



Staff Report

RESOLUTION APPROVING PLANS AND SPECIFICATIONS, AUTHORIZING ADVERTISEMENT FOR SEALED BIDS, APPROVING AWARD OF CONTRACT TO THE LOWEST RESPONSIBLE BIDDER FOR AN AMOUNT NOT TO EXCEED \$260,000 APPROVING A CONSTRUCTION CONTINGENCY NOT TO EXCEED \$26,000, AND AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT FOR OVERLAY PROJECT 2007 – VARIOUS LOCATIONS, CITY CONTRACT NUMBER 480

AND

RESOLUTION APPROVING PLANS AND SPECIFICATIONS, AUTHORIZING ADVERTISEMENT FOR SEALED BIDS, APPROVING AWARD OF CONTRACT TO THE LOWEST RESPONSIBLE BIDDER FOR AN AMOUNT NOT TO EXCEED \$208,700, APPROVING A CONSTRUCTION CONTINGENCY NOT TO EXCEED \$20,870, AND AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT FOR SLURRY SEAL PROJECT 2007 – VARIOUS LOCATIONS, CITY CONTRACT NUMBER 481

Honorable Mayor and Council Members:

Summary

The City Council is requested to approve advertisement and award of two street pavement construction contracts:

- CCN 480 for overlay rehabilitation of the Coronet Boulevard and Lyon Avenue loop starting and ending at Alameda de las Pulgas,
- CCN 481 for slurry seal preventative maintenance of:
 - Marine View Avenue between Hiller Street and the city limits; Chesterton Avenue between Marine View Avenue and Hiller Street; Mountain View Avenue between Hiller Street and the city limits; and Dale View Avenue between Hiller Street and Old County Road;
 - Covington Road between Alameda de las Pulgas and Alameda de las Pulgas;
 - Buena Vista Avenue between Cipriani Boulevard and Newlands Avenue;
 - Hallmark Drive between Wemberley Drive and Wakefield Drive;
 - Harbor Boulevard between El Camino Real and Sunnyslope Avenue; and
 - Judson, Kedith, and Irwin, all between Ralston Avenue and O'Neill Avenue (deductive alternate).

These street segments have been selected for maintenance and rehabilitation in accordance with the City's pavement management program.

Background

In the March 28, 2006 overview presentation of the solid waste and infrastructure management programs, staff reported that the City owns and maintains 68 miles of paved streets with an estimated replacement value of \$65 million. Based on the 2004 condition assessment, the deferred pavement maintenance backlog was estimated to be about \$12 million and was projected to grow to \$29 million in five years unless funding is increased. The City also has a backlog of streets that are failing due to underlying geotechnical instability.

Council accepted staff's recommendation to form an infrastructure subcommittee to work with staff on the various infrastructure and solid waste services issues. For street pavement, staff had identified the following issues for the committee to further develop for presentation to the Council for discussion and direction:

- Implications of the Metropolitan Transportation Commission requirement that the City optimize use of its scarce resources by given priority to maintaining good condition pavement over rebuilding failed pavement.
- Developing a process to address reconstruction of failing pavement.
- Scope and pace for slope stabilization projects.
- Additional funding sources staff should research for Council consideration.

The Council also accepted staff's recommended schedule for following the pavement management reports:

- | | |
|-----------|---|
| July 25 | Overview of the Street Program <ul style="list-style-type: none">• Pavement Description and Condition• Pavement Maintenance and Rehabilitation Backlog |
| August 22 | Street Pavement Funding Options and Maintenance Priority List <ul style="list-style-type: none">• Outlook for federal, state, and regional funding• Options for additional local funding• Candidate list of priority street segments for the FY07 rehabilitation and preventative maintenance projects. |

At the July 25, 2006 Council meeting, staff presented the first of the two scheduled pavement management reports. The report described the City's pavement management program, condition of the City's streets, pavement rehabilitation technologies, and the current funding and expenditures for streets, and the deferred maintenance backlog.

This report provided a detailed description of the Metropolitan Transportation Commission (MTC) pavement management program strategy because it is both controversial and counterintuitive. The strategy gives priority to preventative maintenance of good condition pavement over reconstruction of failed pavement. MTC developed this strategy to ensure that cities used their scarce pavement funds efficiently. When funds are not sufficient to meet all preventative maintenance and reconstruction needs, the City retains an overall higher pavement asset value by following this strategy. MTC's strategy does not address how and when cities can reconstruct their failed pavement.

MTC provides the City consultant services to complete the biannual pavement distress survey and condition assessments and also provides the StreetSaver software program to store and manipulate the data. StreetSaver can be used as a planning program. It uses a city's pavement condition data and funding to produce priority lists of street segment treatments, cost estimates, and schedules. StreetSaver gives priority to maintain good condition pavement in accordance with MTC's preventative maintenance strategy. MTC does not require cities to use its consultants or software, but does require the use of equivalent inspection and data manipulation systems to maintain program certification.

Staff proceeded to research possible additional funding options and drafted a priority list of candidate streets for FY07 pavement projects in preparation for the second staff report. The draft priority list included three times as many overlay projects and ten times as many slurry seal maintenance projects as could be completed with available funding. Staff's intent was to further refine this list with direction from Council. The funding options and priority list were initially presented to the Infrastructure and Services committee on September 18, 2006. Upon discussion, the committee decided to postpone the second Council presentation to allow the City to focus on the Fire Suppression Assessment. Staff has continued working with the Infrastructure Committee to develop the funding options and strategy and plans to bring this subject to the Council for direction this spring. Staff was directed to further evaluate the draft priority lists to select the street segments for the FY07 pavement projects. This report describes the selection process.

On January 3, 2007, the Infrastructure Committee met to discuss the overlay and slurry seals project described in this report. The committee directed staff to develop an additional slurry seal project to be funded from the \$250,000 Redevelopment Agency Street Improvement Project (budget account 351-4610-9534). This project was initially intended for sidewalk replacement, but the Redevelopment Agency decided not to complete sidewalk work this year. Staff will bring the additional slurry seal project to the Redevelopment Agency for approval on February 13, 2007.

Discussion

Using the StreetSaver planning function, staff developed a draft five-year pavement maintenance and rehabilitation plan. The initial selection criteria assumed annual funding level of \$2.5 million, or roughly five times the actual available funding. This overestimation allowed staff to eliminate streets selected by StreetSaver that were poor candidates for pavement rehabilitation due to deep-seated soil instability, conflicts with other planned utility projects, or recent thermoplastic striping.

It should be noted that while the StreetSaver program is designed to be systematic and objective in its prioritization of street segments, staff has observed that its output is extremely sensitive to trivial variations in the input assumptions. We believe this is because there is a large imbalance between the number of streets segments needing work and the number that can actually be worked on with available funding. Each selected street segment is drawn from a candidate pool of about one hundred very similar, qualified segments. Staff concluded that would not be

possible to follow a rigorously objective selection process to find a “best” candidate. Instead staff selected sufficient qualified candidates to produce coherent construction contracts that maximize use of the available funding.

Pavement Overlay Project – CCN 480

The FY07 capital improvement program budget includes \$230,000 for pavement overlay. Staff selected Coronet Boulevard between Lyon Avenue and Alameda de las Pulgas and on Lyon Avenue between Alameda de las Pulgas and Coronet Boulevard from the viable candidates for the FY07 project. One aspect favoring this selection was that the Council had previously approved allocation of \$60,000 from the Storm Drainage Enterprise Fund for pavement rehabilitation in this area. In December 2005, under CCN 473, the City replaced the Coronet Boulevard/Lyon Avenue storm drain which had failed, creating sinkholes in the pavement. Council directed that the Storm Fund would pay for the portion of pavement damage by trench repair when Coronet and Lyon were next repaved.

The existing pavement condition index (PCI) of Coronet Boulevard and Lyon Avenue is 42 to 47 (out of 100). Overlay will improve the PCI to 100 and will give these streets decades of additional service life. Construction includes grind and overlay of pavement, resetting utility covers to grade, and thermoplastic pavement striping.

Pavement Slurry Seal Project – CCN 481

The FY07 streets operations budget includes \$231,000 for slurry seal preventative maintenance. Slurry seal treatment is significantly less expensive than pavement overlay and so the City is able to fund far more areal extent of this work. Staff attempted to select candidate sites from around the City such that most neighborhoods will benefit from the work.

Staff selected the following qualified street segments for pavement slurry seal treatment:

- Marine View Avenue between Hiller Street and the city limits; Chesterton Avenue between Marine View Avenue and Hiller Street; Mountain View Avenue between Hiller Street and the city limits; and Dale View Avenue between Hiller Street and Old County Road;
- Covington Road between Alameda de las Pulgas and Alameda de las Pulgas;
- Buena Vista Avenue between Cipriani Boulevard and Newlands Avenue;
- Hallmark Drive between Wemberley Drive and Wakefield Drive;
- Harbor Boulevard between El Camino Real and Sunnyslope Avenue; and
- Judson, Kedith, and Irwin all between Ralston Avenue and O’Neill Avenue (deductive alternate).

The Judson, Kedith, and Irwin segments are included as a deductive alternative to be omitted in the event that the bids exceed the approved authorization. Staff believes it is important to invest as much of the FY07 funding as possible into the slurry seal preventative maintenance project. Slurry seal prices are very difficult to predict at this time because oil and asphalt prices have been fluctuating widely over the past two years. We assume asphalt prices will remain relatively low and contractor bid price will be relatively low during the February bidding period because contractors should not have yet reached their summer season work capacity. Therefore, we have kept the engineering estimate for asphalt and other slurry seal materials relatively low. If this

assumption proves incorrect, omitting the deductive alternate should allow the City to award the slurry seal project.

Construction preparation and ancillary items include crack seal of pavement cracks, digouts and pavement replacement of severe areas of pavement distress, curb and gutter repair. Pavement striping and marking is also included.

If approved for advertisement, bids for both the overlay and slurry seal projects will be opened on February 15, 2007. If contracts can be awarded, the contractors should mobilize around mid-April. The pavement contracts both allow 75 working days, which means the work should be completed by mid to late summer of 2007.

The contractors will be required to provide traffic control and through traffic at all times. The contracts specify work on half the street width at a time to allow residents access. All affected residents will be notified of the work at the time of contract award and will be reminded 48 hours in advance of construction. At a minimum, residents will have access to their driveways before and after the construction hours of 8 a.m. to 5 p.m. If temporary road closure is required, the contractor will notify the City at least 48 hours ahead of time.

General Plan/Vision Statement

The City's pavement management program is consistent with the General Plan. The Circulation Element, Description of Trafficways (Paragraph 2103) notes that there are a number of streets with substandard pavement condition and that the ongoing phased street overlay program will improve pavement condition and extend the life of existing streets.

Fiscal Impact

CCN 480 – Pavement Overlay

The engineer's estimate for the pavement overlay construction contract work is \$260,000. Staff also requests a 10 percent construction contingency up to \$26,000, bringing the total requested authorization to \$286,000.

The Storm Drainage Capital Improvement Program Fund will provide \$60,000 as directed by Council Resolution 9696 for the Coronet/Lyon storm drain project. The remaining funds will be drawn from the Street Capital Improvement Program pavement overlay project which has \$230,000 budgeted for this purpose.

<u>Fund (Account)</u>	<u>Amount</u>
Storm Drainage Enterprise Fund (525-4315-6045-8368)	\$ 60,000
Street Improvements Fund (234-4312-3112-9030)	<u>\$226,000</u>
Total	\$286,000

CCN 481 – Slurry Seal

The engineer's estimate for the slurry seal contract work is \$208,700. Staff also requests a 10 percent construction contingency up to \$20,870, bringing the total requested authorization to \$229,570. The funding will be from street operations account 231-3301-8351 which has an FY07 budget of \$231,000 for this work.

The engineer's estimate for the deductive alternate is \$23,800. The alternate will be omitted from the contract if the lowest bid exceeds the amount Council authorizes for award.

Public Contact

Public contact consisted of posting the City Council agenda.

Recommendation

Staff recommends that the City Council take the following actions for City Contracts Number 480, Overlay Project 2007 – Various Locations and 481, Slurry Seal Project 2007 – Various Locations:

1. Approve the construction plans and specifications,
2. Authorize advertisement for sealed bids,
3. Approve award of the CCN 480 contract to the lowest responsible bidder for an amount not to exceed \$260,000,
4. Approve award of the CCN 481 contract to the lowest responsible bidder for an amount not to exceed \$208,700,
5. For each contract, approve construction contingencies equal to 10 percent of the contract price, and
6. Authorize the City Manager to execute contracts with the lowest responsible bidders.

Alternatives

1. Refer back to staff for further information or other options.
2. Deny the request.

Attachments

- A. Resolution approving plans and specification, authorizing advertisement, approving contract award, approving construction contingency, and authorizing execution of contract for the overlay project 2007, CCN 480
- B. Resolution approving plans and specification, authorizing advertisement, approving contract award, approving construction contingency, and authorizing execution of contract for the slurry seal project 2007, CCN 481

Respectfully submitted,

Bennett Chun, P.E.
Associate Engineer

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Thomas Fil
Acting City Manager

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RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT APPROVING PLANS AND SPECIFICATIONS, AUTHORIZING ADVERTISEMENT FOR SEALED BIDS, APPROVING AWARD OF CONTRACT TO THE LOWEST RESPONSIBLE BIDDER FOR AN AMOUNT NOT TO EXCEED \$208,700, APPROVING A CONSTRUCTION CONTINGENCY NOT TO EXCEED \$20,870, AND AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT FOR SLURRY SEAL PROJECT 2007 – VARIOUS LOCATIONS, CITY CONTRACT NUMBER 481

WHEREAS, the City of Belmont owns and maintains 68 miles of paved streets; and,

WHEREAS, the current deferred maintenance backlog is \$12 million and projected to grow to \$29 million over the next five years; and,

WHEREAS, the State Law requires the City of Belmont to develop and adopt a pavement management program plan as a condition of state grant eligibility; and,

WHEREAS, the Metropolitan Transportation Commission has certified the City's pavement management program and has provided the City the StreetSaver pavement management program software to store, review and manipulate the city street condition and pavement needs inventory data; and,

WHEREAS, the StreetSaver software program has identified pavement sections needing preventative maintenance or rehabilitation; and,

WHEREAS, the Department of Public Works has prepared plans and specifications for pavement rehabilitation for the following street segments prioritized by the pavement management program:

- Marine View Avenue between Hiller Street and the city limits; Chesterton Avenue between Marine View Avenue and Hiller Street; Mountain View Avenue between Hiller Street and the city limits; and Dale View Avenue between Hiller Street and Old County Road;
- Covington Road between Alameda de las Pulgas and Alameda de las Pulgas;
- Buena Vista Avenue between Cipriani Boulevard and Newlands Avenue;
- Hallmark Drive between Wemberley Drive and Wakefield Drive;
- Harbor Boulevard between El Camino Real and Sunnyslope Avenue; and
- Judson, Kedith, and Irwin, all between Ralston Avenue and O'Neill Avenue (deductive alternate).

WHEREAS, the Street Operations Fund has sufficient budget for this project.

NOW, THEREFORE, BE IT RESOLVED, that:

1. The City Council approves City Contract Number 481 plans and specifications.
2. The City Council authorizes advertisement for sealed bids for this work.
3. The City Council approves award of contract to the lowest responsive and responsible bidder for an amount not to exceed \$208,700.
4. The City Council approves a construction contingency equal to 10 percent of the construction contract, not to exceed \$20,870.
5. The City Council authorizes the City Manager to execute a contract with the lowest responsible bidder.

6. The City Council authorizes funding from the Street Improvements Fund 231-3301-8351 for the construction of this project.

* * * * *

I hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of Belmont at a regular meeting thereof held on January 9, 2007.

AYES, COUNCILMEMBER(S): _____

NOES, COUNCILMEMBER(S): _____

ABSTAIN, COUNCILMEMBER(S) _____

ABSENT, COUNCILMEMBER(S): _____

Clerk of the City of Belmont

APPROVED:

Mayor of the City of Belmont