



# CITY OF HAYWARD

Hayward City Hall  
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## Cover Memo

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**DATE:** May 24, 2016

**TO:** Mayor and City Council

**FROM:** Director of Public Works

**SUBJECT**

FY 2016 - Pavement Preventative Maintenance & Resurfacing Project: Award of Contract

**RECOMMENDATION**

That Council adopts the attached resolution (Attachment I) awarding the contract to American Asphalt Repair & Resurfacing Co. Inc., in the amount of \$3,053,768.32; and authorizing the expenditure of an additional \$1,000,000 on this contract for potential additional work and contingencies.

**BACKGROUND**

On March 15, 2016, Council approved the plans and specifications for the FY 2016 - Pavement Preventative Maintenance & Resurfacing Project, and called for bids to be received on April 26, 2016.

The City's Street Preventative Maintenance (PM) & Resurfacing Program involves streets in relatively good condition where the application of the low cost slurry seal treatment is used to prolong the life of the pavement, and protect the city's original investment in rehabilitating or reconstructing the street. The PM treatment reduces the amount of water that can infiltrate the pavement structure, protects the pavement system, and slows the rate of deterioration.

Slurry seal is a mixture of water, asphalt emulsion, aggregate, chemical additives and polymer. The polymer provides better mixture properties. This year, staff will be using a special slurry seal called micro-surfacing. The primary difference between micro-surfacing and the slurry seal used in prior years is in how the emulsion cures. The asphalt emulsion used in micro-surfacing contains chemical additives, which allow it to break without relying on the sun or heat for evaporation to occur. Thus, micro-surfacing is an application that cures quicker than ordinary slurry seals. This will allow the street to be returned to traffic use much sooner than using the ordinary slurry seal. The micro-surfacing application will be made after any localized pavement section failures have been repaired.

The PM treatment is typically made every five to seven years after a street has received new hot mix asphalt concrete and before the street begins to deteriorate to the point where more costly rehabilitation or reconstruction work will be needed.

## DISCUSSION

The approval of Measure C, the ½-cent local sales tax measure approved by Hayward voters in 2014, has made additional funds available for the City’s Street Pavement Preventative Maintenance Program. A total of 218 street sections will be treated in this year’s program compared to approximately forty street sections per year that were treated in prior years. Please see Attachment II for the list of streets included in this project.

The selection of streets for this year’s micro-surfacing slurry seal treatment is 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 sixty-nine lane-miles of city streets. Overall, the City is responsible for the maintenance of 657 lane-miles of roadway.

On April 26, 2016, five bids were received for the FY 2016 - Pavement Preventative Maintenance & Resurfacing Project. American Asphalt Repair & Resurfacing Co. Inc. of Hayward, California, submitted the low bid of \$3,053,768.32, which is 24% below the engineer’s estimate of \$4,020,000. Pavement Coatings Co. of Woodland, California submitted the second low bid in the amount of \$3,820,790.60, which is 5% below the engineer’s estimate. The bids range from \$3,053,768.32 to \$4,499,085.60.

Staff recommends using the balance in funds afforded by the low bid for contingencies to be used to perform additional work on Tennyson Road, and then perform additional accessible ramp upgrades for conformance with the Americans with Disabilities Act (ADA).

All bid documents and licenses are in order. Staff recommends award of contract to the low bidder, American Asphalt Repair & Resurfacing Co. Inc., in the amount of \$3,053,768.32 and authorization to spend an additional \$1,000,000 for contingencies, including additional street work as described above.

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	\$3,053,768
Administrative Change Order	\$1,000,000
Design and Administration	\$150,000
Construction Engineering, Inspection, and Testing Services	\$296,232
<b>Total</b>	<b>\$4,500,000</b>

The Recommended FY 2016 Capital Improvement Program includes \$12,000,000 in Measure C funds, of which \$4.5 million will be used for this project. The remaining \$7.5 million will be used for the FY16 Pavement Rehabilitation and Reconstruction project, which will be presented to Council as a separate project.

## PUBLIC CONTACT

Because of the large number of street sections to be improved throughout the city, staff has undertaken careful planning to prevent traffic congestion and limit inconvenience to the community. To this end, a staging plan has been developed that divides the city into three construction zones, and will require the contractor to complete work in each zone before moving to another zone. Also, the contractor will be required to allow local traffic at all times, and to keep side streets open when working on a given street to allow residents places to park that are not too far from their homes.

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. The notice will explain the necessity for allowing the micro-surfacing coats to dry (for approximately one hour) before the streets can be reopened to traffic. 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.

### **COMPLETE STREETS**

The existing bicycle facilities, sidewalk, and street lighting will be maintained during construction, but no new sidewalk, streetlight or bike lanes will be added with this project. However, 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. A sample of the green bike lane striping will be installed at B Street and Grand Avenue to allow residents to view the proposed bike lane striping and provide any feedback. The project will install new handicap ramps where they are missing at the street corners, and reconstruct existing curb ramps that are not ADA compliant. Improvements on these streets are consistent with the City's adopted Complete Streets Policy, which ensures that consideration is given to all users of the street, including pedestrians, bicyclists, transit, senior citizens and school children, in addition to vehicular traffic.

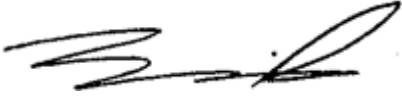
### **SCHEDULE**

Begin Work	June 20, 2016
Complete Work	October 13, 2016

*Prepared by:* Yaw Owusu, Assistant City Engineer

*Recommended by:* Morad Fakhrai, Director of Public Works

Approved by:



Fran David, City Manager

Attachments:

- Attachment I
- Attachment II
- Attachment III
- Attachment IV

- Resolution - Award of Contract
- List of Streets
- Map of Streets
- Bid Summary