



Citizens' Infrastructure Oversight Commission

Annual Report to the Orinda City Council

2016 Paving and Storm Drain Activities

April 12, 2017

This report is a summary of the activities of the Citizens Oversight Commission [CIOC] for 2016. Contained in the report is an update of the condition of Orinda's roads, the on-going Pavement Management Program, charts covering the use of all funds, and maps showing where work has been done or is scheduled to be done, as well as other infrastructure activities.

Arterial and Collector Roads (including Grant Projects)

During 2016, approximately \$775,000 was available from State Gas Tax and Contra Costa Transportation Authority [CCTA] Sales Tax Return to Source. Orinda also received \$437,000 of CCTA Measure J Grant funds to contribute to completion of Arterial and Collector roads. The Town of Moraga also contributed approximately \$180,000 toward their half of Ivy Drive near Miramonte High School. The Pavement Management Program Policy [Exhibit 1] has these funds dedicated for repair and maintenance of Arterials and Collectors, the roads most heavily traveled. In 2016 the following road segment was rehabilitated:

<u>ROADWAY NAME</u>	<u>BEGIN LOCATION</u>	<u>END LOCATION</u>
Ivy Drive	Fiesta Circle (north)	1,000' west of Moraga Way

Residential Roads and Drains [2012 Measures L and 2014 Measure J]

Revenues from 2012 Measure L Sales Tax and 2014 Measure J and 2016 Measure L Bonds are dedicated to repair our Residential roads and drains. In 2016, \$2,095,000 was available from 2012 Measure L and \$4,900,000 was budgeted for use from 2014 Measure J funds. The total revenue available for the Residential roads program in 2016 was \$6,995,000.

For FY 2016, a total of 36 Residential road segments were selected and approved for repair per policy [Exhibit 2]. Ultimately, 35 road segments were rehabilitated in last year's paving project, with one segment (Virginia Drive) deferred to 2017 due to utility relocation delays. All of the rehabilitated roads for 2016, listed below, were selected using the criteria developed by the CIOC and were approved by the City Council.

<u>ROADWAY NAME</u>	<u>BEGIN LOCATION</u>	<u>END LOCATION</u>
Alice Lane	Goodfellow Drive	Zander Drive
Altamount Drive	Moraga Way	La Cresta Road
Amber Valley Drive	Dalewood Drive	Cul-De-Sac
Berkeley Avenue	Claremont Avenue	End
Bobolink Road	Manzanita Drive	Vista del Mar
Camino del Diablo	El Toyonal	Chapparral Place
Candlestick Road	Knickerbocker Lane	Cul-De-Sac
Cedar Lane	Donald Drive	Cul-De-Sac
Charles Hill Circle	Charles Hill Road (S)	Charles Hill Road (N)
Descanso Drive	Ivy Drive	End
Donna Maria Way	Dolores Way	Rita Way
El Gavilan	La Espiral	End
Estates Drive	Orchard Road	Brookside Road
Fallen Leaf Terrace	Dalewood Drive	Cul-De-Sac
Goodfellow Drive	Goodfellow Court	City Limits
Greenwood Court	Calvin Drive	Cul-De-Sac
Hall Drive	Rheem Blvd.	200'+/- S/Easton Ct. End
Keith Drive	Evans Place	Donald Drive
La Cresta Road	Don Gabriel Way	Pico Court
La Cresta Road	Carmen Court	Woodland Road
Los Altos	Camino Don Miguel	Bobolink Road
Lost Valley Drive	Edgewood Road	Cul-De-Sac
Moraga Via	Virginia Drive	Rustic Way
North Lane	Camino Pablo	Ardilla Road
Oakwood Road	Orchard Road	Cul-De-Sac
Ramona Drive	Ivy Drive	Arroyo Drive
Rita Way	Donna Maria Way	Dolores Way
Sally Ann Road	Glorietta Blvd.	Parkway Court
Singingwood Lane	Amber Valley Drive	Cul-De-Sac
Valley View Road	Miner Road	Cul-De-Sac
Via Farallon	Mira Loma	La Cuesta
Vista del Mar	Del Mar Court	Private Road
Warford Terrace	Muth Drive	Cul-De-Sac
Whitehall Drive	Moraga Way	686' E\Moraga Way
Whiteoak Drive	City limit	Cul-De-Sac

The paving and drainage work along Virginia Drive, between Glorietta Boulevard and Moraga Via, was postponed due to delays with a joint pole relocation that was necessary to replace an existing drainage culvert; this segment will be included in the 2017 Pavement Rehabilitation Project.

For each road segment in the paving projects, storm drains under and adjacent to the road segment are inspected, and, where necessary, repaired or replaced. In 2016 a total of 3,092 linear feet of pipes were inspected and cleaned and 919 linear feet of pipes were replaced. 5,727 linear feet of

6” asphalt concrete dike was installed to confine surface drainage and to protect side slopes susceptible to erosion.

After completion of the 2016 Pavement Rehabilitation Projects, the average Pavement Condition Index (PCI) of the City’s entire public street network is 56. The following figures provide historical PCI data and a breakdown of the overall network.

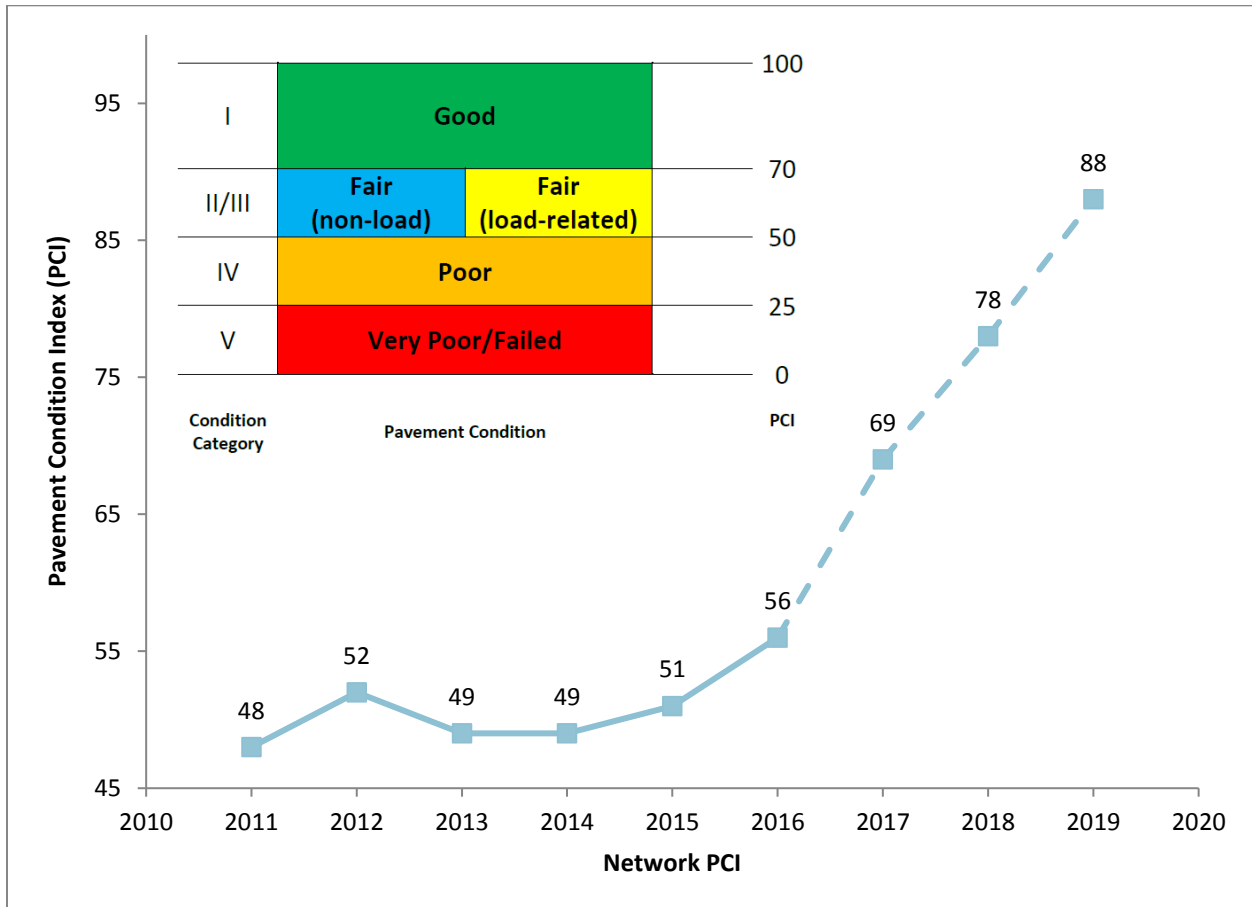


FIGURE 1 - Historical Network PCI from 2011 to 2016

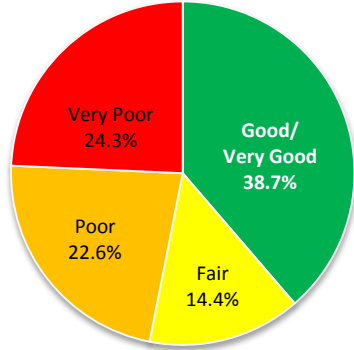


FIGURE 2 – Pavement Condition Summary by Condition Categories (Entire Network, 2016)

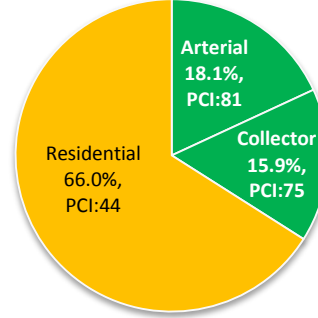


FIGURE 3 – Pavement Condition Summary by Functional Classification (Entire Network, 2016)

Exhibit 4 - Map of Current Pavement Condition Index (PCI) for the entire street network by condition categories is attached at the end of this report.

Funding

The 2012 Sales Tax Measure L and 2014 Bond Measure J Revenue and Expense Summary as of March 30, 2017 is included as Exhibit 5. While there was some carryover from one year to the next, all revenue was expended for the purpose intended. The carryover is the result of the projects that could not be accomplished during construction season due to utility conflicts or from differences between the Engineer’s estimate and the actual bid amounts. The funds from both measures are strictly spent on repair of Residential streets and drains.

2017 Pavement Rehabilitation Project

The list of roads for the 2017 Pavement Rehabilitation Project has been approved by the CIOC and the City Council and is provided as Exhibit 6. The project was advertised for bids on March 8, 2017. The City received and opened four bids on April 4, 2017. Construction on these roads is scheduled to begin in May 2017.

Other significant developments in 2016 are as follows:

- Though not formally part of the 2016 project, important drainage improvements were made with the North Lane Storm Drain project. The Project installed close to 1,300 feet of 60-inch reinforced concrete storm drain pipe (RCP). This new system works in addition to the combined pre-existing 48-inch corrugated metal pipe/open channel system that reached its capacity and overflowed during significant storm events in the course of the winter of 2005/2006. In May 2016, the City Council awarded the construction contract of this project to Bay Cities Paving & Grading, Inc. in the amount of \$2,298,827. Seventy five percent (75%) of the construction cost was funded by the Federal Emergency Management

(FEMA), the remaining twenty five percent (25 %) was split between the City of Orinda and EBMUD.

- No new proposals were submitted in 2016 by citizens under the Neighborhood Initiated Road Repair Policy [Exhibit 3].
- There was one request by a citizen to accelerate the repair of Ichabod Lane ahead of others but the CIOC determined that re-prioritization was not necessary.
- Several citizens reported workmanship issues by our contractors, which staff continues to address as warranty-related repairs and/or corrections.
- In 2016 the City Council directed the CIOC to update the Road and Drainage Repairs Plan to reflect the additional funds voted on and approved by the citizens. That work is ongoing and will be presented as a separate agenda item.
- On June 7, 2016 the citizens of Orinda voted on and approved a second bond measure, 2016 Measure L, that will, along with the previous 2012 Measures L and 2014 J, provide most of the funds needed to repair our Residential roads.
- With the additional funds from 2016 Measure L, the CIOC and staff decided that a long-range plan is needed to make the most efficient use of available funds and to accelerate the program overall. Road repair lists for 2018 and 2019 are provided as Exhibits 5 and 6, respectively.
- The long-range planning indicates that there is a small projected cost saving based on the current Road and Drainage Repairs Plan funding proposal. The projected cost saving is due to receiving favorable construction bids for the 2015 & 2016 accelerated paving program. The construction bids were lower than the engineer's cost estimate for the following two reasons: 1) A drop in oil prices which ultimately lowered the asphalt cost for the past few years; 2) An overall reduction in unit bid prices due to the expanded 2015 & 2016 paving projects.

Currently, there are plans to have another bond measure request before the Orinda voters in 2018 for \$22 million. This may be reduced based on the construction bid cost for the 2017 paving project or additional funds can be allocated toward much needed drainage improvements. Alternatively, a funding plan can be developed to address both the remaining one-time fund request along with long term on-going maintenance funding needs.

The CIOC, in conjunction with the City's communication staff, continues to contribute articles giving updates on road projects and improvements to help ensure that the public is well informed. With the development of the new City website, staff and the CIOC recommended posting all of the reports, maps, charts, and lists as they are approved.

Based on the current projections, the City is anticipating rehabilitating all Residential roads by the end of 2019, after which, the system-wide average PCI will be 88. This will be considered one of the best ratings in the entire Bay Area. These projections could change if asphalt and construction prices rise in the next few years. The City will still need additional funding to rehabilitate all the Arterial and Collector roads, address more drainage repairs, and to meet the overall program goal

of system-wide average of 70 or greater with no individual road of less than 50. The sinkhole on Miner Road shines a light on the necessity to emphasize drainage rehabilitation work as quickly as possible. Staff has been providing survey information on the condition of many of the drains and culverts and has been asked to continue that work so the CIOC can be confident in the selection and bid process.

The Commission continues to welcome participation by Orinda citizens in its meetings and would like to thank everyone who has taken their time to attend and offer their input and suggestions. It is especially valuable to hear of oversights and safety concerns.

Exhibits

- Exhibit 1 – Pavement Management Program Policy & Criteria for Selecting Streets for Repair 101811
- Exhibit 2 – Pavement Management Program Policy & Criteria for Selecting Streets for Repair Using Measure L Sales Tax Funds and Measure J Bond Funds 090214
- Exhibit 3 – Neighborhood Initiated Road Repair Policy 080510
- Exhibit 4 – Current PCI Condition 033017
- Exhibit 5 – Measures L & J Revenue and Expense Summary
- Exhibit 6 – 2017 Annual and Measures J & L Pavement Rehabilitation Project 022717
- Exhibit 7 – 2018 Residential Street List 110116
- Exhibit 8 – 2019 Residential Street List 110116