

**CITY of LAGUNA WOODS
CITY COUNCIL
AGENDA**

Adjourned Regular Meeting
Wednesday, April 25, 2018
3:00 p.m.

Laguna Woods City Hall
24264 El Toro Road
Laguna Woods, California 92637

Carol Moore
Mayor

Cynthia Conners
Mayor Pro Tem

Noel Hatch
Councilmember



Shari L. Horne
Councilmember

Joe Rainey
Councilmember

Welcome to a meeting of the Laguna Woods City Council!

This meeting may be recorded, televised, and made publically available.

Public Comments: Persons wishing to address the City Council are requested to complete and submit a speaker card to City staff. Speaker cards are available near the entrance to the meeting location. Persons wishing to address the City Council on an item appearing on this agenda will be called upon at the appropriate time during the item's consideration. Persons wishing to address the City Council on an item *not* appearing on the agenda will be called upon during the "Public Comments" item. Persons who do not wish to submit a Speaker Card, or who wish to remain anonymous, may indicate their desire to speak from the floor. Speakers are requested, but not required, to identify themselves.

Americans with Disabilities Act (ADA): It is the intention of the City to comply with the ADA. If you need assistance to participate in this meeting, please contact either the City Clerk's Office at (949) 639-0500/TTY (949) 639-0535 or the California Relay Service at (800) 735-2929/TTY (800) 735-2922. The City requests at least two business days' notice in order to effectively facilitate the provision of reasonable accommodations.

REGULAR MEETING SCHEDULE

The Laguna Woods City Council regularly meets on the third Wednesday of each month at 2 p.m.

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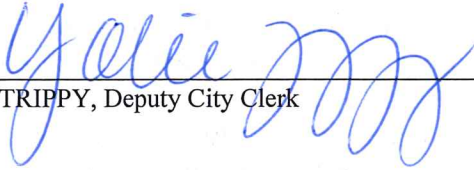
FOR ADDITIONAL INFORMATION

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AFFIDAVIT OF POSTING

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, Yolie Trippy, Deputy City Clerk, City of Laguna Woods, hereby certify under penalty of perjury that this agenda was posted at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, California 92637; on the City's website (www.cityoflagunawoods.org); and, at other locations designated by Resolution No. 17-30, pursuant to California Government Code Section 54954.2 of the Ralph M. Brown Act.



YOLIE TRIPPY, Deputy City Clerk

4-20-18

Date

- I. CALL TO ORDER
- II. ROLL CALL
- III. PLEDGE OF ALLEGIANCE
- IV. PRESENTATIONS AND CEREMONIAL MATTERS
- V. PUBLIC COMMENTS

About Public Comments: This is the time and place for members of the public to address the City Council on items *not* appearing on this agenda. Pursuant to State law, the City Council is unable to take action on such items, but may engage in brief discussion, provide direction to City staff, or schedule items for consideration at future meetings.

VI. CONSENT CALENDAR

About the Consent Calendar: All items listed on the Consent Calendar are considered routine and will be enacted by one vote. There will be no separate discussion of these items unless a member of the City Council, City staff, or the public requests that specific items be removed from the Consent Calendar for separate discussion and consideration of action.

6.1 Fiscal Year 2017-18 Budget Adjustment

Recommendation: Adopt a resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2017-19 BUDGET AND WORK PLAN FOR FISCAL YEAR 2017-18 COMMENCING JULY 1, 2017 AND ENDING JUNE 30, 2018, AND FISCAL YEAR 2018-19 COMMENCING JULY 1, 2018 AND ENDING JUNE 30, 2019, RELATED TO APPROPRIATIONS FOR AND FROM THE LAGUNA WOODS CIVIC SUPPORT FUND, A BLENDED COMPONENT UNIT OF THE CITY

6.2 Road Repair and Accountability Act of 2017 Project List

Recommendation: Adopt a resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY

OF LAGUNA WOODS, CALIFORNIA, ADOPTING A LIST OF FISCAL YEAR 2018-19 PROJECTS PROPOSED TO RECEIVE FUNDING FROM THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017's LOCAL STREETS AND ROADS FUNDING PROGRAM (ROAD MAINTENANCE AND REHABILITATION ACCOUNT), AS REQUIRED BY CALIFORNIA STREETS AND HIGHWAYS CODE SECTION 2034(A)(1), AND MAKING RELATED AUTHORIZATIONS

6.3 El Toro Road Regional Traffic Signal Synchronization Program Project P

Recommendation:

1. Approve final plans and specifications reflecting completion of the “El Toro Road Regional Traffic Signal Synchronization Program Project P”, as-built.

AND

2. Accept the final project report for the “El Toro Road Regional Traffic Signal Synchronization Program Project P,” as prepared by CivilSource, Inc./Iteris, Inc.

AND

3. Accept project completion of the contract agreement with Elecnor Belco Electric, Inc. for the “El Toro Road Regional Traffic Signal Synchronization Program Project P”.

AND

4. Release contract retention in the amount of \$17,725.00 withheld per California Government Code 35 days following recordation of the Notice of Completion with the County of Orange, provided no Stop Notices are on file with the City preventing the release of the contract retention.

AND

5. Exonerate project posted bonds 35 days following recordation of the Notice of Completion with the County of Orange.

6.4 Moulton Parkway Regional Traffic Signal Synchronization Program Project P

Recommendation:

1. Approve final plans and specifications reflecting completion of the “Moulton Parkway Regional Traffic Signal Synchronization Program Project P”, as-built.

AND

2. Accept the final project report for the “Moulton Parkway Regional Traffic Signal Synchronization Program Project P,” as prepared by CivilSource, Inc./Iteris, Inc.

AND

3. Accept project completion of the contract agreement with Elecnor Belco Electric, Inc. for the “Moulton Parkway Regional Traffic Signal Synchronization Program Project P”.

AND

4. Release contract retention in the amount of \$13,555.08 withheld per California Government Code 35 days following recordation of the Notice of Completion with the County of Orange, provided no Stop Notices are on file with the City preventing the release of the contract retention.

AND

5. Exonerate project posted bonds 35 days following recordation of the Notice of Completion with the County of Orange.

VII. PUBLIC HEARINGS

VIII. CITY COUNCIL BUSINESS

8.1 Ad Hoc Audit Committee

Recommendation: Appoint two members of the City Council to an Ad Hoc Audit Committee beginning on May 1, 2018 through December 31, 2018 to work with the City's independent auditors on matters related to the Fiscal Year 2017-18 audit.

8.2 Pavement Management Plan

Recommendation: Adopt a Pavement Management Plan for Fiscal Years 2018-19 through 2027-28, as recommended by the City Engineer/City Traffic Engineer, and direct the City Engineer/City Traffic Engineer to execute and submit the Pavement Management Plan to the Orange County Transportation Authority as required to maintain Measure M2 eligibility.

8.3 Capital Improvement Program Development

Recommendation: Discuss and provide direction to staff on the development of a capital improvement program for fiscal years 2018-19 through 2027-28.

IX. CITY COUNCIL REPORTS AND COMMENTS

About City Council Comments and Reports: This is the time and place for members of the City Council to provide reports on meetings attended including, but not limited to, meetings of regional boards and entities to which they have been appointed to represent the City and meetings attended at the expense of the City pursuant to California Government Code Section 53232.3. Members of the City Council may also make other comments and announcements.

9.1 Coastal Greenbelt Authority

Mayor Pro Tem Connors; Alternate: Councilmember Horne

9.2 Orange County Fire Authority

Councilmember Hatch

- 9.3 Orange County Library Advisory Board
Councilmember Rainey; Alternate: Mayor Moore
- 9.4 Orange County Mosquito and Vector Control District
Councilmember Horne
- 9.5 San Joaquin Hills Transportation Corridor Agency
Mayor Pro Tem Conners; Alternate: Mayor Moore
- 9.6 South Orange County Watershed Management Area
Mayor Moore; Alternate: Councilmember Hatch
- 9.7 Other Comments and Reports

X. CLOSED SESSION

XI. CLOSED SESSION REPORT

XII. ADJOURNMENT

Next Regular Meeting: Wednesday, May 16, 2018 at 2 p.m.
Laguna Woods City Hall
24264 El Toro Road, Laguna Woods, California 92637

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6.1-6.4
CONSENT CALENDAR SUMMARY

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City of Laguna Woods

Agenda Report

TO: Honorable Mayor and City Councilmembers

FROM: Christopher Macon, City Manager

FOR: April 25, 2018 Adjourned Regular Meeting

SUBJECT: Consent Calendar Summary

Recommendation

Approve all proposed actions on the April 25, 2018 Consent Calendar by single motion and City Council action.

Background

All items listed on the Consent Calendar are considered routine and will be enacted by one vote. There will be no separate discussion of these items unless a member of the City Council, staff, or the public requests that specific items be removed from the Consent Calendar for separate discussion and consideration of action.

Summary

The April 25, 2018 Consent Calendar contains the following items:

- 6.1 Adoption of a resolution amending and adopting the Fiscal Years 2017-19 Budget and Work Plan for Fiscal Year 2017-18 commencing July 1, 2017 and ending June 30, 2018, and Fiscal Year 2018-19 commencing July 1, 2018 and ending June 30, 2019, related to appropriations for and from the Laguna Woods Civic Support Fund, a blended component unit of the City. Subsequent to the adoption of the Fiscal Years 2017-19 Budget and Work Plan, it was determined that the Laguna Woods Civic Support Fund, while a separately incorporated non-profit corporation, is a blended component unit of the City, requiring inclusion in the City's budget and comprehensive

annual financial reporting. The proposed resolution would modify the City's budget to incorporate the Laguna Woods Civic Support Fund's budget.

- 6.2 Adoption of a resolution adopting a list of Fiscal Year 2018-19 projects proposed to receive funding from the Road Repair and Accountability Act of 2017's Local Streets and Roads Funding Program (Road Maintenance and Rehabilitation Account), as required by California Streets and Highways Code Section 2034(a)(1), and making related authorizations. Consistent with the Fiscal Years 2017-19 Budget and Work Plan, the proposed resolution would identify the "Pavement Management Plan Project (Eastbound El Toro Road between Avenida Sevilla and Church Intersection)" as the Fiscal Year 2018-19 project proposed to receive the specified funding.
- 6.3 [1] Approval of final plans and specifications reflecting completion of the "El Toro Road Regional Traffic Signal Synchronization Program Project P" ("Project"), as-built (available at or from City Hall); [2] acceptance of the final project report for the Project, as prepared by CivilSource, Inc./Iteris, Inc. (available at or from City Hall); [3] acceptance of project completion of the contract agreement with Elecnor Belco Electric, Inc. for the Project; [4] release of contract retention in the amount of \$17,725.00 withheld per California Government Code 35 days following recordation of the Notice of Completion with the County of Orange, provided no Stop Notices are on file with the City preventing the release of the contract retention; and, [5] exoneration of project posted bonds 35 days following recordation of the Notice of Completion with the County of Orange. The Project is included in the City's Capital Improvement Program.
- 6.4 [1] Approval of final plans and specifications reflecting completion of the "Moulton Parkway Regional Traffic Signal Synchronization Program Project P" ("Project"), as-built (available at or from City Hall); [2] acceptance of the final project report for the Project, as prepared by CivilSource, Inc./Iteris, Inc. (available at or from City Hall); [3] acceptance of project completion of the contract agreement with Elecnor Belco Electric, Inc. for the Project; [4] release of contract retention in the amount of \$13,555.08 withheld per California Government Code 35 days following recordation of the Notice of Completion with the County of Orange, provided no Stop Notices are on file with the City preventing the release of the contract retention; and, [5] exoneration of project posted bonds 35 days following recordation of the Notice of Completion with the County of Orange. The Project is included in the City's Capital Improvement Program.

6.1

FISCAL YEAR 2017-18 BUDGET ADJUSTMENT

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RESOLUTION NO. 18-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2017-19 BUDGET AND WORK PLAN FOR FISCAL YEAR 2017-18 COMMENCING JULY 1, 2017 AND ENDING JUNE 30, 2018, AND FISCAL YEAR 2018-19 COMMENCING JULY 1, 2018 AND ENDING JUNE 30, 2019, RELATED TO APPROPRIATIONS FOR AND FROM THE LAGUNA WOODS CIVIC SUPPORT FUND, A BLENDED COMPONENT UNIT OF THE CITY

WHEREAS, the Fiscal Years 2017-19 Budget and Work Plan (“Budget”) was adopted by the City Council on June 28, 2017; and

WHEREAS, City Council action is required to increase fund-level budget appropriations adopted as a part of the Budget; and

WHEREAS, subsequent to the adoption of the Budget, it was determined that the Laguna Woods Civic Support Fund, while a separately incorporated non-profit corporation, is a blended component unit of the City, requiring inclusion in the City’s budget and comprehensive annual financial reporting; and

WHEREAS, the Laguna Woods Civic Support Fund Board of Directors adopted a Fiscal Year 2017-18 Budget on June 27, 2018 with appropriations in the amount of \$3,470, offset by existing fund balance; and

WHEREAS, it is necessary for the City Council to establish corresponding Fiscal Year 2017-18 appropriations for the Laguna Woods Civic Support Fund in the amount of \$3,470, with the increase drawn from the Laguna Woods Civic Support Fund’s unassigned fund balance.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. Section 2 of Resolution No. 17-20, as previously amended by resolution nos. 17-28, 17-33, 17-35, 17-41, and 18-02, and approved carryovers of unspent budget appropriations from prior fiscal years pursuant to Administrative Policy 2.9, is hereby amended, in its entirety, to read as follows:

The budget appropriations authorized, on a fund level, are:

Fiscal Year 2017-18

	<i>Fiscal Year 2017-18 Adopted Budget</i>	<i>Fiscal Year 2016-17 Carryover Appropriations</i>	<i>Fiscal Year 2017-18 Approved Budget Amendments</i>	<i>Fiscal Year 2017-18 Amended Budget</i>
General Fund	\$5,724,476	\$194,069	\$379,062	\$6,297,607
Capital Projects Fund	\$365,426	\$105,318	\$379,062	\$849,806
<i>Transportation Funds</i>				
Fuel Tax	\$437,274	\$273,914	\$43,462	\$754,650
Road Maintenance & Rehabilitation Program	\$0	\$0	\$50,000	\$50,000
Measure M2	\$242,044	\$1,030,105	\$0	\$1,272,149
Coastal Area Road Improvement & Traffic Signals (CARITS)	\$0	\$148,700	\$0	\$148,700
<i>Public Safety Funds</i>				
Supplemental Law Enforcement Services	\$141,707	\$0	\$0	\$141,707
<i>Environmental Funds</i>				
Beverage Container Recycling	\$5,000	\$0	\$0	\$5,000
<i>Community Services Funds</i>				
PEG/Cable Television	\$2,000	\$0	\$0	\$2,000
Senior Mobility	\$294,179	\$0	\$0	\$294,179
Community Development Block Grant (CDBG)	\$145,700	\$0	\$0	\$145,700
Laguna Woods Civic Support Fund	\$0	\$0	\$3,470	\$3,470
TOTAL	\$7,357,806	\$1,752,106	\$855,056	\$9,964,968

Fiscal Year 2018-19

	<i>Fiscal Year 2018-19 Adopted Budget</i>	<i>Fiscal Year 2017-18 Carryover Appropriations</i>	<i>Fiscal Year 2018-19 Approved Budget Amendments</i>	<i>Fiscal Year 2018-19 Amended Budget</i>
General Fund	\$5,621,246	\$0	\$0	\$5,621,246
Capital Projects Fund	\$165,000	\$0	\$0	\$165,000
<i>Transportation Funds</i>				
Fuel Tax	\$300,102	\$0	\$0	\$300,102

<i>Continued from page 2</i>	<i>Fiscal Year 2018-19 Adopted Budget</i>	<i>Fiscal Year 2017-18 Carryover Appropriations</i>	<i>Fiscal Year 2018-19 Approved Budget Amendments</i>	<i>Fiscal Year 2018-19 Amended Budget</i>
Road Maintenance & Rehabilitation Program	\$110,250	\$0	\$0	\$110,250
Measure M2	\$242,992	\$0	\$0	\$242,992
Coastal Area Road Improvement & Traffic Signals (CARITS)	\$0	\$0	\$0	\$0
<i>Public Safety Funds</i>				
Supplemental Law Enforcement Services	\$123,500	\$0	\$0	\$123,500
<i>Environmental Funds</i>				
Beverage Container Recycling	\$0	\$0	\$0	\$0
<i>Community Services Funds</i>				
PEG/Cable Television	\$2,047	\$0	\$0	\$2,047
Senior Mobility	\$316,700	\$0	\$0	\$316,700
Community Development Block Grant (CDBG)	\$145,700	\$0	\$0	\$145,700
Laguna Woods Civic Support Fund	\$0	\$0	\$	\$0
TOTAL	\$7,027,538	\$0	\$0	\$7,027,538

The budget appropriations authorized by this section reflect the Fiscal Years 2017-19 adopted budgets, plus authorized budget adjustments approved between July 1, 2017 and the date of this amendment. The budget appropriations authorized by this section also include carryovers of approved, but unspent, budget appropriations from prior fiscal years. Such carryovers were approved by the City Council with the adoption of the current budget and/or pursuant to Administrative Policy 2.9.

SECTION 2. The Deputy City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2018.

CAROL MOORE, Mayor

ATTEST:

YOLIE TRIPPY, Deputy City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, Deputy City Clerk of the City of Laguna Woods, do
HEREBY CERTIFY that the foregoing **Resolution No. 18-XX** was duly adopted
by the City Council of the City of Laguna Woods at an adjourned regular meeting
thereof, held on the XX day of XX 2018, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

YOLIE TRIPPY, Deputy City Clerk

6.2
ROAD REPAIR AND ACCOUNTABILITY ACT OF
2017 PROJECT LIST

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RESOLUTION NO. 18-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, ADOPTING A LIST OF FISCAL YEAR 2018-19 PROJECTS PROPOSED TO RECEIVE FUNDING FROM THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017’S LOCAL STREETS AND ROADS FUNDING PROGRAM (ROAD MAINTENANCE AND REHABILITATION ACCOUNT), AS REQUIRED BY CALIFORNIA STREETS AND HIGHWAYS CODE SECTION 2034(A)(1), AND MAKING RELATED AUTHORIZATIONS

WHEREAS, California Streets and Highways Code Section 2034(a)(1) requires cities to adopt by resolution a list of projects proposed to receive funding from the Road Repair and Accountability Act of 2017’s Local Streets and Roads Funding Program (Road Maintenance and Rehabilitation Account) (“Project List”) prior to receiving an apportionment of such funds for each fiscal year; and

WHEREAS, California Streets and Highways Code Section 2034(a)(1) requires each Project List to include a description and the location of each proposed project, a proposed schedule for the project’s completion, and the estimated useful life of the improvement; and

WHEREAS, California Streets and Highways Code Section 2034(a)(1) specifies that Project Lists shall not limit a city’s flexibility to fund projects in accordance with local needs and priorities, so long as the projects are consistent with California Streets and Highways Code Section 2030(b); and

WHEREAS, the Fiscal Years 2017-19 Budget & Work Plan identifies the “Pavement Management Plan Project (Eastbound El Toro Road between Avenida Sevilla and Church Intersection)” as the Fiscal Year 2018-19 project proposed to receive funding from the Road Repair and Accountability Act of 2017’s Local Streets and Roads Funding Program (Road Maintenance and Rehabilitation Account).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The Project List attached hereto as Exhibit A is hereby adopted for Fiscal Year 2018-19.

SECTION 2. The City Manager is hereby authorized to submit the adopted Project List and any additional information necessary to receive funding from the Road Repair and Accountability Act of 2017’s Local Streets and Roads Funding Program (Road Maintenance and Rehabilitation Account) to the State of California, California Transportation Commission, and such other parties as may be necessary.

SECTION 3. The Deputy City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2018.

CAROL MOORE, Mayor

ATTEST:

YOLIE TRIPPY, Deputy City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, Deputy City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 18-XX** was duly adopted by the City Council of the City of Laguna Woods at an adjourned regular meeting thereof, held on the XX day of XX 2018, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

YOLIE TRIPPY, Deputy City Clerk

EXHIBIT A

Road Repair and Accountability Act of 2017
Local Streets and Roads Funding Program
Project List

General Info for Project List Submittal:

- Agency Name: City of Laguna Woods
- Fiscal Year: 2018-19
- Project Title: Pavement Management Plan Project (Eastbound El Toro Road between Avenida Sevilla and Church Intersection)

Specific Proposed Project Information Description:

- Project Description: This project involves the rehabilitation of approximately 1,000 linear feet of pavement on eastbound El Toro Road between Avenida Sevilla and Church Intersection, including replacement of deteriorated pavement and a surface seal of crack sealant and rubberized slurry.

Location:

- Eastbound El Toro Road between Avenida Sevilla and Church Intersection

Legislative Districts:

- State Senate District: 37
- State Assembly District: 74

Proposed Schedule for Completion:

- Month and year that pre-construction is anticipated to be complete: 10/2018
- Month and year that construction is anticipated to be complete: 6/2019

Estimated Useful Life:

- Minimum: 5 years
- Maximum: 5 years

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6.3

**EL TORO ROAD REGIONAL TRAFFIC SIGNAL
SYNCHRONIZATION PROGRAM PROJECT P
(NO REPORT)**

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6.4

**MOULTON PARKWAY REGIONAL TRAFFIC
SIGNAL SYNCHRONIZATION PROGRAM
PROJECT P (*NO REPORT*)**

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8.1
AD HOC AUDIT COMMITTEE
(NO REPORT)

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8.2 PAVEMENT MANAGEMENT PLAN

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City of Laguna Woods

Agenda Report

TO: Honorable Mayor and City Councilmembers

FROM: Christopher Macon, City Manager

FOR: April 25, 2018 Adjourned Regular Meeting

SUBJECT: Pavement Management Plan

Recommendation

Adopt a Pavement Management Plan for Fiscal Years 2018-19 through 2027-28, as recommended by the City Engineer/City Traffic Engineer, and direct the City Engineer/City Traffic Engineer to execute and submit the Pavement Management Plan to the Orange County Transportation Authority as required to maintain Measure M2 eligibility.

Background

The City maintains pavement on public roads in Laguna Woods (El Toro Road, Moulton Parkway, Ridge Route Drive, and Santa Maria Avenue).

Cities are required to adopt and update a pavement management plan at least every two years in order to remain eligible to receive Measure M2 funds. The format and methodology required to be used in the preparation of pavement management plans is established by the Orange County Transportation Authority.

The City Council last adopted a pavement management plan on June 15, 2016.

Discussion

Today's meeting is an opportunity for City Council action, as well as public input, on the proposed Pavement Management Plan for Fiscal Years 2018-19 through 2027-28 (Attachment A). Staff recommends that the City Council adopt the proposed Pavement Management Plan and provide for its execution and submittal

in order to assist with the development of future capital improvement programs and maintain the City's eligibility to receive Measure M2 funds.

The proposed Pavement Management Plan was prepared by CivilSource, Inc., under the direction of the City Engineer/City Traffic Engineer. As of March 2018, the City's pavement was found to be in "very good" condition, overall, with an average Pavement Condition Index ("PCI") of 88.80 of 100. That value takes into account the pavement work that the City has completed on El Toro Road between Avenida Sevilla and Paseo de Valencia over the current and previous fiscal years.

As anticipated in the current Pavement Management Plan, the proposed Pavement Management Plan recommends pavement work on El Toro Road between Avenida Sevilla and Church Intersection over the upcoming two fiscal years. Such projects are included in the current Capital Improvement Program.

While not required by the Orange County Transportation Authority, the proposed Pavement Management Plan addresses a 10-fiscal-year, instead of seven-fiscal-year, period. That change from years prior is supportive of the City's efforts to undertake longer range financial planning, as well as staff's intention to transition from the development of seven-fiscal-year to 11-fiscal-year capital improvement programs.

Environmental Review

This action has no possibility of having a significant effect on the environment. At this point, the City is adopting a planning document that will be used to inform future capital improvement project decision-making. The City is not approving any particular capital improvement project, nor will undertake any construction related to the same, at this time. The required level of environmental review of potential future capital improvement projects would be undertaken prior to construction of the same. Therefore, the adoption of a pavement management plan is not a project subject to the California Environmental Quality Act ("CEQA") pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations.

Fiscal Impact

Pavement management plans are planning documents and do not directly result in actual or committed expenditures. The City Council would consider the funding of projects recommended in the proposed Pavement Management Plan at later dates.

Attachment: A – Proposed Pavement Management Plan

APRIL 2018

CITY OF LAGUNA WOODS



PAVEMENT MANAGEMENT PLAN

Fiscal Years 2018-19 through 2027-28



**PAVEMENT MANAGEMENT PLAN
CITY OF LAGUNA WOODS**

April 2018

Prepared By

CivilSource, Inc.

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Pavement Management Plan Certification

The City/County of Laguna Woods certifies that it has a Pavement Management Plan in conformance with the criteria stated in the Orange County Transportation Authority Ordinance No. 3. This ordinance requires that a Pavement Management Plan be in place and maintained to qualify for allocation of revenues generated from renewed Measure M (M2).

The plan was developed by CivilSource, Inc. * using MicroPaver, a pavement management system, conforming to American Society for Testing and Materials (ASTM) Standard D6433, and contains, at a minimum, the following elements:

- Inventory of MPAH and local routes reviewed and updated biennially. The last update of the inventory was completed on February, 2018 for Arterial (MPAH) streets and for local streets.
Assessment of pavement condition for all routes in the system, updated biennially. The last field review of pavement condition was completed April, 2018
Percentage of all sections of pavement needing: Preventive Maintenance 8.10%, Rehabilitation 0%, Reconstruction 0%
Budget needs for preventative maintenance, rehabilitation and/or reconstruction of deficient sections of pavement for: Current biennial period \$1,221,727.00, Following biennial period \$511,853.00
Funds budgeted or available for Preventative Maintenance, Rehabilitation and/or Reconstruction. Current biennial period \$322,080.00, Following biennial period \$415,000.00
Backlog by year of unfunded pavement rehabilitation, restoration, and reconstruction needs.
The Pavement Management Plan is consistent with countywide pavement condition assessment standards as described in the OCTA Countywide Pavement Management Plan Guidelines adopted by the OCTA Board of Directors.

* An electronic copy of the Pavement Management Plan with Micro Paver or StreetSaver compatible files has been or will be submitted with the certification statement.

A copy of this certification is being provided to the Orange County Transportation Authority.

Submitted by:

M. Akram Hindiyeh
Name (Print)

City of Laguna Woods
Jurisdiction

Signed

4/19/2018
Date

City Engineer
Title

II. EXECUTIVE SUMMARY

The City of Laguna Woods (City) uses pavement management software to manage its street network and comply with Measure M eligibility requirements. MicroPAVER was used to develop this Pavement Management Plan (PMP).

The City's entire street network (approximately 10.71 centerline miles across 51 pavement sections) was surveyed to develop this PMP. The surveys were completed and recorded in MicroPAVER. The following table summarizes the lengths and area of the City's street network.

Laguna Woods Street Network Summary

Network ID	Branch ID	Street Name	Sections	Miles	Area (SF)
LW 2014	C080001	El Toro Road	22	4.92	1,154,622
LW 2014	C080002	Moulton Parkway	14	3.37	721,443
LW 2014	C080003	Ridge Route Drive	1	0.07	7,350
LW 2014	C080004	Santa Maria Avenue	14	2.35	379,412
Total			51	10.71	2,262,827

All roadways within the City's street network are classified as Master Plan of Arterial Highways (MPAH) roadways.

As of March 2018, the overall condition of the City's street network is "**very good**," with an average Pavement Condition Index (PCI) of **88.80**. The actual pavement condition index for each section is detailed in the attachments.

Several potential work plans have been developed to demonstrate the effect of various funding scenarios on the condition of the City's street network. OCTA requires the PMP to project the PCI of the street network, under the expected funding levels for the next 7 fiscal years. However, for the City's budgeting purposes, this PMP projects all the different alternatives for the next 10 fiscal years.

Existing Budget Scenario:

The projected budget scenario assumes targeted maintenance focused on improving the pavement sections. The detailed improvement work plan list is attached. It details the proposed improvements and the estimated cost for each project.

The estimated funding projected over the next 10 fiscal years would be approximately \$1,615,000. The following table provides the budget amount and the related PCI of the network.

PROJECTED ANNUAL PCI CONDITION UNDER EXISTING FUNDING

Fiscal Year	Current Funding	Entire Network PCI	MPAH PCI	Local PCI
Today		88.80	88.80	N/A
2018-19	\$129,250	88.60	88.60	N/A
2019-20	\$192,830	87.53	87.53	N/A
2020-21	\$192,500	86.46	86.46	N/A
2021-22	\$222,500	85.78	85.78	N/A
2022-23	\$122,030	84.44	84.44	N/A
2023-24	\$127,393	83.25	83.25	N/A
2024-25	\$150,000	82.41	82.41	N/A
2025-26	\$166,125	81.88	81.88	N/A
2026-27	\$137,364	80.77	80.77	N/A
2027-28	\$172,404	79.98	79.98	N/A

Funding Level for Maintaining Existing PCI Scenario:

The estimated funding projected over the next 7 fiscal years would be approximately \$3M and provide a network PCI of 85.22 at the end of the seventh fiscal year. The estimated funding projected over the next 10 fiscal years would be approximately \$3.6M and provide a network PCI of 82.46 at the end of the tenth fiscal year. Due to the scope and cost of work required, the annual funding amounts vary per year.

Funding Level to Improve PCI Scenario:

The estimated funding projected over the next 7 fiscal years would be approximately \$2.72M and provide a network PCI of 85.11 at the end of the seventh fiscal year. The estimated funding projected over the next 10 fiscal years would be approximately \$3.63M and provide a network PCI of 82.38 at the end of the tenth fiscal year.

Conclusion:

The overall condition of the City’s street network is “**very good**”. In order to maintain the street network in a very condition; it is recommended that the City Council consider prioritizing funding the pavement management plan projects as detailed in the work plan

list. The estimated improvements' costs for fiscal years 2018-19 and 2019-20 are \$129K and \$193K respectively. In addition, it is recommended to increase the funding for the future years, in order to decrease or eliminate the backlog of the pavement maintenance needs.

Rehabilitation would consist of the removal and replacement of the deteriorated pavement; crack sealing and either an overlay over the full pavement width, or slurry seal the street width, depending on the pavement condition.

City Engineer's Certification:

I, the undersigned, hereby certify that this Pavement Management Plan was developed using MicroPAVER, conforming to American Society for Testing and Materials (ATSM) Standard D6433, and contains, at a minimum, all of the elements required by the Orange County Transportation Authority's Countywide Pavement Management Plan Guidelines.

M. Akram Hindiyeh, PE, TE
City Engineer/City Traffic Engineer
City of Laguna Woods

III. BACKGROUND:

PAVEMENT MANAGEMENT PLAN

As described in the Orange County Transportation Authority's (OCTA) Countywide Pavement Management Plan Guidelines (April 2018), a pavement management plan "is a plan to manage the preservation, rehabilitation, and maintenance of paved roads by analyzing pavement life cycles, assessing overall system performance costs, and determining alternative strategies and costs necessary to improve paved roads."

In order to remain eligible for Measure M funds, the City is required to update its pavement management plan on a biennial basis. For countywide consistency, OCTA requires that pavement management plans be developed using either MicroPAVER or StreetSaver software. The City has been utilizing MicroPaver since 2010. Both programs are similar and rate pavement on a Pavement Condition Index (PCI) scale.

Pavement Condition Index (PCI) Scale

PCI Range	Pavement Quality	Pavement Conditions
86-100	Very Good	The pavement is new or almost new; it is structurally sound. It will not require significant improvement for some time.
75-85	Good	The pavement is in good shape but has some surface defects; it is generally structurally sound. It will require some routine maintenance, over the next few years.
60-74	Fair	The pavement has a number of defects such as cracking, raveling, patching, etc.; it is beginning to become structurally deficient. It will require immediate maintenance or repair.
41-59	Poor	The pavement has significant defects such as major cracking, significant surface distortions; it is structurally deficient. It requires immediate rehabilitation or reconstruction.
0-40	Very Poor	The pavement has major defects; it is structurally inadequate. It requires major rehabilitation or reconstruction.

CivilSource, Inc. has updated the City's pavement management plan since 2014. For the

current update, the City's entire street network (approximately 10.7 centerline miles across 51 pavement sections) was surveyed via visual inspection by CivilSource, Inc. personnel in March 2018 and subsequently recorded in MicroPAVER.

The basic steps involved in updating the pavement management plan include:

1. Inventory and identification of the types of street pavement in the City
2. Determination of the current condition of the City's streets by visual inspection
3. Identification of budget needs for the present time and for future years
4. Recommendations for future maintenance and rehabilitation based on constrained funding and maintenance and preservation goals

The following table summarizes the lengths and area of the City's street network:

Laguna Woods Street Network Summary

Network ID	Branch ID	Street Name	Sections	Miles	Area (SF)
LW 2018	C080001	El Toro Road	22	4.92	1,154,622
LW 2018	C080002	Moulton Parkway	14	3.37	721,443
LW 2018	C080003	Ridge Route Drive	1	0.07	7,350
LW 2018	C080004	Santa Maria Avenue	14	2.35	379,532
Total			51	10.71	2,262,827

The City's street network contains approximately 10.71 centerline miles and measures approximately 2.26 million square feet. The total cost to replace the City's street network is estimated at \$13.5 million. All roadways within the City's street network are classified as Master Plan of Arterial Highways (MPAH) roadways.

Although pavement management plans can produce annual project selection guidelines and budget recommendations, they are only a general management tool and are not intended to replace sound engineering judgment. Project selection should not be made solely based on the results of the pavement management plan.

It is important to note that the budget estimates contained in this pavement management plan include the estimated costs for engineering design, construction management, and inspection in addition to the cost for the physical construction of the pavement. The cost of miscellaneous repairs during street rehabilitation, such as sidewalk, curb, gutter, and ramp repairs, are not included in budget estimates. More accurate engineering estimate will be provided at the design stage.

IV. CURRENT PAVEMENT CONDITION (PCI):

In this pavement management plan, current pavement condition is represented on a PCI that uses a scale of 0-100 to rate pavement with 0 being the worst, or unusable, and 100 being the best, or new pavement.

As of March 2018, the overall condition of the City's street network is "very good," with an average PCI of 88.80.

Laguna Woods Existing PCI Summary

Street Name*	PCI as of March 2018
El Toro Road	86.67
Moulton Parkway	91.48
Ridge Route Drive	95.00
Santa Maria Avenue	90.06
Average Network PCI	88.80

Note: All Roadways within the City network are classified as Master Plan of Arterial Highways (MPAH) roadways.

Current Pavement Preservation and Rehabilitation Strategies:

The City currently has two methods of pavement preservation and rehabilitation. As a preventative measure, a surface seal consisting of crack sealant and rubberized slurry is used on street sections within the PCI range of 77 to 87. When street sections reach a PCI below 77, pavement rehabilitation is considered. The rehabilitation may consist of grinding off one to two inches of the existing pavement surface and applying a new Asphalt Rubber Hot Mix (ARHM) surface. Project selection and rehabilitation method will consider additional factors beyond the PCI range including, but not limited to, sound engineering judgement.

V. PROJECTED PAVEMENT CONDITIONS (PCI):

OCTA requires the pavement management plan to project the PCI of the street network, under the expected funding levels for the next 7 fiscal years. However, for the City's budgeting purposes, this pavement management plan projects alternatives for the next 10 fiscal years.

Existing Budget Scenario:

The City currently has two methods of pavement preservation and rehabilitation. As a preventative measure, a surface seal consisting of crack sealant and rubberized slurry is used on street sections within the PCI range of 77 to 87. When street sections reach a PCI below 77, pavement rehabilitation is considered. The rehabilitation may consist of grinding off one to two inches of the existing pavement surface and applying a new Asphalt Rubber Hot Mix (ARHM) surface. Project selection and rehabilitation method will consider additional factors beyond the PCI range including, but not limited to, sound engineering judgment.

The estimated funding projected over the next 10 fiscal years would be approximately \$1,615,000. The detailed work plan is attached. It shows the proposed improvements and the estimated cost for each project.

*PROJECTED ANNUAL PCI CONDITION UNDER
EXISTING FUNDING*

Fiscal Year	Current Funding	Entire Network PCI	MPAH PCI	Local PCI
Today		88.80	88.80	N/A
2018-19	\$129,250	88.60	88.60	N/A
2019-20	\$192,830	87.53	87.53	N/A
2020-21	\$192,500	86.46	86.46	N/A
2021-22	\$222,500	85.78	85.78	N/A
2022-23	\$122,030	84.44	84.44	N/A
2023-24	\$127,393	83.25	83.25	N/A
2024-25	\$150,000	82.41	82.41	N/A
2025-26	\$166,125	81.88	81.88	N/A
2026-27	\$137,364	80.77	80.77	N/A
2027-28	\$172,404	79.98	79.98	N/A

VI. ALTERNATIVE FUNDING LEVELS:

Maintain Existing Average Network PCI Scenario:

The overall existing condition of the City’s street network is “very good,” with an average PCI of 88.80. Due to the small number of street sections and high level of pavement quality, it is difficult to maintain this high quality PCI.

The estimated funding projected over the next 7 fiscal years would be approximately \$3M and provide a network PCI of 85.22 at the end of the seventh fiscal year. The estimated funding projected over the next 10 fiscal years would be approximately \$3.6M and provide a network PCI of 82.46 at the end of the tenth fiscal year. Due to the scope and cost of work required, the annual funding amounts vary per year.

*REQUIRED FUNDING TO MAINTAIN EXISTING
AVERAGE PCI CONDITION*

Fiscal Year	Maintain Funding	Entire Network PCI	MPAH PCI	Local PCI
Today		88.80	88.80	N/A
2018-19	\$519,839	89.62	89.62	N/A
2019-20	\$714,775	89.72	89.72	N/A
2020-21	\$245,068	88.60	88.60	N/A
2021-22	\$266,785	87.87	87.87	N/A
2022-23	\$183,419	86.51	86.51	N/A
2023-24	\$440,618	85.86	85.86	N/A
2024-25	\$361,841	85.22	85.22	N/A
2025-26	\$267,618	84.58	84.58	N/A
2026-27	\$272,822	83.44	83.44	N/A
2027-28	\$359,104	82.46	82.46	N/A

Improve Average Network PCI Scenario:

The overall existing condition of the City’s street network is “very good,” with an average Pavement Condition Index (PCI) of 88.80. Due to the small number of street sections and high level of pavement quality, it is difficult to maintain this high quality PCI.

The estimated funding projected over the next 7 fiscal years would be approximately \$2.72M and provide a network PCI of 85.11 at the end of the seventh fiscal year. The estimated funding projected over the next 10 fiscal years would be approximately \$3.63M

and provide a network PCI of 82.38 at the end of the tenth fiscal year. Due to the scope and cost of work required, the annual funding amounts vary per year.

*REQUIRED FUNDING TO IMPROVE EXISTING
AVERAGE PCI CONDITION*

Fiscal Year	Current Funding	Entire Network PCI	MPAH PCI	Local PCI
Today		88.80	88.80	N/A
2018-19	\$873,455	90.38	90.38	N/A
2019-20	\$348,272	89.58	89.58	N/A
2020-21	\$245,068	88.47	88.47	N/A
2021-22	\$266,785	87.74	87.74	N/A
2022-23	\$184,085	86.40	86.40	N/A
2023-24	\$441,556	85.75	85.75	N/A
2024-25	\$362,749	85.11	85.11	N/A
2025-26	\$268,703	84.48	84.48	N/A
2026-27	\$276,190	83.35	83.35	N/A
2027-28	\$362,310	82.38	82.38	N/A

VII. CURRENT AND PROJECTED BACKLOG BY YEAR OF PAVEMENT MAINTENANCE NEEDS

The table below shows that the existing funding is not sufficient to fund all the pavement maintenance needs for the City's network. At the end of the fiscal year of 2018/19, there will be a backlog of \$746,416 and will increase with the future years.

CURRENT AND PROJECTED BACKLOG

Fiscal Year	Current Funding Backlog	Maintain PCI Funding Backlog	Increase PCI Funding Backlog
2018-19	\$746,417	\$355,828	\$0
2019-20	\$738,740	\$0	\$0
2020-21	\$771,049	\$0	\$0
2021-22	\$801,199	\$0	\$0
2022-23	\$870,596	\$0	\$0
2023-24	\$950,533	\$0	\$0
2024-25	\$1,028,957	\$0	\$0

VIII. CENTERLINE MILEAGE

The following table summarizes the lengths and area of the City's street network. All roadways within the City's street network are classified as Master Plan of Arterial Highways (MPAH) roadways.

Laguna Woods Street Network Summary

Network ID	Branch ID	Street Name	Sections	Miles	Area (SF)
LW 2018	C080001	El Toro Road	22	4.92	1,154,622
LW 2018	C080002	Moulton Parkway	14	3.37	721,443
LW 2018	C080003	Ridge Route Drive	1	0.07	7,350
LW 2018	C080004	Santa Maria Avenue	14	2.35	379,532
Total			51	10.71	2,262,827

IX. PERCENTAGE OF NETWORK IN EACH OF FIVE CONDITION CATEGORIES BASED ON CENTERLINE MILES

The following table summarizes the percent of the pavement area in each condition category.

Condition Category	PCI Range	Network	Percent Area of Total Pavement	Area of Pavement (sf)	Percent Centerline Mileage of Network	Centerline Mileage of Network
Very Good	86-100	MPAH	66.9%	1,513,420	67.5%	7.23
Good	75-85	MPAH	24.3%	549,613	22.6%	2.42
Fair	60-74	MPAH	8.8%	199,914	9.9%	1.06
Poor	41-59	MPAH	0.0%	0	0.0%	0.00
Very Poor	0-40	MPAH	0.0%	0	0.0%	0.00

X. REDUCTION IN M2 LOCAL MATCH

A local agency match reduction of 10% of the eligible cost for projects submitted for consideration of funding through the M2 Comprehensive Transportation Funding Programs (CTFP) call for projects is available if the local agency either:

- a. Shows measurable improvement of paved road conditions during the previous reporting period defined as an overall weighted (by area) average system improvement of one Pavement Condition Index (PCI) point with no reduction in the overall weighted (by area) average PCI in the Master Plan of Arterial Highways (MPAH) or local street categories;
- b. Have road pavement conditions during the previous reporting period, within the highest 20% of the scale for road pavement conditions in conformance with OCTA Ordinance No. 3, defined as a PCI of 75 or higher, otherwise defined as in “good condition”.

As of March 2018, the overall condition of the City’s street network is “very good,” with an average PCI of 88.80. This qualifies the City of Laguna Woods for the local agency match reduction of 10% of the eligible cost for projects submitted for consideration of funding through the M2 Comprehensive Transportation Funding Programs (CTFP) call for projects.

XI. Conclusion:

The overall condition of the City’s street network is “**very good**”. In order to maintain the street network in a very good condition; it is recommended that the City Council consider prioritizing funding the pavement management plan projects as detailed in the work plan list. The estimated improvements’ costs for fiscal years 2018-19 and 2019-20 are \$129K and \$193K respectively.

Rehabilitation would consist of the removal and replacement of the deteriorated pavement; crack sealing and either an overlay over the full pavement width or slurry seal the full street width, depending on the pavement condition.

In addition, it is recommended to increase the funding for the future years, in order to decrease or eliminate the backlog of the pavement maintenance needs.

XI. APPENDIX A

**Seven-Year Road Maintenance
and Rehabilitation Plan**

Based on

Current *or* Expected Funding Level

IMPROVEMENT WORK PLAN LIST

Network ID	Branch ID	Street Name	SectionID	2018 PCI	From	To	Work	Activity Date	Thickness	Cost	Annual Cost
LW 2018	CB80001	EL TORO ROAD	14263 E	74	AVENIDA SEVILLA	CHURCHES INTERSECTION	1.5 to 2.0 Olay + Edge Mill"	FY 2018/19	2 in	\$129,250.00	\$129,250.00
LW 2018	CB80001	EL TORO ROAD	14264 W	77	AVENIDA SEVILLA	CHURCHES INTERSECTION	1.5 to 2.0 Olay + Edge Mill"	FY 2019/20	2 in	\$129,250.00	
LW 2018	CB80001	EL TORO ROAD	14262 W	74	CHURCHES INTERSECTION	WILLOW CENTER	1.5 to 2.0 Olay + Edge Mill"	FY 2019/20	2 in	\$63,580.06	\$192,830.06
LW 2018	CB80001	EL TORO ROAD	14257 E	87	MOULTON PKWY	WILLOW CENTER	1.5 to 2.0 Olay + Edge Mill"	FY 2020/21	2 in	\$66,340.06	
LW 2018	CB80001	EL TORO ROAD	14261 E	70	WILLOW CENTER	CHURCHES INTERSECTION	1.5 to 2.0 Olay + Edge Mill"	FY 2020/21	2 in	\$63,580.06	
LW 2018	CB80001	EL TORO ROAD	14258 W	79	WILLOW CENTER	MOULTON PKWY	1.5 to 2.0 Olay + Edge Mill"	FY 2020/21	2 in	\$63,580.06	\$192,830.18
LW 2018	CB80002	MOULTON PARKWAY	16000 S	77	VIA CAMPO VERDE	CALLE CORTEZ	1.5 to 2.0 Olay + Edge Mill"	FY 2021/22	2 in	\$222,500.20	\$222,500.20
LW 2018	CB80001	EL TORO ROAD	12246 W	78	ALSO CREEK RD	528' SW/ALSO CREEK	1.5 to 2.0 Olay + Edge Mill"	FY 2022/23	2 in	\$62,780.06	
LW 2018	CB80004	SANTA MARIA AVENUE	22675 B E	83	COMMERCIAL DRIVEWAY	MOULTON PARKWAY	1.5 to 2.0 Olay + Edge Mill"	FY 2022/23	2 in	\$29,625.03	
LW 2018	CB80004	SANTA MARIA AVENUE	22676 B W	72	MOULTON PARKWAY	COMMERCIAL DRIVEWAY	1.5 to 2.0 Olay + Edge Mill"	FY 2022/23	2 in	\$29,625.03	\$122,090.12
LW 2018	CB80002	MOULTON PARKWAY	15995 N	85	CITY LIMITS 798' S/CALLE ARAGON	CALLE ARAGON	Polymer-Modified Slurry Seal	FY 2023/24	in	\$39,742.54	
LW 2018	CB80002	MOULTON PARKWAY	15997 N	79	CALLE ARAGON	VIA IGLESIA	Polymer-Modified Slurry Seal	FY 2023/24	in	\$27,150.02	
LW 2018	CB80002	MOULTON PARKWAY	15993 N	87	VIA IGLESIA	CALLE CORTEZ	Polymer-Modified Slurry Seal	FY 2023/24	in	\$60,500.05	\$127,392.61
LW 2018	CB80002	MOULTON PARKWAY	15999 N	86	CALLE CORTEZ	VIA CAMPO VERDE	Polymer-Modified Slurry Seal	FY 2024/25	in	\$111,250.10	
LW 2018	CB80002	MOULTON PARKWAY	16005 N	93	VIA CAMPO VERDE	EL TORO RD	Polymer-Modified Slurry Seal	FY 2024/25	in	\$38,750.03	\$150,000.13
LW 2018	CB80002	MOULTON PARKWAY	15996 S	95	CALLE ARAGON	CITY LIMITS 798' S/CALLE ARAGON	Polymer-Modified Slurry Seal	FY 2025/26	in	\$39,375.04	
LW 2018	CB80002	MOULTON PARKWAY	15994 S	100	VIA IGLESIA	CALLE ARAGON	Polymer-Modified Slurry Seal	FY 2025/26	in	\$27,500.02	
LW 2018	CB80002	MOULTON PARKWAY	15998 S	90	CALLEZ CORTEZ	VIA IGLESIA	Polymer-Modified Slurry Seal	FY 2025/26	in	\$60,500.05	
LW 2018	CB80002	MOULTON PARKWAY	16006 S	88	EL TORO RD	VIA CAMPO VERDE	Polymer-Modified Slurry Seal	FY 2025/26	in	\$38,750.03	\$166,125.14
LW 2018	CB80001	EL TORO ROAD	15043 W	80	CALLE CORTA	ALSO CREEK RD	Polymer-Modified Slurry Seal	FY 2026/27	in	\$69,037.56	
LW 2018	CB80001	EL TORO ROAD	14248 W	91	TANAGER LN	CALLE CORTA	Polymer-Modified Slurry Seal	FY 2026/27	in	\$68,326.25	\$137,363.81
LW 2018	CB80001	EL TORO ROAD	14245 E	88	584' W/ ALSO CREEK ROAD	ALSO CREEK ROAD	Polymer-Modified Slurry Seal	FY 2027/28	in	\$35,040.00	
LW 2018	CB80001	EL TORO ROAD	14883 E	89	ALSO CREEK ROAD	CALLE CORTA	Polymer-Modified Slurry Seal	FY 2027/28	in	\$69,037.56	
LW 2018	CB80001	EL TORO ROAD	14247 E	89	CALLE CORTA	TANAGER LN	Polymer-Modified Slurry Seal	FY 2027/28	in	\$68,326.25	\$172,403.81

\$1,612,396.06

XII. APPENDIX B
COMPLETE STREET LISTING
CURRENT CONDITIONS

Date: 4 /4/2018

Branch Condition Report

Pavement Database: Laguna Woods 2018 Network ID: LW 2018 ITEM 82 - Attachment A 1 of 2

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
C080001 (EL TORO ROAD)	22	25,978.00	44.05	1,154,622.00	ROADWAY	85.41	7.96	86.67
C080002 (MOULTON PARKWAY)	14	17,818.00	40.57	721,443.00	ROADWAY	91.29	7.92	91.48
C080003 (RIDGE ROUTE DRIVE)	1	350.00	21.00	7,350.00	ROADWAY	95.00	0.00	95.00
C080004 (SANTA MARIA AVENUE)	14	12,404.00	30.71	379,532.00	ROADWAY	90.93	11.14	90.06

Date: 4/4/2018

Branch Condition Report

ITEM 8.2 - Attachment A 2

Pavement Database: Laguna Woods 2018

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
ROADWAY	51	2,262,947.00	88.73	9.34	88.80
All	51	2,262,947.00	88.73	9.34	88.80

Section Condition Report

Date: 4/4/2018

Pavement Database: Laguna Woods 2018

NetworkID: 112018

ITEM 8.2 - Attachment A 1 of 3

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
C080001 (EL TORO ROAD)	12246 W	07/29/1988	AAC	ROADWAY	B	3	25,112.00	02/03/2018	30	78.00
C080001 (EL TORO ROAD)	14245 E	04/28/2010	AAC	ROADWAY	B	3	28,032.00	02/03/2018	8	88.00
C080001 (EL TORO ROAD)	14247 E	07/28/2010	AAC	ROADWAY	B	3	54,661.00	02/03/2018	8	89.00
C080001 (EL TORO ROAD)	14248 W	12/09/2003	AAC	ROADWAY	B	3	54,661.00	02/03/2018	15	91.00
C080001 (EL TORO ROAD)	14249 E	07/28/2010	AAC	ROADWAY	B	3	98,841.00	02/03/2018	8	89.00
C080001 (EL TORO ROAD)	14250 W	01/09/2003	AAC	ROADWAY	B	3	98,841.00	02/03/2018	15	83.00
C080001 (EL TORO ROAD)	14251 E	07/29/1992	AAC	ROADWAY	B	3	74,400.00	02/03/2018	26	91.00
C080001 (EL TORO ROAD)	14252 W	01/09/2003	AAC	ROADWAY	B	3	74,400.00	02/03/2018	15	84.00
C080001 (EL TORO ROAD)	14253 E	03/01/2014	AAC	ROADWAY	B	3	31,201.00	02/03/2018	4	95.00
C080001 (EL TORO ROAD)	14254 W	04/01/2011	AAC	ROADWAY	B	3	25,113.00	02/03/2018	7	89.00
C080001 (EL TORO ROAD)	14255 E	04/01/2011	AAC	ROADWAY	B	3	64,534.00	02/03/2018	7	91.00
C080001 (EL TORO ROAD)	14256 W	04/01/2011	AAC	ROADWAY	B	3	64,534.00	02/03/2018	7	81.00
C080001 (EL TORO ROAD)	14257 E	04/01/2011	AAC	ROADWAY	B	3	26,136.00	02/03/2018	7	87.00
C080001 (EL TORO ROAD)	14258 W	04/01/2011	AAC	ROADWAY	B	3	25,432.00	02/03/2018	7	79.00
C080001 (EL TORO ROAD)	14259 E	07/29/1988	AAC	ROADWAY	B	3	72,000.00	02/03/2018	30	100.00
C080001 (EL TORO ROAD)	14260 W	07/29/1988	AAC	ROADWAY	B	3	72,000.00	02/03/2018	30	100.00
C080001 (EL TORO ROAD)	14261 E	04/01/2011	AAC	ROADWAY	B	3	25,432.00	02/03/2018	7	70.00
C080001 (EL TORO ROAD)	14262 W	04/01/2011	AAC	ROADWAY	B	3	25,432.00	02/03/2018	7	74.00
C080001 (EL TORO ROAD)	14263 E	04/01/2011	AAC	ROADWAY	B	3	51,700.00	02/03/2018	7	74.00
C080001 (EL TORO ROAD)	14264 W	04/01/2011	AAC	ROADWAY	B	3	51,700.00	02/03/2018	7	77.00
C080001 (EL TORO ROAD)	14383 E	07/28/2010	AAC	ROADWAY	B	3	55,230.00	02/03/2018	8	89.00
C080001 (EL TORO ROAD)	15043 W	01/09/2003	AAC	ROADWAY	B	3	55,230.00	02/03/2018	15	80.00
C080002 (MOULTON PARKWAY)	15993 N	07/29/1984	AAC	ROADWAY	B	3	48,400.00	02/03/2018	34	87.00
C080002 (MOULTON PARKWAY)	15994 S	05/30/2016	AAC	ROADWAY	B	3	22,000.00	05/30/2016	0	100.00
C080002 (MOULTON PARKWAY)	15995 N	07/29/1992	AAC	ROADWAY	B	3	31,794.00	02/03/2018	26	83.00
C080002 (MOULTON PARKWAY)	15996 S	05/30/2016	AAC	ROADWAY	B	3	31,500.00	02/03/2018	2	95.00
C080002 (MOULTON PARKWAY)	15997 N	07/29/1984	AAC	ROADWAY	B	3	21,720.00	02/03/2018	34	79.00
C080002 (MOULTON PARKWAY)	15998 S	05/30/2016	AAC	ROADWAY	B	3	48,400.00	02/03/2018	2	90.00

Section Condition Report

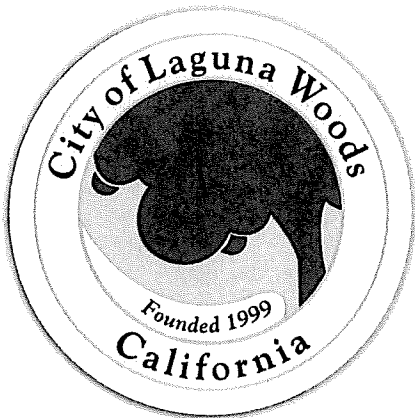
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
C080002 (MOULTON PARKWAY)	15999 N	04/01/2011	AAC	ROADWAY	B	3	89,000.00	02/03/2018	7	86.00
C080002 (MOULTON PARKWAY)	16000 S	04/01/2011	AAC	ROADWAY	B	3	89,000.00	02/03/2018	7	77.00
C080002 (MOULTON PARKWAY)	16001 N	05/30/2016	AAC	ROADWAY	B	3	75,900.00	02/03/2018	2	100.00
C080002 (MOULTON PARKWAY)	16002 S	05/30/2016	AAC	ROADWAY	B	3	53,130.00	02/03/2018	2	100.00
C080002 (MOULTON PARKWAY)	16003 N	05/30/2018	AAC	ROADWAY	B	3	79,002.00	05/30/2018	0	100.00
C080002 (MOULTON PARKWAY)	16004 S	05/30/2018	AAC	ROADWAY	B	3	69,597.00	05/30/2018	0	100.00
C080002 (MOULTON PARKWAY)	16005 N	04/01/2014	AAC	ROADWAY	B	3	31,000.00	02/03/2018	4	93.00
C080002 (MOULTON PARKWAY)	16006 S	04/01/2011	AAC	ROADWAY	B	3	31,000.00	02/03/2018	7	88.00
C080003 (RIDGE ROUTE DRIVE)	22338 E	12/31/2013	AAC	ROADWAY	B	1	7,350.00	02/03/2018	5	95.00
C080004 (SANTA MARIA AVENUE)	22034 LH W	01/01/2014	AAC	ROADWAY	B	2	29,120.00	02/03/2018	4	93.00
C080004 (SANTA MARIA AVENUE)	22673 E	01/01/2014	AAC	ROADWAY	B	2	17,984.00	02/03/2018	4	100.00
C080004 (SANTA MARIA AVENUE)	22674 W	01/01/2014	AAC	ROADWAY	B	2	17,984.00	02/03/2018	4	95.00
C080004 (SANTA MARIA AVENUE)	22675 A E	09/01/2011	AAC	ROADWAY	B	2	40,050.00	02/03/2018	7	95.00
C080004 (SANTA MARIA AVENUE)	22675 B E	09/01/2011	AAC	ROADWAY	B	2	11,850.00	02/03/2018	7	83.00
C080004 (SANTA MARIA AVENUE)	22676 A W	09/01/2011	AAC	ROADWAY	B	2	40,050.00	02/03/2018	7	94.00
C080004 (SANTA MARIA AVENUE)	22676 B W	09/01/2011	AAC	ROADWAY	B	2	11,850.00	02/03/2018	7	72.00
C080004 (SANTA MARIA AVENUE)	24036 W	01/01/2014	AAC	ROADWAY	B	2	24,384.00	02/03/2018	4	100.00
C080004 (SANTA MARIA AVENUE)	24037 E	01/01/2014	AAC	ROADWAY	B	2	24,390.00	02/03/2018	4	100.00
C080004 (SANTA MARIA AVENUE)	24038 W	01/01/2014	AAC	ROADWAY	B	2	24,390.00	02/03/2018	4	99.00
C080004 (SANTA MARIA AVENUE)	24039 E	01/01/2014	AAC	ROADWAY	B	2	22,860.00	02/03/2018	4	100.00
C080004 (SANTA MARIA AVENUE)	24040 W	01/01/2000	AAC	ROADWAY	B	2	42,750.00	02/03/2018	18	71.00
C080004 (SANTA MARIA AVENUE)	24041 E	12/31/2000	AAC	ROADWAY	B	2	42,750.00	02/03/2018	18	71.00
C080004 (SANTA MARIA AVENUE)	24671 LH E	01/01/2014	AAC	ROADWAY	B	2	29,120.00	02/03/2018	4	100.00

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	1.14	379,529.00	7	97.86	3.93	98.31
03-05	4.09	259,783.00	11	97.27	3.04	97.20
06-10	7.20	909,577.00	20	83.60	7.56	84.40
11-15	15.00	283,132.00	4	84.50	4.65	84.22
16-20	18.00	85,500.00	2	71.00	0.00	71.00
26-30	28.40	275,306.00	5	90.40	9.91	93.60
31-35	34.00	70,120.00	2	83.00	5.66	84.52
All	9.86	2,262,947.00	51	88.73	9.44	88.80

XIII. APPENDIX C
QUALITY CONTROL PLAN

QUALITY CONTROL PLAN

City of Laguna Woods
Pavement Management Update



February 2018

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1. INTRODUCTION

CivilSource Inc. was selected by the City of Laguna Woods (City) to update the City's pavement management system in 2014. The entire street network is approximately 10.7 centerline. All the roads within the City of Laguna Woods are classified as Master Plan of Arterial Highways (MPAH) roadways. The City's streets are all asphalt paved streets, and no concrete roadways exist within the city.

The need for quality control is paramount when performing data collection in any field, as it is essential for accurate planning, analysis, and design. This is particularly true for collecting pavement distress data for a pavement management system. CivilSource, Inc. will follow the condition inspection procedures as developed by the US Army Corps of Engineers, and as required by Orange County Transportation Authority (OCTA).

1.1 Objectives

This Quality Control Plan (QCP) establishes minimum quality standards for performance and procedures for updates of the pavement management system. This document constitutes a formal QCP for the City of Laguna Woods. It is specifically prepared for the purpose of updating the pavement management system. The focus is on the collection of network-level pavement distress data. This document also addresses the QCP requirements of the Orange County Transportation Authority (OCTA)'s "Countywide Pavement Management Program - Guidelines Manual" (Section 2.4), adopted in December 2012.

2. QUALITY CONTROL PLAN

2.1 Condition Survey Procedures

The governing document in performing condition surveys for the City of Laguna Woods is ASTM D6433 "Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys." Both asphalt concrete (AC) and Portland cement concrete (PCC) pavements are included in this protocol. The following distresses are collected for each pavement type.

AC Pavements

- | | |
|--|---------------------------------------|
| 1. Alligator (fatigue) cracking | 11. Patching and utility cut patching |
| 2. Bleeding | 12. Polished aggregate |
| 3. Block cracking | 13. Potholes |
| 4. Bumps and sags | 14. Railroad crossing |
| 5. Corrugation | 15. Rutting |
| 6. Depression | 16. Shoving |
| 7. Edge cracking | 17. Slippage cracking |
| 8. Joint reflection cracking | 18. Swell |
| 9. Lane/Shoulder drop off | 19. Weathering |
| 10. Longitudinal & transverse cracking | 20. Raveling |

PCC Pavements (Jointed)

1. Blowup/buckling
2. Corner breaks
3. Divided slab
4. Durability ("D") cracking
5. Faulting
6. Joint seal damage
7. Lane/shoulder drop off
8. Linear cracking
9. Patching (large) and utility cuts
10. Polished aggregate
11. Popouts
12. Pumping
13. Punchout
14. Railroad crossing
15. Scaling, map cracking and crazing
16. Shrinkage cracks
17. Spalling (corner)
18. Spalling (Joint)

All the streets within the City of Laguna Woods are asphalt paved and there are no PCC roadways; therefore, the distress types are limited to the AC distresses. Surveys are performed as walking surveys, and a minimum 10% sampling rate is utilized. Since all the streets within the City of Laguna Woods are classified as MPAH, the field personnel are composed of two-person crews for their safety.

The sample units selected will be representative of the entire pavement section. This assumes that the section is homogenous. If it is not homogeneous, then the section will be split according to the following criteria:

- Pavement condition
- Construction age and/or Maintenance history, if known
- Traffic volumes and/or functional classification
- Surface types (i.e., AC or PCC)
- Geometric elements (e.g., widths)

Any modifications to the section inventory data are documented in the pavement management report.

A sample unit will be between $2,500 \pm 1,000$ square feet in conformance with ASTM 06433 protocols. Typical sample unit dimensions are 100 feet long by the width of the street. Streets that are wider than 40 feet wide will have shorter lengths (generally 50 feet) or if they are divided by a raised median, separate sample units will be taken in each direction.

Any pavement areas that are not representative of the section will be noted and surveyed as an additional sample unit.

2.2 Accuracy Required for Data Collection

The accuracy required for data collection has two components, both of which are further described in the paragraphs below.

- Random and Systemic Re-Inspections
- Prestressed Concrete Institute (PCI) Comparisons with Past Surveys

2.2.1 Random and Systematic Re-Inspections

A minimum of 5% of the total sample units will be re-inspected and this 5% will be selected based on both a random and systematic basis. All re-inspections are made by an engineer or inspector other than the original inspector.

Random Re-Inspections

Random re-inspections will include a representative selection across the following categories:

- Functional classes (e.g., arterials, collectors, locals)
- Surface types (i.e., AC or PCC)
- Pavement conditions (i.e., good, fair, poor)
- Inspectors
- Geographical areas, if applicable

Systematic Re-Inspections

For systematic re-inspections, this could be due to noticed trends such as specific treatment types (e.g., open-graded mixes), a specific inspector or geographical area. In such cases, more than 5% will be re-inspected.

Acceptability Criteria

At the time of re-inspection, the actual distresses will be re-inspected and verified, and any corrections made, if necessary. Distress types and severities must be the same, and re-measured quantities within $\pm 10\%$ of the original measured quantity.

If corrections are required on more than 10% of the re-inspected sample unit, then an additional 5% will be re-inspected. This will continue until more than 95% of the re-inspected sections meet the acceptability criteria.

2.2.2 PCI Comparison with Past Surveys

As another level of quality control, the new PCIs are compared with the previous PCIs. If they differ by more than ± 10 PCI points, these sections are automatically flagged for further investigation.

If PCI increased by 10 points, the section is investigated to see if a maintenance and rehabilitation event has occurred since the last survey, but which has not been recorded. Typically, it may include activities such as:

- Crack sealing activities - changes medium or high severity cracking to low severity
- Patching activities - alligator cracking that has been removed and patched, so that the resultant PCI is increased
- Surface seals
- Overlay
- Others

Therefore, an up-to-date maintenance and rehabilitation history file in the Micro-PAVER database is desirable, both for historical accuracy as well as to provide additional quality control.

If PCI decreased by 10 points, the section is checked to see if the average deterioration rate (usually 3 to 4 points per year) is exceeded. If the drop in PCI is within range of what is acceptable, no further action is required. If the drop is more than the acceptable range, a re-inspection will be performed. The default performance curves in the Micro-PAVER program form the basis for what is acceptable.

2.3 Inspectors Qualifications and Experience

CivilSource inspectors have attended a five-day class provided by the University of Illinois in March 2011. The class emphasized pavement distress identification for AC and PCC pavements, inspection and training on Micro-PAVER Software. In addition, they have attended the OCTA class conducted by Nichols in January 2012. CivilSource inspectors participated in the 2013 OCTA pre-qualifications for pavement inspection. In April 2014, CivilSource, Inc. was certified by OCTA as a qualified pavement management firm.

3. SAFETY PROCEDURES

Field inspections are performed with the regard for safety of the inspectors. The City of Laguna Woods administers a health and safety program in compliance with the Cal OSHA Title VIII, Section 3203.

Generally, the safety procedures include the following:

- Inspections should be performed when weather conditions are clear and safe.
- Inspections should be performed during daytime hours free of fog and/or heavy rain.
- All field inspectors are to wear proper safety vests made of bright colors and material designed to reflect light.
- Inspectors should try to avoid the cars' travel lane, and always put safety first.
- The street lengths shall be measured out of the street if possible.
- Stopped vehicles should be parked at locations away from moving traffic (e.g., nearby parking, shoulders, etc.).

On streets where there is a high volume of traffic or high speeds, additional measures may be necessary, such as:

- Surveys to occur during off-peak periods or on weekends;
- Additional inspector to watch out for traffic; and
- Traffic flaggers in extreme cases.

XIV. APPENDIX D
PAVEMENT MANAGEMENT DATA FILES

AVAILABLE AT OR FROM CITY HALL

8.3
CAPITAL IMPROVEMENT PROGRAM
DEVELOPMENT (*NO REPORT*)

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