



Legislation Text

File #: 11-316, **Version:** 2

Staff Report for Resolution Accepting the Work for Annual Street Sealing 2010-11, Project No. 10-144-38-323

RECOMMENDATIONS

Staff recommends acceptance of the work, filing of the Notice of Completion, and authorizing the City Manager to release the Maintenance Bonds for the subject project upon successful completion of the five-year Maintenance Period for asphalt rubber double chip seal work and the one-year Maintenance Period for other items associated with this project.

BACKGROUND

Every year City staff conducts a pavement condition survey using the Pavement Maintenance System to determine the conditions of City streets. Based on this survey, each street in need of repair is classified as suitable for reconstruction, overlay, or sealing. Streets that are in good structural condition but have surface deterioration are recommended for sealing by slurry seal, microsurfacing, cape seal, or a combination of these treatments. The purpose of these sealing treatments is to prolong the life of the existing pavement.

The streets in the City are divided into four Asphalt Maintenance Areas, which allows Engineering and Transportation staff to effectively coordinate with Public Works staff to ensure an efficient use of resources to maintain City streets. The streets scheduled for this project generally fall into the 2011 Asphalt Maintenance Area. Streets were selected for treatment based on information obtained from pavement condition surveys and discussions between Engineering and Transportation Department staff and Public Works Street Maintenance staff.

Curb ramps were either built or upgraded per current Americans with Disabilities Act (ADA) standards on streets that received an asphalt rubber double chip seal treatment. This included the construction of several T-intersection ramps, the locations of which were approved by the Facilities and Transportation Committee.

Asphalt rubber chip seal was used for this year's project as it was for the previous street sealing project. Rubberized asphalt products have been used by Caltrans and other agencies for decades. Asphalt rubber treatments are more flexible than standard treatments, keeping the surface waterproof by preventing the formation or propagation of cracks. They require less preparation by Public Works street crews and can be used on streets in poorer condition, which usually require more expensive asphalt overlay repairs. Traffic noise is typically reduced when using rubberized asphalt and, as the materials used are made from recycled tires, this treatment also aligns with the City's goal of using "green" products. Although asphalt rubber chip seal is more expensive than a conventional chip seal, the City has received a grant from CalRecycle for the use of asphalt rubber, and this reduced the cost difference between the two products.

After the project was awarded, Public Works staff requested the following: cape sealing be added on Doolittle Drive between Fairway Drive, Farallon Drive, and on Fairway Drive between Aurora Drive and Doolittle Drive; and striping work at various locations.

Analysis

The project is substantially complete. All work has been done in accordance with the contract provisions.

Certain corrective work cannot be performed unless the atmospheric temperature is 60 degrees Fahrenheit or above. The contractor will complete these items when weather allows. Payment has been retained on this contract until the contractor has performed the required corrective work.

Previous Actions

- On March 7, 2011, by Resolution 2011-055, the City Council authorized the City Manager to file an application for the Rubberized Asphalt Concrete Grant Program administered by CalRecycle
- On April 18, 2011, by Resolution No. 2011-074, the City Council approved the plans and specifications and called for bids for the subject project
- On June 6, 2011, by Resolution No. 2011-105, the City Council awarded the construction contract for the subject project to International Surfacing Systems

Applicable General Plan Policies

This action is consistent with Streets and Highway Goal No. 16 of the General Plan and Action Item 16.03: Maintenance.

Environmental Review

This project was deemed categorically exempt from CEQA under Section 15301, Existing Facilities.

Fiscal Impacts

A summary of the construction contract with International Surfacing Systems is listed below:

Original Contract	\$702,023.00
Change Orders	<u>\$218,658.96</u>
Total Contract Amount	\$920,681.96

The change order amount was for additional streets added to project.

- \$451,952.81 was from approved Measure B Streets and Roads budget allocations as follows:
 - \$98,077.91 from account 144-38-296
 - \$233,293.18 from account 144-38-307
 - \$118,429.13 from account 144-38-311
 - \$2,152.59 from account 144-38-323

- \$53,706.25 was from budget allocations in the Proposition 1B Local Streets and Roads fund account 149-38-308
- \$198,516.53 was from budget allocations in the General fund account 210-38-296
- \$148,796.11 and \$67,710.26 was from budget allocations in the Gas Tax fund from accounts 140-38-334 and 140-31-056, respectively, to partially fund the additional street sealing and striping work requested by Public Works staff

Budget Authority

The Finance Department confirmed that sufficient funds were available in the aforementioned accounts for the subject project.

ATTACHMENTS

None

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