



BUILDING BETTER ROADS WORKGROUP MEETING



Location: County Operations Center / Kearny Mesa 5500 Overland Avenue, Room 120
San Diego, CA 92123

Date: November 16, 2018

Time: Start: 1:00 PM - End: 3:15 PM

Attendees: (see attached)

Facilitator: Melanie Estes, DHS Consulting, Inc. (DPW Consultant)

Mission

Through the establishment of a working group of industry associations and public agencies, with a localized emphasis on the regions resources and the County's needs, identify means, measures, and methods to improve the quality of regional roads.

Opening Remarks

Bill Morgan, Deputy Director County of San Diego –

- Welcomed attendees and thanked everyone for their participation.
- Expressed the importance of this issue for the County and for the region to ensure planned investments in our infrastructure are attainable and sustainable
- Challenged the group to look for innovative and responsible change in our industry.
 - o What obstacles can we eliminate?
 - o What new specifications can we develop?
 - o How can we look at the resources in the region differently and make changes?
- Provided background on current materials shortage and introduced Regional Construction Procurement Committee and basis for creating committee to respond to materials shortage over 10 years ago.
- Reiterated the importance of California Senate Bill 1 (SB-1) and California Proposition 6 (Prop. 6) to the region for maintaining our existing transportation infrastructure.
- Reiterated the need to collectively develop cost effective and innovative solutions to our pavement resurfacing projects for the region.
- Stated that the purpose of this workgroup is to provide support and guidance for all stakeholders involved with transportation infrastructure in the County, not just one city, one agency, or one contractor.
- Stated that it is our goal, for the whole region to benefit from this workgroup, to deliver high quality products for the public.



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Facilitator:

Melanie Estes, DPW Consultant -

- Introduction of attendees (see attached list) - individuals introduced themselves and their affiliations.
- Open for any public comment for any item that is not on the agenda. (No input)
- Agenda (attached)
 - Overview
 - Public Agency Program Presentations (Agencies listed and their programs)
 - Reclaimed Asphalt Products (RAP)
 - Resource Challenges
 - Contracting Methods
 - Wrap Up with some Action Items
- Facilitator asked if there were any interested parties in making a public comment on any item that were not listed on the agenda. (no comments)
- Ground Rules - make the best use of time; this is a large group and there is a lot of information to be shared, so facilitator will keep time. If time does not allow, items will be tabled and notes taken so there will be future opportunity for subgroups. If there is anyone that has an issue that is not on the agenda, please feel free to indicate that the item needs to be tabled for future discussion to come up with the best plan going forward.
- Schedule - after this first session, ultimately would like to break up into subgroups for specific topics which will be discussed in the end during the wrap up. Subgroups to meet before December 7, 2018. The next Building Better Roads Workgroup is tentatively scheduled for December 17, 2018. At that time looking for some actions items from the subcommittees to report back to the County.
- Facilitator invited agencies to share information about their program, what is working well and what are their concerns.



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Public Agency Program Presentations

County of San Diego

Mark Perrett, LUEG Program Manager - Capital Improvement Program (CIP)

Current Program

County Road Resurfacing Program -

- responsible for maintaining approximately two thousand lane miles in the County
- wide range of clients
- urban areas with arterials and collectors
- remote and rural highways that go to the desert and into the back country
- In 2017, began a \$56M Annual Program (\$42M in construction contracts) to raise our Pavement Condition Index (PCI)
- Balance improvements across all regions of the unincorporated County
- we receive input from community planning groups and from our Roads Station staff, regarding high priority roads that need to be resurfaced
- Field Engineering team generates an annual resurfacing list using “Streetsaver” - a software planning tool that evaluates road conditions and other input data to develop a list of priority roads for any year. CIP then reviews the list, recommends a treatment and develops contracts DPW Construction Engineering Group will administer the contract and inspect the work
- Primarily addressing roads requiring rehabilitation with asphalt concrete (AC) overlays; and roads needing preservation with a pavement seals
- Rehabilitation projects have included: AC overlay; mill and inlay; and cold-in-place recycling; using conventional, rubberized, and polymer modified asphalt
- Preservation projects have included: slurry seal; chip seal; cape seal; using conventional and polymer modified seal products
- Current PCI is approx. 62. Our goal is to achieve a PCI of 70 by FY21-22

What is working?

- Continuously evaluating our processes and treatments to see where we can improve
- Agency outreach – looking to what other agencies are doing
- Vendor presentations - get a better idea of what products are available

Challenges?

- Qualified staff
- Funding - prior to SB1, our budget was 12 to 15 million
- Internal staff and consultants to manage the program
- Material availability



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Constraints?

- minimizing impact on residents, motorists, businesses and schools
- Coordination and outreach with all stakeholders
- Developing contracts that will encourage competition and innovation

City of San Diego

Luis Schaar, Assistant Director - Construction

Program

City of San Diego's Resurfacing Program -

About three and a half years ago, the Mayor undertook an ambitious goal to pave 1,000 miles within five years – City achieved this mark last month after 3.5 years. City of San Diego counts slurry seal and AC overlay as miles - a lot of resurfacing work in less than four years - learned a lot during that period.

Challenges and Constraints?

Regarding slurry seal construction:

- site prep work
- quality assurance (QA)
- quality control (QC) for the work being done by the contractor
- time constraints involved
- requirements for making sure the roadway is a certain condition before they slurry seal
- making sure they have the correct OCI index for the roads designated for slurry vs. overlay
- completing all repairs that are necessary prior to work being done
- lab coordination with the contractor, taking samples for QA purposes; the slurry component of their work is treated as an operation maintenance component, so it is not capital - means that the City does not take on that work as a CIP, it is something that is executed by the Transportation and Stormwater teams. They put out the contracts through their contracting group, they also manage the programs.
- Time coordination: Over the three and one half years, they were averaging: approx. 220 miles per year for slurry seal. City has moratoriums regarding resurfacing work: slurry seal is three years and AC overlay is five years - there is a lot of coordination that goes along with those moratoriums. City does not want to issue waivers due to miscalculations when underground projects may be coming up. Utility companies are issued waivers, because of Public Utilities Commission (PUC) requirements: if there is something considered to be tied to life and safety a project moves forward regardless of what local agency moratoriums are in place.



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- Street pavement ordinances: specific types of slurry requirements for specific locations, such as residential vs. high velocity turns, high traffic areas, etc.

Regarding AC overlay (Capital Program):

- initial concrete work that needs to be considered, any type of work that is considered capital, such as excavation or grinding of the ground
- installation of ADA ramps which come through as fitted ramps are sometimes difficult to fit within the constraints of the locations; therefore, special designs or on-site construction are required. Working closely with contractors and subcontractors to make sure the ADA requirements are met correctly, so that the City is not having to remove street pavement at a future date.
- wide spread contracts throughout the City
- trying to be equitable with each of the districts the City is responsible for with regard to the work needing to be done
- scheduling changes - a lot of back and forth communication with the City Council explaining the schedule due to public input/feedback

City of San Diego

Myrna Dayton, Assistant Director and Chief Deputy City Engineer

Comments

- In addition to the City's resurfacing program, the City has about 75 miles of sewer replacement that also requires paving and slurry.
- The City also has an Undergrounding Program with SDG&E, (when SDG&E's work is completed, the City is responsible for repaving). The City does 100 miles of paving per year with just the Undergrounding Program, in addition to the 75 miles of water and sewer, along with 220 miles of slurry.
- The awards list for 2019 - starts off with \$15M to award this year.
- There has been no sign that work will be slowing down.
- Moratoriums are an issue and there are challenges with the private sector.

Caltrans - District 11

Al Ochoa, District Materials Engineer

Program

Major construction using concrete and asphalt, trying to do innovative temporary replacement with slabs.



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Challenges?

- materials are always an issue, the scarcity of aggregate and vendors
- surface treatments after overlay have to be rubber
- trying to use geogrid
- resources
- Staffing is an issue; however, SB1 will now allow to hire; however, there is a limited pool of people available
- Moving forward to increase the use of rubber

City of Escondido

Michelle Geller, Economic Development Manager

Program

Not able to provide information at this time - contacts for information from City of Escondido Department of Public Works available upon request.

City of Chula Vista

Frank Riviera, Principal Civil Engineer

Program

- Pavement program is typically \$5M per year with \$1M going to seals, the remaining goes towards different types of overlays.
- City does a lot of chip seals. The issues with chip seals are public complaints regarding the graveling in the gutters and then street sweeping is an issue due to street parked vehicles.
- City passed Measure P two years ago to fix failed assets. Council agreed with department that with the limited funding they receive for paving, it would not be used to do the streets in the worst shape, since they had gone below a Pavement Condition Index (PCI) of 25.
- Measure P provided an additional \$4M to \$5M that was added to the original \$5M program. Along with bonds the City has put out a \$6M project this year and will do an additional \$6M project next year to improve residential streets, remove 3 inches of pavement and replace with 3 inches of new pavement.
- City received \$1.5M from SB1 last year and will receive \$4.5 million this coming year. The City is now trying to catch up, they know they have neglected their streets.



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Challenges?

- time elapsed between opening bids and when the contract is awarded which impacts the award winning contractor's availability (a region wide issue in trying to get the work done in a timely manner)
- When it rains, it cascades on the schedules other projects

Projects are broken down by categories. Chula Vista uses "StreetSaver" and they have outside consultants do an inventory every five years.

City of Encinitas

Pete Milligan, Design Section (not able to attend today's meeting)

The following information was provided from Pete Milligan and presented by Melanie Estes in Mr. Milligan's absence:

Program

Treatment methods are generally consisting of slurry seal, crack seal, standard HMA, and some rubberized AC overlay with the use of fabric in some cases. They are working on approximately 7-10 miles per year. The City of Encinitas has approximately \$3M per year in their budget and they spend about \$2.5M on actual resurfacing. Current Pavement Condition Index (PCI) is at 73. The City of Encinitas has 399 lane miles.

Challenges?

- having good control of construction QC and QA for the finished product.
- focus is on looking at good maintenance practices to help make efficient use of the funding when they are doing the rehabilitation of their roads



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PowerPoint Presentations

Aggregate Sustainability - Management - Trucking and Labor Concerns

Barry Coley, Grading Superintendent and Matt Pound, General Manager (Escondido Materials)

Reclaimed Asphalt Pavement (RAP)

Brandon Milar, P.E, Technical Director (California Asphalt Pavement Association)

Contracting Methods

Benefits to Uniform Mix Designs - Barry Coley

With all of the ideas presented today, if collectively they are put together, they do conserve our natural resources, they do save costs for the agencies, and make better use of what we have.

- the more mix designs that can be uniform and similar across the County makes it more cost effective for a supplier to be able to store the materials in their silos, and to deliver the product more cost effectively. For example, if one agency is next door to another and they are paving the same streets, but their mix designs are considerably different, then that creates a cost to the supplier and ultimately that cost is passed on to the agencies.
- if there is a consistency with RAP being used at percentages vs. virgin asphalt, that which takes up more silo capacity and costs will increase
- other methods of recycling, whether cold in place or other construction methods, uniformity is a good idea to discuss as a cost saving measure

This is a countywide issue, if every agency in the County works together, we can help solve some of the shortages and the problems we have today. We look forward to being a partner to help out with whatever we need to do to help build better roads.

Discussion

- Recording of meeting discussion available upon request.



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Topics for Sub-Working Groups

The following subcommittees were agreed upon and the following lists of members were established:

CONTRACTING

Brad Nguyen
Adolfo Cacho
Myrna Dayton
Mike McManus
Jason Mordhorst
Steve Ward
Art Hernandez
John Greenwood

RAP

Frank Arebalo
Jose Navarro
Edgar
Matt Souttere
Al Ochoa/Dave Evans
Matt Pound
Crystal Howard
Austin Cameron
Mike McManus
John Greenwood
Brandon Milar
Marco Estrada

MIX DESIGN

Mary Erchul
Dave Gasaway
Sam Koohi
Jose Navarro
Matt Souttere
Matt Pound
Mike McManus
Barry Coley
Jim Ryan
Brandon Milar
Pat Terrell

ALTERNATIVE PAVEMENT

Eric Ng
Frank Riviera
Matt Pound
Crystal Howard
Brandon Milar
Mike McManus
Suzanne Seivright
Eric Wolff
Myrna Dayton
Christopher P. Iaccio
Marco Estrada

Goals and Action Items

1. Break into Sub-Working groups and meet early December 2018.
2. Sub-Working groups to report back to main Building Better Roads Working Group at the December 17, 2018 meeting.
3. Continue to develop road resurfacing program information from individual agencies.



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Attendees:

Aguilar, Mike
Arebalo, Frank
Bunnemeyer, Dag
Cacho, Adolfo
Cameron, Austin
Coley, Barry
Dayton, Myrna
Erchul, Mary
Estes, Melanie
Estrada, Marco
Gade, Derek
Gasaway, Dave
Geller, Michelle
Greenwood, John
Hernandez, Art
Herzberger, Tom
Hoffman, Frank
Howard, Crystal
Iaccio, Christopher
Kezer, Keith
Koochi, Sam
McGee, Conor

Merritt, Ryan
Milar, Brandon
Morgan, Bill
Mott, Orland
Navarro, Jose
Ng, Eric
Nguyen, Brad
Ochoa, Al
Perett, Mark
Pirouzian, Ali
Pound, Matt
Rivera, Frank
Schaar, Luis
Seivright, Suzanne
Solomon, Collins
Souttere, Matt
Tadros, Sam
Terrell, Pat
Volpp, John
Ward, Steve
Wolff, Eric