



**FALLBROOK PUBLIC UTILITY DISTRICT
MEETING OF THE ENGINEERING & OPERATIONS COMMITTEE**

AGENDA

**WEDNESDAY, APRIL 17, 2024
10:00 A.M.**

**FALLBROOK PUBLIC UTILITY DISTRICT
990 E. MISSION RD., FALLBROOK, CA 92028
PHONE: (760) 728-1125**

THIS MEETING WILL BE HELD AT THE ABOVE DATE, TIME, AND LOCATION AND MEMBERS OF THE PUBLIC MAY ATTEND IN PERSON AT THE DISTRICT OFFICE LOCATED AT 990 E. MISSION RD., FALLBROOK, CA 92028. FOR THE CONVENIENCE OF MEMBERS OF THE PUBLIC WHO DO NOT WISH TO ATTEND IN PERSON, FALLBROOK PUBLIC UTILITY DISTRICT PROVIDES A MEANS TO OBSERVE AND PROVIDE PUBLIC COMMENTS AT THE MEETING VIA WEB CONFERENCE USING THE BELOW CALL-IN AND WEBLINK INFORMATION. PLEASE NOTE THAT IN THE EVENT OF TECHNICAL ISSUES THAT DISRUPT THE ABILITY OF MEMBERS OF THE PUBLIC TO VIEW THE MEETING OR PROVIDE PUBLIC COMMENTS THROUGH THE WEB CONFERENCE OPTION, THE MEETING WILL CONTINUE.

Join Zoom Meeting

<https://us06web.zoom.us/j/89305448857?pwd=YL8EiQncW1YYtYVRg6qjeQY82I5qiF.1>

MEETING ID: 893 0544 8857

AUDIO PASSCODE: 364787

Dial by your location

+1 346 248 7799 US (Houston); +1 720 707 2699 US (Denver); +1 253 215 8782 US (Tacoma);
+1 312 626 6799 US (Chicago); +1 646 558 8656 US (New York); +1 301 715 8592 US (Washington DC)

Find your local number: <https://us06web.zoom.us/j/89305448857?pwd=YL8EiQncW1YYtYVRg6qjeQY82I5qiF.1>

PUBLIC COMMENTS: Members of the public may submit public comments and comments on agenda items in one of the following ways:

SUBMIT COMMENTS BEFORE THE MEETING:

- By emailing to our Board Secretary at leckert@fpud.com
- By mailing to the District Offices at 990 E. Mission Rd., Fallbrook, CA 92028
- By depositing them in the District's Payment Drop Box located at 990 E. Mission Rd., Fallbrook, CA 92028

All comments submitted before the meeting by whatever means must be received at least 1 hour in advance of the meeting. All comments will be read to the Committee during the appropriate portion of the meeting. Please keep any written comments to 3 minutes.

REMOTELY MAKE COMMENTS DURING THE MEETING: The Committee Chair will inquire prior to Committee discussion if there are any comments from the public on each item.

- Via Zoom Webinar go to the "Participants List," hover over your name and click on "raise hand." This will notify the moderator that you wish to speak during oral communication or during a specific item on the agenda.
- Via phone, you can raise your hand by pressing *9 to notify the moderator that you wish to speak during the current item.

MAKE IN-PERSON COMMENTS DURING THE MEETING: The Committee Chair will inquire prior to Committee discussion if there are any comments from the public on each item, at which time members of the public attending in person may make comments.

THESE PUBLIC COMMENT PROCEDURES SUPERSEDE THE DISTRICT'S STANDARD PUBLIC COMMENT POLICIES AND PROCEDURES TO THE CONTRARY.

If you have a disability and need an accommodation to participate in the meeting, please call the Board Secretary at (760) 999-2704 for assistance.

I. PRELIMINARY FUNCTIONS

CALL TO ORDER / ROLL CALL

PUBLIC COMMENT

II. ACTION / DISCUSSION -----(ITEMS A-B)

A. RECOMMENDATION FOR APPROVAL FOR PAVING SERVICES
NEEDED AT MACADAMIA DRIVE

B. PRIVATE STREET PAVEMENT RESTORATION ON EAST ELDER

III. ADJOURNMENT OF MEETING

* * * * *

DECLARATION OF POSTING

I, Lauren Eckert, Executive Assistant/Board Secretary of the Fallbrook Public Utility District, do hereby declare that I posted a copy of the foregoing agenda in the glass case at the entrance of the District Office located at 990 East Mission Road, Fallbrook, California, at least 72 hours prior to the meeting in accordance with Government Code § 54954.2.

I, Lauren Eckert, further declare under penalty of perjury and under the laws of the State of California that the foregoing is true and correct.

April 10, 2024
Dated / Fallbrook, CA

/s/ Lauren Eckert
Executive Assistant/Board Secretary

M E M O

TO: Engineering & Operations Committee
FROM: Kevin Collins, Purchasing/Warehouse/Fleet Supervisor
DATE: April 17, 2024
SUBJECT: Recommendation for Approval for Paving Services Needed at Macadamia Drive

Description

Paving is needed at Macadamia Drive due to leak repairs. This request is for the E&O Committee to recommend the approval of this project.

Purpose

Due to an 8" main line rupture, the asphalt on Macadamia Drive, from address 1509 – 1522, was completely washed out. This street needs complete pavement replacement including the berm edge. In addition, because this street had petromat fabric installed, special disposal of old asphalt will be required.

A Request for Proposal was sent to FPUD's pre-select list of 15 contractors, with six bids received. Of those received, the lowest responsive and responsible bidder is Asphalt and Concrete Enterprises at \$78,678.00.

Budgetary Impact

The work will be completed within the Board authorized Capital Improvements Project budget.

Recommended Action

The Committee recommend that the Board approve a contract with Asphalt and Concrete Enterprises in the amount of \$78,678.00 for repair of pavement on Macadamia Drive.

M E M O

TO: Engineering & Operations Committee
FROM: Aaron Cook, Engineering Manager
DATE: April 17, 2024
SUBJECT: Private Street Pavement Restoration on East Elder

Description

Pipeline maintenance and replacement work often occurs in private streets owned and maintained by local residents. Typically, when performing work in private streets, the District replaces the pavement in-kind within the influence of the excavation and any other damage caused by the work. Private roads without a maintenance agreement or HOA are often neglected and in a severely deteriorated state. Residents sometimes hope to have their entire road replaced when pipeline work is performed.

Purpose

As part of the FY24 Pipeline Replacement Project, the District's contractor installed a new water main on East Elder Street. 730 feet of the street is privately owned between Shady Glen and Debra Anne. This section of private street connects two County maintained streets and is used by the wider public as pass through access, as well as the only access for the Emmanuel Baptist Church. There is no maintenance committee or HOA responsible for road maintenance. There are 7 homes with direct access from the private section of E Elder. There are an additional 11 homes on private dead end streets accessed from this section of E Elder. And there are approximately 10 homes on Morro Road that have access from another direction, but are near the private section of E Elder. The private streets that connect to E Elder have been maintained by the residents, but E Elder itself has not been repaved or maintained since before 2007. As a result, it was in a deteriorated state with alligator cracking throughout the length of the street prior to starting this pipeline construction project. The road appears to have been originally constructed without an adequate base layer and 3-inches of asphalt.

The District's new pipeline was placed in existing public utility right-of-way, 550 linear feet of which was placed under the existing private pavement. A 180 foot section of the pipe was placed in the public easement north of the paved street to avoid existing utility conflicts and did not require trenching in the private pavement. During construction, the contractor staged some equipment (excavator and dump truck) within this same public easement in the dirt lot adjacent to the private road. An additional staging area for materials and equipment was used within the shoulder of the County maintained street just east of the private section of road. The contractor did routinely use the private road within the District's easement to transport equipment and materials from these staging areas to other areas of the project. This occurred for a period of approximately 6 months. There was no reasonable alternative for the contractor that would have avoided the use of the private road during construction.

As construction is nearing completion, several residents have reached out to the District requesting pavement restoration beyond the planned trench repair. They have expressed concern that wear and tear on the pavement occurred outside the influence of the trench area due to the contractor's use of the road for access. Several residents, as well as a pastor from the church, attended the March 25 board meeting and requested the board of directors consider options for additional paving.

There are various options as far as extent and contracting approach:

Option 1

No additional paving beyond the planned trench repair: Following the District's standard practice (see attached Policy for Private Roads), the road within the influence of the pipeline trench will be restored to like new condition. This will result in an approximately 6-foot wide swath of new pavement, with the deteriorated pavement left on either side of the trench. No additional cost to the District.

Option 2

Full width paving at the two intersections: The existing pavement is in the worst condition at each of the two intersections and the influence of the pipeline work is larger due to trenching for tie-ins to the cross streets. To extend the paving to the full width of the intersection would only require 1,500 square feet of additional paving. Based on estimates from paving contractors, this equates to an additional cost of \$17,000. This additional cost could be entirely covered by the residents, entirely covered by the District, or shared between the two. If a cost sharing agreement is reached, generally the contractor would bill the residents directly, separate from the District.

Option 3

Full width paving along the entire length of the private road: This option would include 13,350 square feet of additional paving. This equates to an additional cost of \$92,000. Again, a cost sharing agreement could be reached, similar to the contracting options listed in Option 2 above.

Budgetary Impact

Any cost of additional paving paid for by the District would have to come from capital funds designated for pipeline repairs. Adding significant pavement expenses to the cost of pipeline installation will limit the ability of the pipeline replacement program to achieve the targeted replacement goals needed to maintain reliable water service. If the District fully funded option 2, it would be a 6% increase in cost for this portion of the project. If the District fully funded option 3, it would be a 32% increase in the cost. Because 70% of the District's pipelines are in private roads, extrapolating that extra paving cost to all pipeline replacements in private roads would result in an increased expense of between \$800,000 and \$1,000,000 per year – roughly a 20% increase in cost to the pipeline replacement program.

Recommended Action

Staff recommends that the District pave the two intersections as described in Option 2. The project has been unusually disruptive, with re-work required on portions of the work resulting in longer than planned construction time. If the residents elect to pave additional areas, they can then decide how to allocate any additional paving costs between the 28 homes and church, and coordinate with the District's contractor directly.



Policy for Paving Private Roads and Driveways

Purpose:

To provide an outline of responsibility for repair or replacement of asphalt or concrete on private roads or driveways damaged during water or sewer pipeline construction, replacement, rehabilitation or repairs.

Policy:

In the event that a new water or sewer main is installed; or following a water or sewer main or service lateral leak, break, replacement or rehabilitation on a private road or driveway; FPUD will replace the road or driveway with equal thickness and type of materials as damaged or removed. FPUD will also be responsible for replacement of any effected subgrade materials removed during construction or by water erosion from a mainline or service break. FPUD will replace subgrade materials with equal or the same materials removed following county specifications for required subgrade compaction.

Emergency Repairs:

FPUD is only responsible for replacing asphalt or concrete that is damaged or undermined by a water or sewer break or leak. Once the mainline or service lateral rehabilitation is completed temporary road surface repairs will be made to sustain reasonable road travel until final asphalt or concrete repairs can be completed. Typically, the District will allow a minimum of 30 days for traffic to drive over an asphalt roadway potentially damaged during the event. This will allow the road surface to settle exposing fishers that may have undermined the asphalt and were not visible immediately following the event. The District will regularly monitor the road surface for sink holes or fishers that would be considers unsafe for vehicles or pedestrians and will fill them with temporary asphalt to maintain reasonable road travel. The extent of repairs will be deemed by the Field Services Manager, Operations Manager, Engineering Manager or Supervisors once it is determined sufficient time has passed to allow all subsurface damages to appear.

If additional subsurface anomalies are found while removing the damaged asphalt or concrete for replacement and determined to have been caused by the event those areas will be added to the scope of repairs by the Field Services, Engineering or Operations Manager.

New or Replaced Pipelines:

If a planned water or sewer main or service lateral are installed, repaired, rehabilitated or replaced on a private asphalt or concrete road or driveway FPUD will replace the asphalt or concrete within the scope of that work. FPUD is not responsible for replacing asphalt or concrete roadways or driveways outside the scope of construction. FPUD will record video footage and/or take photos of the private road or driveway before construction begins. FPUD will only replace the asphalt or concrete removed or damaged during construction. Once construction is completed the Engineering, Field Services or Operations Manager will review the video and or photos to determine if any additional damages were incurred during construction. If additional damages are determined to be caused by construction traffic or the construction process those areas will be added to the final paving repairs.

Damaged or Aged Roads and Driveways:

FPUD will only replace the road surface where pipeline work was completed in the event that a water or sewer main or service lateral are installed, repaired, rehabilitated or replaced on a private road or driveway with damaged or aged road surface that has exceeded its life expectancy or is damaged or aged in a way that would require complete replacement. FPUD staff will coordinate with the awarded asphalt contractor to find the best solutions for replacing the asphalt within FPUD's scope of work without disturbing the surrounding preexisting damaged road surface.

FPUD may coordinate to share the cost of a complete road surface replacement with private road owners or a road committee dedicated to the community if the owners or committee wish to pursue this option. A shared cost proposal will be determined by the Engineering, Operations or Field Services Manager and submitted to the General Manager and the Board of Directors.

Easements and Right of Ways:

Property owners must receive granted permission from FPUD if they wish to place any asphalt or concrete walkway, driveway, or parking on any FPUD easement or right of way. If an asphalt or pavement walkway, driveway, or parking is placed above an existing water or sewer pipeline it will be removed during repairs or replacement. If extensive labor is required to remove the concrete or asphalt from the easement to make repairs to FPUD's asset the property owner may incur a fee for removal and disposal. FPUD is not responsible for the replacement of these walkway, driveway, or parking unless previous permissions for the asphalt or concrete were granted by FPUD.

Resealing private roads:

If a private road or driveway has been resealed within the last three years FPUD will re-apply equivalent seal coating to the repaired asphalt surface once paving repairs are completed. FPUD will follow the awarded contractors recommended timeframes allowing the repaired asphalt to cure before applying the final seal coat.

Esthetics of a Road or Driveway Surface:

Color and texture variations of repairs are inevitable. FPUD will attempt to match existing materials within reason. FPUD is not responsible for color variations or texture of new material compared with old material. FPUD is not liable to seal coat, pressure wash, paint, dye or in any way resurface surrounding aged asphalt or concrete to attempt matching aged and faded existing materials.