIFICATION NUMBER

CONSULTANT shall provide CITY with a complete Request for Taxpayer Identification Number and Certification, Form W-9 (Rev. October 2018), as issued by the Internal Revenue Service.

22. NON-APPROPRIATION OF FUNDS

Payments due and payable to CONSULTANT for current services are within the current budget and within an available, unexhausted and unencumbered appropriation of CITY funds. In the event CITY has not appropriated sufficient funds for payment of CONSULTANT services beyond the current fiscal year, this AGREEMENT shall cover only those costs incurred up to the conclusion of the current fiscal year.

23. MODIFICATION OF AGREEMENT

The tasks described in this AGREEMENT and all other terms of this AGREEMENT may be modified only upon mutual written consent of CITY and CONSULTANT.

24. USE OF THE TERM "CITY"

Reference to "CITY" in this AGREEMENT includes City Manager or any authorized representative acting on behalf of CITY.

25. PERMITS AND LICENSES

CONSULTANT, at its sole expense, shall obtain and maintain during the term of this AGREEMENT, all appropriate permits, licenses, and certificates that

may be required in connection with the performance of services under this AGREEMENT.

26. CAPTIONS

The captions or headings in this AGREEMENT are for convenience only and in no other way define, limit or describe the scope or intent of any provision or section of the AGREEMENT.

27. AUTHORIZATION

Each party has expressly authorized the execution of this AGREEMENT on its behalf and bind said party and its respective administrators, officers, directors, shareholders, divisions, subsidiaries, agents, employees, successors, assigns, principals, partners, joint venturers, insurance carriers and any others who may claim through it to this AGREEMENT.

28. ENTIRE AGREEMENT BETWEEN PARTIES

Except for CONSULTANT'S proposals and submitted representations for obtaining this AGREEMENT, this AGREEMENT supersedes any other agreements, either oral or in writing, between the parties hereto with respect to the rendering of services and contains all of the covenants and agreements between the parties with respect to said services.

29. PARTIAL INVALIDITY

If any provision in this AGREEMENT is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

30. NOTICES

Any notice required to be given hereunder shall be deemed to have been given by depositing said notice in the United States mail, postage prepaid, and addressed as follows:

TO CITY: Attention: Michelle Greene, City Manager
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

TO CONSULTANT: Joseph L. Ririe, P.E., Principal
Pavement Engineering, Inc. (PEI)
3485 Sacramento Drive, Suite A
San Luis Obispo, CA 93401

31. COUNTERPARTS AND ELECTRONIC/FACSIMILE SIGNATURES

This Agreement may be executed in several counterparts, which may be facsimile or electronic copies. Each counterpart is fully effective as an original, and together constitutes one and the same instrument.

In concurrence and witness whereof, this Agreement has been executed by the parties effective on the date and year first above written.

CITY OF GOLETA

CONSULTANT

Michelle Greene, City Manager

Joseph L. Ririe, P.E., Principal

ATTEST:

Deborah Lopez, City Clerk

Eric Wells, Secretary

APPROVED AS TO FORM:
MEGAN GARIBALDI, CITY ATTORNEY

DocuSigned by:


A1BF8F896161498
Winnie Cai, Assistant City Attorney

EXHIBIT “A”

SCOPE OF WORK

TASK 1 – PROJECT ADMINISTRATION

This work shall include a kick-off meeting with City of Goleta staff to confirm the project's scope of work, schedule, budget, and availability of project documents; review project goals; discuss format of deliverables; and clarify the responsibilities of each party for each project.

Progress meetings shall be arranged to review the work at critical stages, including a meeting after the completion of work associated with Task 2 to review and confirm the final treatments and conceptual level budget analysis, and again at the 60% design stage, and at the 90% design stage to review and confirm the final documents and collect comments. Four (4) meetings are anticipated, including the kick-off meeting, with City of Goleta staff.

Consultant shall maintain consistent communication between the project manager and City of Goleta staff, including updated design schedules and budgets to help ensure a successful project.

TASK 2 – PAVEMENT ANALYSIS & PRELIMINARY ENGINEERING

The consultant shall gather and confirm all necessary information, either from field measurements or existing archives to facilitate the design and development of the project's contract documents. The consultant shall develop a concept level budget for each project that can be used to refine the projects to fit the City's anticipated construction budget.

The scope of work for anticipated investigation and survey items are shown below and a detailed explanation of the expected work for each phase of this task is provided.

Phase 2.1 - Pavement Analysis

Consultant shall perform pavement evaluation services including deflection testing, coring and analysis on the project streets identified for rehabilitation and heavy maintenance.

The field-testing portion of the work shall consist of deflection testing and coring the pavement to determine the asphalt layer thickness. One-way deflection tests shall be performed at 100-foot maximum intervals on each road segment. Coring shall be performed at 500-foot maximum intervals over the street segment. The deflection analysis shall be performed in general accordance with CTM 356. The work shall exclude pre-marking the coring locations and coordination with Underground Service Alert. Moving traffic control shall be provided by a follow vehicle with flashing lights. Flagging shall be provided as necessary. The City of Goleta will provide the traffic index.

Rehabilitation options to be investigated shall include hot mix asphalt (HMA) and rubberized hot mix asphalt (RHMA) overlays, milling and filling and CIR cold in-place recycle (CIR).

To assist with the analysis of pavements that are exhibiting significant base failure or have vertical constraints that will affect design, the Consultant shall core and measure the full structural section thickness (AC & AB) and collect a native soil sample to determine the R-value. For the FY23/24 project, this investigation will be performed on the following street segments: Calle Real from Los Carneros Road to La Patera Lane, Los Carneros Road from Calle Real to Hwy 101, Colusa Avenue from Del Norte Drive to Alameda Avenue, Winchester Canyon Road from Cathedral Oaks Road to Hwy 101 Off Ramp and Calle Real Fairview Avenue to Kingstone Avenue. The Consultant shall evaluate and submit a list of streets recommended for this level of investigation for the following three year's projects.

As part of the analysis, the Consultant shall present any viable maintenance options for streets that are structurally adequate.

For this phase, in lieu of a formal report, the Consultant shall compile findings in the project development binders that shall be provided to the City for reference. Going straight from the raw analysis and data to design saves considerable design funds.

Phase 2.2 - Measure Field Quantities and ADA Ramp Assessments

The Consultant shall physically walk each of the project streets to measure and record all pertinent field quantities, including the location of existing striping, pavement markers and paint markings; location of utility covers; limits of paving transitions, digouts, and other pavement repairs; and the total area of pavement to be resurfaced. This information shall be compiled into the bid schedule.

If concrete repairs or tree root damage is identified during the field reviews, the Consultant shall note it and bring it to the City's attention to determine if the repairs should be added to the contract.

The Consultant shall evaluate any curb ramps within the project limits to determine their compliance with ADA regulations. Non-compliant ramps shall be tallied and included in the concept level budget for discussion and a determination of the design approach needed for the ramp location.

Phase 2.3 - Monument Perpetuation

Consultant shall subcontract with Geo-West Land Surveys located at 5420 Honda Avenue, Atascadero, CA 93422 to perform the monument perpetuation research needed for the project.

The research shall assist the City of Goleta with the monument identification and preservation process (State Business and Professions Code Section 8771) by performing a records search to locate any potential recorded survey monuments within the street limits. The Consultant's surveyor shall prepare a written report

that the Consultant shall review with the City to determine which monuments might potentially be disturbed during construction and how they should be perpetuated.

The Consultant and the City shall review the prepared report and determine which monuments will be shown on the plans for perpetuation by the Contractor.

Phase 2.4 - Concept Level Budget Analysis and Technical Memo

Following the field evaluation work described in Phases 2.1, 2.2, and 2.3, the Consultant shall compile all field data into a Technical Memo. The Memo shall include a summary of the following: existing pavement conditions including visual assessment, pavement thicknesses; best value treatment recommendations for each project roadway segment; a summary of curb ramp compliance and recommendations for improvement. All preliminary items of work shall be incorporated into preliminary engineer's cost estimates for each roadway segment to assist the City in selecting the most cost effective and constructible options for the project streets according to available budgets.

After the technical memo is complete, the Consultant shall meet with the City to review the gathered information. As part of the meeting, Consultant shall review preliminary cost information for each viable option for the street segment and a life cycle cost analysis (LCCA).

As part of this meeting, Consultant shall also discuss potential bike facility improvements as identified on the City's Bicycle Master Plan.

This meeting shall be where critical decisions are made about how far the budget can be stretched. At the conclusion of this meeting, the Consultant and the City shall have a clear understanding about the specific design approach that shall be implemented for the project.

In addition to the tasks listed above, the Consultant shall coordinate with City staff to obtain the following information:

- Utility agency contact information
- Other available design data such as drainage facility maps, traffic data, City standards, front-end specifications, etc.

Task 2 Deliverables:

- Design recommendations and preliminary cost estimates with LCCA for each roadway segment within each project area for City review.
- A monument perpetuation report.
- Technical Memo.

TASK 3 – PLANS, SPECIFICATIONS AND ESTIMATES

Phase 3.1 – 60%, 90%, 100% and Final PS&E Submittals

Consultant shall develop plans that shall convey the design intent and treatments selected during the concept level budget meeting. Consultant shall use aerial

images and collected topographic information to develop base sheets and provide details for typical sections, transitions, conforms, digouts, and additional pavement work as necessary. Consultant shall compile all field quantities collected from Task 2 into an engineer's estimates. This shall be considered the 60% submittal.

After the City has reviewed the 60% submittal, Consultant shall meet to receive and review the comments. Consultant shall use these comments from the City to refine the plans and prepare technical specifications that shall incorporate the latest asphalt industry guidelines and criteria. This information shall be submitted to the City as the 90% design review.

After the City reviews the 90% submittal, Consultant shall meet with staff to resolve any outstanding issues and shall adjust the contract documents accordingly. This information shall be submitted to the City as the 100% design review.

After the City reviews the 100% submittal, Consultant shall address any remaining comments and adjust the contract documents accordingly. Plans and specifications shall then be electronically stamped and signed and submitted to the City as the final PS&E.

As part of this Task, the Consultant shall assist the City by preparing the CEQA forms listing the project as categorically exempt. The City will submit the forms to the necessary state agencies.

Phase 3.2 – Utility Notification

The Consultant shall notify the local utility companies and incorporate utility facilities affecting the project received from their outreach efforts into the contract documents. The notification will be through email. The Consultant shall obtain a current listing of utility companies and contact information from the City for this task.

Phase 3.3 – Geotechnical Investigation (Allowance)

The City has identified possible subsidence on Cathedral Oaks near Paseo Del Pinon which is part of the FY22/23 project. The Consultant shall hire a geotechnical firm to investigate the area and determine if there is a subsidence problem and recommend corrections. The Geotech shall prepare and submit a report summarizing their findings and recommendations. The report will be reviewed by the City and the Consultant to determine how the recommendations will be implemented. The consultant shall retain Geosolutions Inc. located at 220 High Street, San Luis Obispo, CA 93401 for this work.

Task 3 – Deliverables

- The 60%, 90%, and 100% design submittals shall include two sets of 11" x 17" plan sets as well as an electronic format. Technical specifications shall be submitted in Word format at the 90% and final submittals.
- Final approved drawing submittals shall include one complete set of 36" x 24" bond and a PDF copy of all the drawing sheets submitted.

- Final specification submittals shall include one hard copy paper document bound and electronic copies in MS Word and PDF format.

TASK 4 – CURB RAMP DESIGNS

This task includes developing curb ramp designs for any ramps that the City and the Consultant determine are non-compliant and should be upgraded. There are options to developing curb ramp designs. Consultant shall discuss these options with the City during the kickoff meeting to determine the most cost-effective approach. 102 curb ramps have been identified to be part of the FY23/24 project. For budgeting purposes, assume 200 curb ramps will be included in each of the FY24/25 and FY25/26 projects.

Phase 4.1 – Complex Curb Ramp Design

For this phase, it's estimated that 10% of the non-compliant curb ramps shall require detailed design including a topographic survey which shall be tied to a local temporary benchmark and the necessary elevations and control to assist the contractor with construction.

Phase 4.2 – Regular Ramp Quantities Only

For this phase, it's estimated that 90% of the curb ramps can be field fit. To accomplish this work Consultant shall collect the quantities necessary to construct each ramp. The quantities shall be tabulated and included in the plan set similar to previous work Consultant has performed with the City.

TASK 5 – BID SUPPORT SERVICES

During the bid period, Consultant shall be available to answer any specific questions from the City and Contractor concerning the design. Should the need arise, Consultant shall prepare an addendum as required. In addition, Consultant shall also be available to attend a pre-bid meeting and provide assistance with responses to contractor's questions during the bidding process and reviewing and evaluating bids. All fees for this task shall be on a time and materials basis.

TASK 6 – PROVIDE DESIGN SUPPORT DURING CONSTRUCTION

Consultant shall provide design support during the construction phase of the project. These services shall include but not be limited to the following and shall be billed on a time and materials basis as items are requested by the City:

Consultant shall provide review and input on technical design related to Requests for Information (RFIs) as needed, review and approval of technical submittals, site visits as needed, review and evaluate the merits of contractor initiated requests for change orders (CCO) when requested by the City and/or the selected CM consultant, assist selected CM consultant in providing the City with the proposed cost for the requested CCO and provide supporting details or plan revisions as directed by the City and/or selected CM consultant, attendance at construction meetings (as needed), preparation of Record Drawings based on

the Resident Engineer's (RE) redline construction drawings and preparation of project Close Out documentation.

TASK 7 – DEVELOP NEXT THREE YEARS OF PRIORITY STREET LISTS (FY23/24, FY24/25 & FY25/26)

Consultant shall develop priority pavement project street lists for the next three years, specifically FY24/25, FY25/26, and FY26/27. The priority lists shall be presented to the City Council and once approved will serve as the project streets for the next three year's pavement design packages.

Consultant understands that plan development is a dynamic process based on pavement needs, budget constraints, scheduled utility projects and public expectations. The effectiveness of the plan also depends on staff input. For this reason, Consultant shall be working closely with City staff throughout the process to capture their input and direction.

Consultant shall use the City's recently updated StreetSaver® database as part of this effort. Consultant shall use a combination of analysis from the City's and field verification blended the available utility schedules and pavement goals of the City to determine the streets with the highest priorities. The recommended pavement maintenance and rehabilitation projects shall be presented for the City's consideration. We anticipate the plan shall consist of road lists, associated treatments, and estimated costs for each road in each plan year.

At the City's request, Consultant shall prepare and present findings and recommendations at a City Council Meeting.

Deliverables:

- Pavement Project Priority Lists for FY24/25, FY25/26, and FY26/27.

Excluded Work

Consultant work shall exclude providing topographic survey of roads, researching ROW, developing striping and or traffic control plans, utility location / utility potholing and providing testing, inspection or management services during construction. It is understood that the street improvements shall address the pavement needs of each street segment. Consultant's design shall maintain the existing drainage patterns. Drainage improvements shall not be included in the scope of work. It is anticipated that the project shall be confined to the existing footprint of each roadway and therefore any design work related to CEQA or stormwater retention/detention shall be excluded. These services can be added to Consultant's scope at any time for additional fees. Consultant shall provide a proposal for any these services at the City's request.

EXHIBIT B SCHEDULE OF FEES

Engineering & Landscape Architect Services

Senior Principal Engineer	\$250/hr
Principal Engineer/Landscape Architect	\$210/hr
Senior Associate Engineer/Landscape Architect	\$190/hr
Associate Engineer	\$175/hr
Assistant Engineer	\$170/hr

Technical Services

Project & Construction Managers	\$170/hr
Laboratory Manager	\$170/hr
Senior Engineering Technician	\$150/hr
Engineering Technician	\$135/hr
Inspector*	\$135/hr
Laboratory Technician	\$110/hr
Clerical	\$ 80/hr

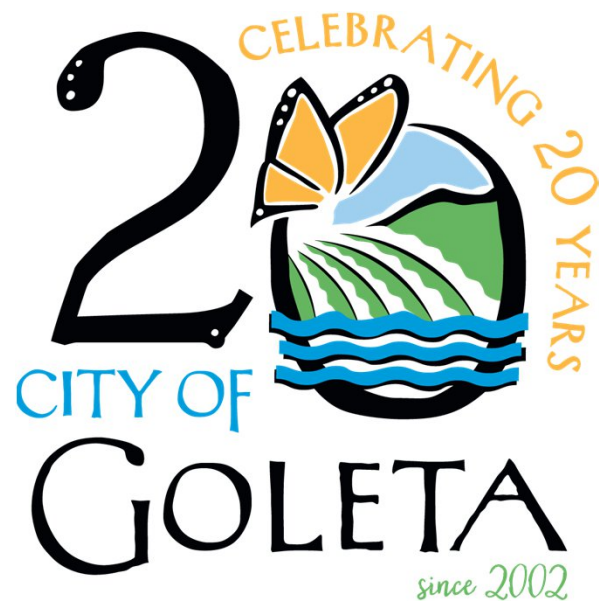
Field Services

PW Deflection Testing*	\$500/hr
PW Deflection Testing Travel*	\$340/hr
PW Coring*	\$400/hr
PW Coring Travel*	\$340/hr

* Two (2) hour minimum

ATTACHMENT 2

Pavement Management Program (PMP) Update Presentation

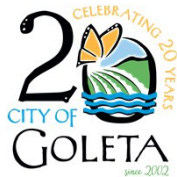


Pavement Management Program (PMP) Update

Public Works Department
City Council Meeting
September 6, 2022

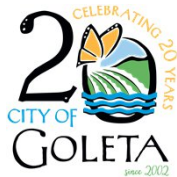
Outline

- PMP Process
- City's System Data
- 2022 Pavement Rehabilitation Project
- City's PCI Goal



PMP Process

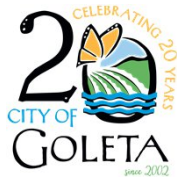
1. Select paving consultant and award agreement.
2. Inspect and rate all City roadways (every 2-3 years).
3. Enter data info into StreetSaver database.
4. Update info and construction costs.
5. Run scenarios and prepare budget/PCI report.



City of Goleta System Data

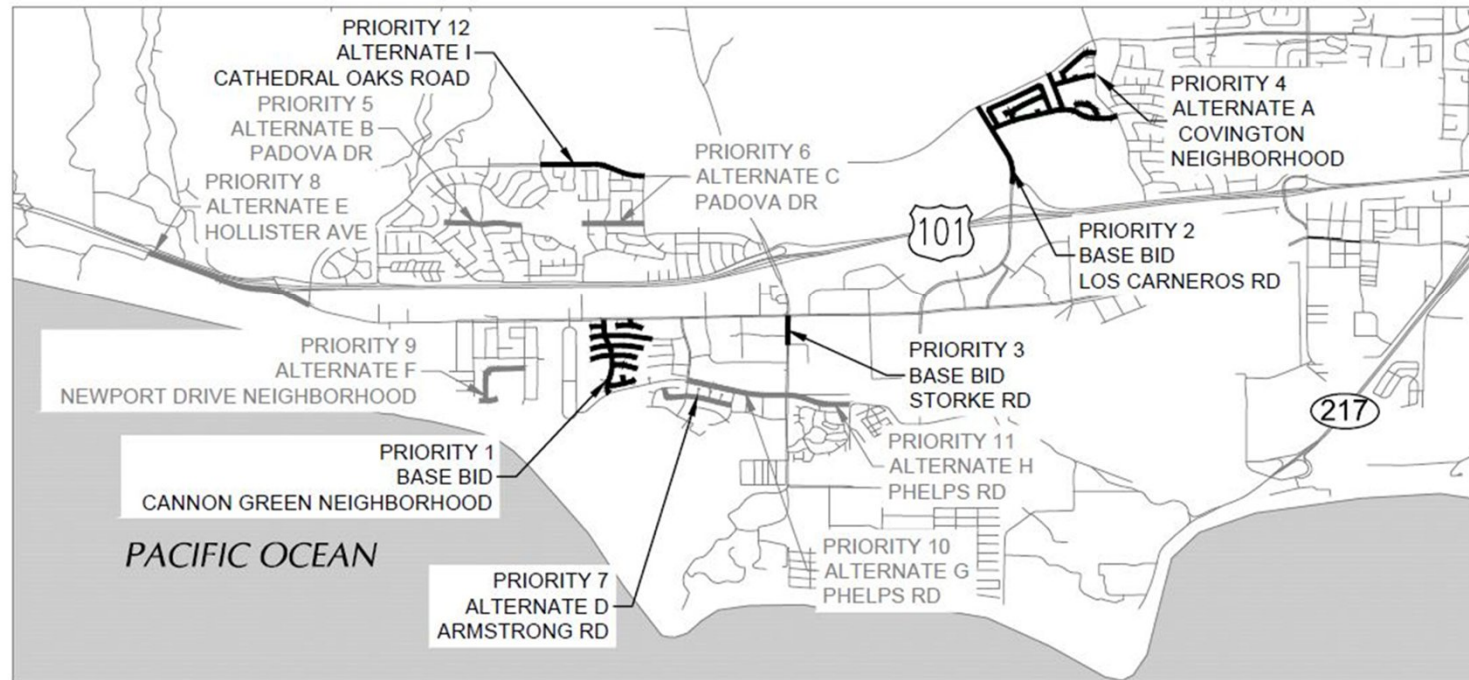
(from 2019 Update)

- System Size
 - 84.93 centerline miles
 - 17,406,455 square feet of pavement
- Systemwide average weighted PCI of 62
- Replacement value of \$221,100,000



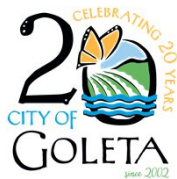
2022 Pavement Rehabilitation Project Location Map

CITY OF GOLETA 2022 PAVEMENT REHABILITATION PROJECT



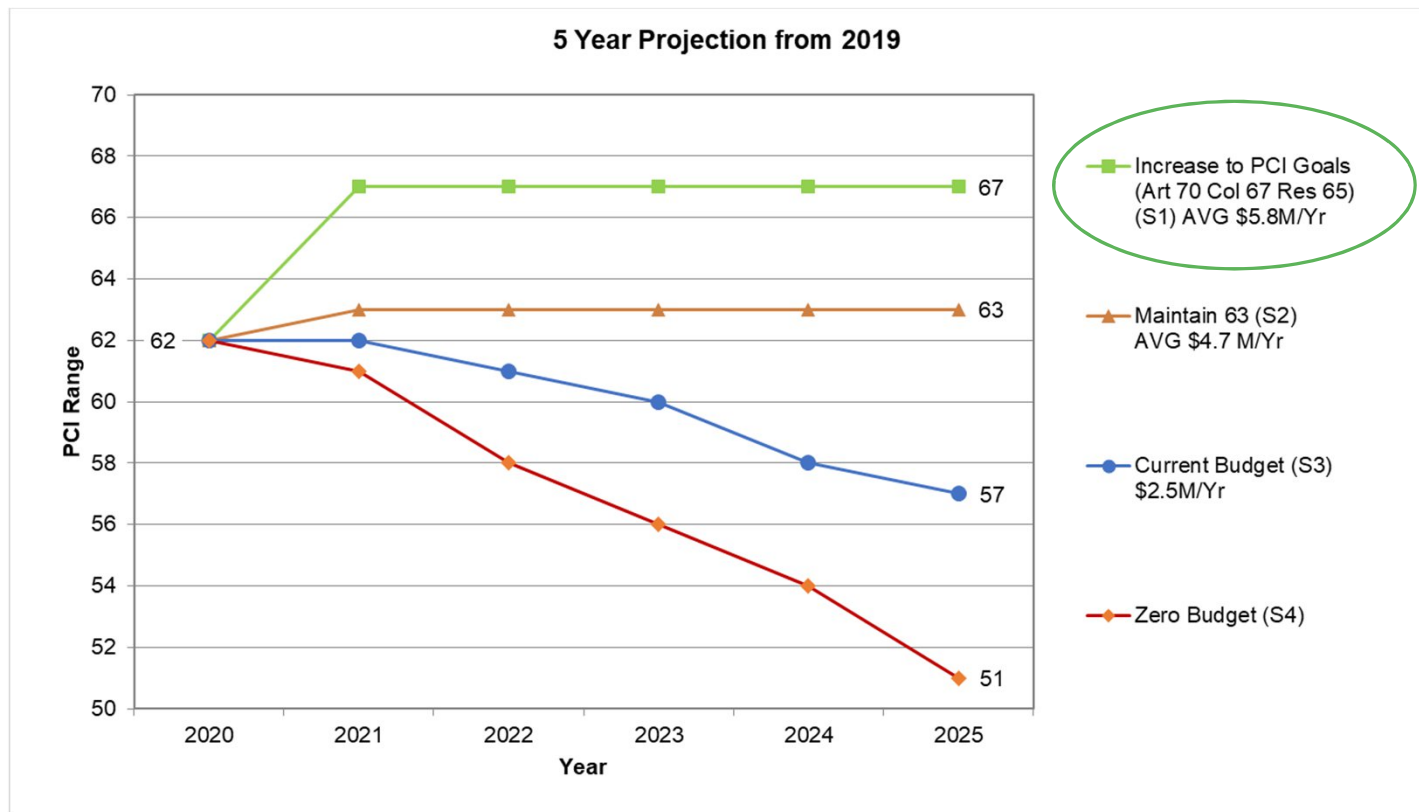
September 6, 2022, City Council – Pavement Management Program (PMP) Update

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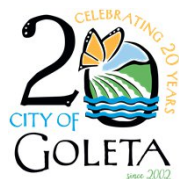
PRIORITY	ROADWAY	LIMITS	GRANITE BID	TREATMENT
Base bid 1	CANNON GREEN NEIGHBORHOOD	CANNON GREEN DR, CHAPMAN PL, DAVENPORT RD, ELMHURDT PL, FREEMAN PL, GREENSBRO ST, HILSBORO ST, HILSBORO WAY, LOWELL WAY, LOWELL WAY - WEST CDS TO EAST CDS	\$ 1,584,322	SLURRY SEAL, RHMA OVERLAY & COLD PLANE & REPLACE
Base Bid 2	LOS CARNEROS ROAD	CATHEDRAL OAKS TO CALLE REAL		
Base Bid 3	STORKE ROAD (NB & SB)	BOLLAY DR TO HOLLISTER AVENUE		
Alt A	COVINGTON NEIGHBORHOOD	CAMINO CASETA, COVINGTON WAY, CAMINO VENTUROSO CAMINO TALAVERSO - CDS TO COVINGTON WAY CAMINO TALAVERSA AND CONVINGTON PLACE CAMINO VIVIENTE, COROLDALE LANE, COROLDALE PLACE, CASETA WAY, CAMINO LAGUNA VISTA	\$ 1,295,553	RHMA OVERLAY & SLURRY SEAL
Alt B	PADOVA ROAD	WEST END TO SAN ROSSANO ROAD	\$ 745,195	RHMA OVERLAY
Alt C	PADOVA ROAD	WEST END TO ALAMEDA AVENUE	\$ 715,823	RHMA OVERLAY
Alt D	ARMSTRONG ROAD	REED COURT TO MILL WAY	\$ 686,434	RHMA OVERLAY
Alt E	HOLLISTER AVENUE	GATE @ W/END TO COP 325' E/O GATE START OF AC E/O BARCARA RESORT TO CATHEDRAL OAKS ROAD	\$ 372,317	RHMA OVERLAY
Alt F	NEWPORT DRIVE NEIGHBORHOOD	NEWPORT DRIVE PALOS VERDES DRIVE	\$ 553,512	RHMA OVERLAY
Alt G	PHELPS ROAD	PACIFIC OAKS ROAD TO STORKE ROAD	\$ 1,180,792	RHMA OVERLAY
Alt H	PHELPS ROAD	STORKE ROAD TO CDS	\$ 588,463	RHMA OVERLAY
Alt I	CATHEDRAL OAKS ROAD	EVERGREEN DRIVE TO ALAMEDA AVENUE	\$ 1,646,699	RECONSTRUCTION
Alt J	TREE ROOT REPAIRS	VARIOUS STREETS	\$ 101,670	ROOT REPAIRS
Alt K	STORKE ROAD	HOLLISTER AVENUE TO HWY 101	\$ 277,939	REMOVE & REPLACE
TOTAL BID:			\$ 9,748,719	
Alt Bid B, C , D ,E F,G,H,J,K			\$ 5,222,145	
AWARDED - BASE BID, ALT A & ALT I:			\$ 4,526,574	

2019 PMP Cost to Maintain City's PCI Goal



September 6, 2022, City Council – Pavement Management Program (PMP) Update

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Questions?