



DATE: June 20, 2017

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT FY 2017 & FY 2018 Pavement Rehabilitation Project – Award of Construction Contract

RECOMMENDATION

That Council adopts the attached resolution (Attachment II) awarding the contract to DeSilva Gates Construction LP, in an amount not-to-exceed \$7,894,079.70.

BACKGROUND

On May 2, 2017, Council approved the plans and specifications for the FY 2017 & FY 2018 Pavement Rehabilitation Project, and called for bids to be received on May 30, 2017.

DISCUSSION

FY 2017 and FY 2018 funding from Measure B, Measure BB, Gas Tax, Vehicle Registration Fees, and from the Street System Improvements funds were combined to allow the City to engage in an additional street pavement improvement program. Competitive construction bids for a larger project are anticipated, similar to those received for both FY 2016 Pavement Rehabilitation & Reconstruction and FY 2016 Pavement Preventive Maintenance projects allowing the City to maximize the number of streets to be rehabilitated.

The Pavement Rehabilitation & Reconstruction Program repairs severely deteriorated streets. This may involve one of three types of treatments: 1) standard overlay of the existing street pavement with new Hot Mix Asphalt surfacing; 2) Cold-In-Place Recycling (CIR), which involves removing the top layer of asphalt, mixing the removed aggregates with a recycling agent and other additives on-site, replacing this pavement material onto the same roadway, then applying a Hot Mix Asphalt overlay; or 3) Full Depth Reclamation (FDR), which consists of pulverizing and mixing distressed asphalt and underlying pavement materials with or without the addition of stabilizing agents; using the resulting material as a base for the renewed pavement structure and adding a new Hot Mix Asphalt cap.

Over recent years and consistent with Council's direction to use environmentally friendly products and reduce the City's carbon footprint, engineering staff has modified design standards for pavement construction. These modified designs have proven to reduce cost

and time. The alternate pavement methods described above involve the reuse of the existing pavement materials. In addition to the cost savings from not exporting the old asphalt concrete material, the reduced number of truck trips to a recycling center and asphalt plant also reduces our carbon footprint.

The streets were selected based on staff's analysis of the Pavement Condition Indices (PCI) identified through the City's computerized Pavement Management Program (PMP), field examination, and the functional classification of each street. This project will cover twenty lane-miles of streets. Overall, the City is responsible for the maintenance of 657 lane-miles of roadway.

The number of streets included in the FY 2017 and FY 2018 program will address a few areas of the City's much needed streets repair, but will not significantly decrease the street maintenance backlog, which stood at over \$100 million in 2015 and is expected to grow based on the Pavement Management System Updated Report to Metropolitan Transportation Commission (MTC).

On May 30, 2017, five (5) bids were received for the FY 2017 & FY 2018 Pavement Rehabilitation Project. DeSilva Gates Construction LP, of 11555 Dublin Boulevard, Dublin, California, submitted the low bid of \$7,894,079.70, which is 10.35% below the engineer's estimate of \$8,805,411.73. O'Grady Paving, Inc., of 2513 Wyandotte Street, Mountain View, California submitted the second low bid in the amount of \$8,126,636.10, which is 7.71% below the engineer's estimate. The bids range from \$7,894,079.70 to \$9,539,823.90.

All bid documents and licenses are in order. Staff recommends that Council approves the award of contract to the responsible low bidder, DeSilva Gates Construction LP, in the amount of \$7,894,079.70.

This Project is categorically exempt under Section 15301(c) of the California Environmental Quality Act Guidelines for the operation, repair, maintenance, or minor alteration of existing facilities.

FISCAL IMPACT

The estimated project costs are as follows:

Construction Contract	\$7,894,079.70
Construction Contingency – ACO	\$2,243,920.30
Design and Contract Administration	\$250,000
Construction Inspection and Testing	\$350,000
	\$10,738,000

The Recommended FY 2017 & 2018 Capital Improvement Program includes funding from various sources as follows:

Funding	Amount
Measure B (Fund 215)	\$4,035,000
Measure BB (Fund 212)	\$3,975,000
Vehicle Registration	\$1,750,000
Street System Improvement (Fund 450)	\$978,000
	\$10,738,000

SUSTAINABILITY FEATURES

The City's Pavement Rehabilitation Project uses innovative, new processes that recycle asphalt materials on-site and minimize the need for exporting and replacing the deteriorated portion of our roadways. This reduces greenhouse gas emissions associated with exporting to a recycling center and asphalt plant.

All excess material generated during construction and demolition will be sent to designated facilities for recycling. Recycled Portland Cement Concrete is specified for use as an aggregate base for any new concrete curb, gutter, ramps, and sidewalk. Improvements made to sidewalks will encourage the public to walk more as opposed to driving their vehicles. This reduces carbon emissions which benefits our environment.

COMPLETE STREETS

The existing bicycle facilities, sidewalk, and street lighting will be maintained during construction of this project. Existing bike lanes and markers will be re-striped, and the project will install new green bike lane striping at select intersections to increase bike lane and rider visibility. The project will install new wheelchair ramps where missing and required, reconstruct existing curb ramps not compliant with current Americans with Disabilities Act (ADA) standards and retrofit existing ramps with truncated dome if required. Proposed improvements are consistent with the City's adopted Complete Streets Policy that ensures consideration be given to all users and all modes of transportation on public roadways.

PUBLIC CONTACT

Immediately after the construction contract is awarded, a preliminary notice explaining the project will be posted and distributed to all residents and businesses along the affected streets. After the construction work has been scheduled, signs on barricades will be posted seventy-two hours prior to commencement of work indicating the date and time of work for each street. Residents will be advised to park their vehicles on side streets outside of the work area during the period when the streets are being treated.

SCHEDULE

Begin Work

July 2017

Complete Work

November 2017

Prepared by: Kevin Briggs, Acting Assistant City Engineer

Recommended by: Morad Fakhrai, Director of Public Works

Approved by:



Kelly McAdoo, City Manager