ATTACHMENT 3

Countywide Parking lot PCI – Proposal

Pavement Engineering Inc.

You can ride on our reputation

December 12, 2019

MP19-457B

Patrick Zuroske
Assistant Director
General Services Department
County of Santa Barbara
105 E. Anapamu Street,
Santa Barbara, CA 93101

Subject: Santa Barbara County Facilities Pavement Management Program Development

Dear Patrick:

Pavement Engineering Inc. (PEI) appreciates the opportunity to propose on Santa Barbara County Facilities Pavement Management System. Based on our many years of work with the County Roads Division and Engineering, we are confident we can assist and produce a pavement management program which will track the County Facilities pavement assets and provide strategies for repairing, maintaining and preserving those assets at a consistent, serviceable level through the StreetSaver® program.

We have more than two decades of experience developing and updating pavement management programs for dozens of public agencies using the Metropolitan Transportation Commission's (MTC) StreetSaver® program. PEI received the MTC's highest recognition as the year's "Best Pavement Management Consultant". We worked hard to achieve this recognition and continue to apply that same level of effort for our clients in all that we do. We value our client's trust in our ability to deliver outstanding pavement management services with superior customer service.

We have extensive experience developing pavement management programs using MTC's StreetSaver® program and can customize a multi-year plan and budget for current and future maintenance needs. Our goal is to maximize the service life of pavement at the lowest possible cost using a "critical-point" management approach. Our commitment to Santa Barbara County is to deliver long-lasting, economical pavement projects with the superior customer service you expect.

Our commitment to Santa Barbara County is to deliver the highest quality of work on time, on budget and with honesty and unparalleled professionalism. As our slogan says, "You can ride on our reputation." I will be the main contact person for all related proposal questions, for contract negotiations and for the project with the County.

Very truly yours,

Joseph L. Ririe, P.E.
President & Senior Principal Engineer
Phone: 805.781.2265

JoeR@PavementEngineering.com
3485 Sacramento Drive, Suite A
San Luis Obispo, CA 93401

SCOPE OF WORK

Task 1 – Kick-Off Meeting and Database Development

PEI will schedule a kick-off meeting with County staff to discuss project goals and expectations. Some items of discussion may include, but are not limited to:

- The scope, schedule and budget;
- Existing pavement data;
- Streets, roadways, and paths
- Functional classifications;
- The format of deliverables;
- Pavement maintenance history;
- Current Budget
- Desired pavement service levels;
- Quality control approach;
- Safety, field work access;
- Public notifications;
- PEI personnel and project contacts;

Reviewing these items prior to beginning work will help PEI develop future maintenance plans and budget scenarios that accurately reflect the County's objectives and will save financial resources for actual pavement preservation. Once PEI is supplied with the necessary information from the County, we will create the database using the StreetSaver® software.

PEI will meet with the County staff as needed throughout the project to coordinate and review specific project progress, address schedules, budgets and other items of business to ensure the work performed meets performance goals. Our objective is to deliver a quality project on time and on budget but also make sure that County staff knows where we are at all times throughout the project.

Our engineering staff will subdivide each site listed in Attachment A (parking areas and travel ways) into distinct pavement areas according to use, location or size including bus lanes, access roads, parking access lanes, parking areas, passenger pick-up/drop-off and fire lanes. A diagram of each facility with each lot and access way designated with a unique reference to identify distinct pavement areas that identify bus lanes, access roads, parking areas, etc.

As part of this task, PEI will enter all of the information gathered and prepared into StreetSaver®'s pavement management database utilizing the parking lot module. Entering the data into StreetSaver will allow County Staff to take advantage of the

program's excellent forecasting ability, as well as tracking maintenance and rehabilitation work. As part of this task, PEI will work with Park staff to set up the program's decision tree and logic functions.

PEI will establish a Geographic Information System (GIS) module within StreetSaver®. The end goal is a system that would allow the County staff to graphically display the status of their database.

Task 2 – Pavement Evaluation

We will then visually assess those areas for defect types and extent; effects of drainage; vehicle use, including the impact of trucks and buses; traffic flow; and other factors that may impact pavement performance. PEI will document specific failure areas as part of our assessment. Photographs will be printed as part of the report.

The assessment will cover asphalt concrete area. This assessment does not include evaluating Portland cement concrete surfaces (e.g. walkways, quad areas) nor an in-depth drainage review. However, observed drainage impacts will be identified.

PEI will assess the pavements at each of the Santa Barbara County Facilities owned and maintained parking lots and add the information to the Santa Barbara County Facilities StreetSaver® pavement management database. The parking lots will be assessed per ASTM D-6433 standards. A summary report will be provided that lists each parking lot's condition. Included with the work will be setting up the Parking Lot module within StreetSaver®, on the County's behalf.

PEI will calculate a Pavement Condition Index (PCI) for each parking area using StreetSaver® criteria, and supported by PEI's quality assurance standards, which are designed to ensure accuracy and consistency.

During the field review, PEI will use a hand-held wheel to measure the lengths and widths of the pavement areas. Precise measurements are key to accurate cost projections, which are calculated based on pavement area.

PEI will sample locations on random test sites of ± 2,500 sf and will annotate the sample location. Recording locations of inspected sample areas provides the necessary information to relocate the measured area for verification. This method produces reliable, reproducible data for current and future use.

As part of this work, PEI will perform a Quality Control review. For this project, because there will be no previous PCI's, the Project Manager will review a random 10% of the segments, to ensure accuracy of the Data as part of the QC review.

To ensure safety during the visual evaluation, PEI will provide its inspectors with reflective safety vests and will provide traffic control using flashing beacons and vehicle-mounted magnetic signs warning of frequent stops.

Task 3 – ADA Curb Ramp Assessment

We will assess each ADA parking stalls and adjacent ADA ramps at each location for compliance to the current American Disabilities Act code requirements. Our work will include measuring and recording the existing slopes and taking photographs of the parking stalls and ramps.

The assessment will cover handicap ramps adjacent to the ADA parking only. This assessment does not include evaluating the path of travel from the ramp to the building.

A summary report of our ADA findings will be included in our final report.

Task 4 –Budget Analysis and Reports

Once the visual evaluations are finished and the StreetSaver® database is completely updated, PEI will run reports that forecast the PCI based on proposed treatments. These forecasts will be Project, and Target based. This effort will provide feedback for the treatment decisions necessary to achieve the County's goals.

Working with County staff, we will determine (forecast) the best maintenance and rehabilitation approach for the next five (5) years that will maintain the City's overall PCI at a level it sets. We will do this by performing a budget analysis using several scenarios that will help the County evaluate budget strategies and their impacts, enabling County staff to produce a five (5) year budgeting plan. We will use StreetSaver® GIS mapping to visually illustrate these impacts.

Our analysis will demonstrate what the County can expect in overall pavement condition based on current and proposed future funding levels. If shortfalls exist, PEI will recommend preventative maintenance strategies to improve and maintain the County's roads within budgetary constraints. PEI has the knowledge and experience to assist the County in evaluating appropriate options and explore treatments and value engineering techniques to accomplish the objectives.

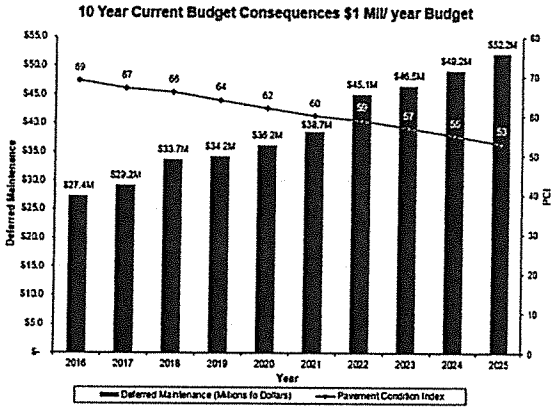
Task 5 – Multi-Year Pavement Maintenance and Rehabilitation Plan

Following the visual assessment, we will use the collected data to develop a multi-year maintenance and rehabilitation plan that will address each paved area at each site. The objective is to provide strategies and a budget to improve and maintain these surfaces over the next five years. The information will be presented in a spreadsheet format that will be included in our comprehensive report

Task 6 – Final Report

PEI will prepare 3 copies of the final report in indexed binders for the County to review. After the review, we will prepare an updated final report containing all relevant information in a PDF format on a USB thumb drive. Both the print and the electronic report will contain the following information:

- Executive summary
- Budget needs scenarios
- Network replacement costs
- Proposed future budget levels
- Budget scenarios including
  - ✓ a scenario to maintain roadways at the existing PCI;
  - ✓ a scenario to increase the current PCI by 5 points;
  - ✓ a scenario to show the potential PCI for roadways over five to ten years using current funding levels or a specified time range determined by the agency;
  - ✓ Additional scenarios the County may need.
- A section description report for all street segments
- Street sections selected for recommended treatments during the specified years
- Maps and exhibits.



PROJECT SCHEDULE

It is anticipated that the entire project will take 10 to 12 weeks. The schedule may vary depending upon rain days. PEI will schedule the work after receiving a Notice to Proceed.

ESTIMATED WEEKLY TIMLINE BY TASK												
WEEK	1	2	3	4	5	6	7	8	9	10	11	12
TASK 1: KICK-OFF MEETING AND DATABASE DEVELOPMENT												
TASKS 2 and 3: PAVEMENT EVALUATION & ADA CURB RAMP ASSESSMENT												
TASK 3: BUDGET ANALYSIS AND REPORTS												
TASK 4: MULTI-YEAR PAVEMENT MAINTENANCE & REHABILITATION PLAN												
TASK 5: FINAL REPORT												

PROJECT COST

Task List	Fee
Task 1 – Kick-off Meeting and Database Development	$ 4,950
Task 2 – Pavement Evaluation	16,930
Task 3 – ADA Curb Ramp Assessment	11,300
Task 4 – Budget Scenarios and Reports	5,650
Task 5 – Multi-Year Maintenance and Rehabilitation Plan	5,800
Task 6 – Final Report	4,605
Task 1-5 Estimated Fees:	**$49,235**
Additional MTC Costs	**Fee**
Estimated Annual StreetSaver® Subscription	$ 1,500
Annual Subscription for Parking Lot Module	750
GIS Integration*	5,000
*This amount is an estimated allowance to be used for the GIS integration and Linking. An exact cost will be provided by MTC.	
Total Fee:	**$56,485**

All fees and costs associated with this proposal are subject to final negotiation with the County of Santa Barbara. The enclosed proposal conditions apply.

Please do not hesitate to contact me at 805.781.2265 with any questions you may have.

Very truly yours,
PAVEMENT ENGINEERING INC.

Joseph L. Ririe, P.E.
Senior Principal Engineer

Enclosure: Proposal Conditions
Attachment A – Facilities List

PROPOSAL CONDITIONS

1. Proposal is valid for thirty days from the date of the proposal.

2. All work shall be performed utilizing common methods and practices of the civil engineering profession. Reports and construction documents will be signed by a registered civil engineer.

3. Fees for Lump-Sum or Unit Price Proposals will be charged at the quoted price. The quoted prices include all laboratory testing costs. Fees for Engineering and Technical Services on a Time and Materials Basis will be charged at the applicable hourly rates of the current PEI Fee Schedule.

4. The proposal is based upon providing liability insurance with limits up to $1,000,000.

5. The Engineering Report or Plans and Specifications will be provided to the Owner as an electronic document in the form of a .pdf file. Hard copies are $35 each.

6. Payment: Invoices will be submitted at the completion of the work for Engineering Reports. Inspection fees will be invoiced on a monthly basis. All invoices are due upon receipt. Interest of 1-1/2% per month (but not exceeding the maximum rate allowable by law) will be payable on any amounts not paid within 30 days, payment thereafter to be applied first to accrued interest and then to the principal unpaid amount. Attorneys' fees or other costs incurred in collecting any delinquent amount shall be paid by the client.