



City Council Agenda Item Staff Report

CITY OF SAN BRUNO

DATE: May 9, 2023

TO: Honorable Mayor and Members of the City Council

FROM: Alex D. McIntyre, Interim City Manager

PREPARED BY: Matthew Lee, P.E., Public Works Director

SUBJECT: Consider Adopting a Resolution:

- Approving the Design of the 2022-23 Slurry Seal Project;
- Authorizing the City Manager to Execute a Construction Contract with American Asphalt Repair & Resurfacing Company, Inc. for the 2022-23 Slurry Seal Project in an Amount Not to Exceed \$909,305.41;
- Approving a Material Testing Agreement with Smith-Emery of San Francisco, Inc. in an amount not to exceed \$35,000.00;
- Approving a Construction Inspection Services Agreement with Consor PMCM, Inc. in an amount not to exceed \$75,000.00;
- Approving a Construction Contingency of \$136,395.81; and
- Determining the Project is Exempt Under the California Environmental Quality Act

BACKGROUND: The City's Capital Improvement Program (CIP) includes the Pavement Management Program to repair and apply preventative maintenance treatment to local, collector, and arterial streets. Street condition is measured in terms of the pavement condition index (PCI) from a numerical range between 0 and 100. A rating of 0 represents a failed street and a rating of 100 represents a newly paved street. The City's current average PCI is 61 for the approximately 89 center miles of streets maintained by the City.

Similar to other cities throughout the Bay Area, the City utilizes the Metropolitan Transportation Commission's (MTC's) Streetsaver program to serve as a database for tracking the condition of the City's streets and to recommend streets to be selected for treatment. Streetsaver analyzes the pavement lifecycle of each individual street segment to suggest the appropriate treatment to apply. Treatments vary from applying preventative maintenance on streets in good condition to reconstruction of failed streets. Reconstruction of failed streets is the most expensive treatment and can cost ten to twenty-five times as much as applying preventative maintenance to non-failed streets. Preventative maintenance is considered the most cost-effective treatment when applied appropriately due to this cost differential.

Other factors are taken into consideration when selecting and scheduling streets for repair and maintenance. For instance, the City may accelerate or postpone pavement treatment if it anticipates other City projects or third party utilities companies will be opening the street for utility replacement.

After a street has been selected for repair or maintenance, there are multiple steps that occur prior to construction. For routine pavement projects, this typically includes design and advertising for bids.

For slurry seal projects, each street is visually observed to confirm preventative maintenance is the correct treatment and areas with observed base failure are marked for base repair. A series of plans and specifications with increased levels of design detail are prepared and routed for review prior to preparation of the final contract documents. The design period typically lasts 4 to 6 months, or longer if a separate process is needed to procure a consultant to provide design services. The final project contract documents are advertised for construction, bids are received, the project is brought before City Council for contract award, and contract documents are signed. The advertising and award process typically takes 3 to 4 months. The contractor then provide submittals for review and a kick-off meeting commences construction.

Pavement rehabilitation and reconstruction projects typically include additional steps such as pavement structural investigation and curb ramp design. Pavement investigation involves collecting core samples and running tests on the existing pavement to assist in the pavement treatment design. In accordance with the Americans with Disabilities Act (ADA), curb ramps for street crossings within pavement rehabilitation and reconstruction projects limits must be upgraded to comply with the latest ADA standards. Curb ramp design can require field surveys to be conducted. With these additional steps, the design of pavement rehabilitation projects can take 8 to 12 months. After project advertising, award, and the commencement of construction, concrete curb ramps are constructed prior to the pavement work to avoid cutting into new pavement. Each ramp requires demolition of existing concrete, formwork, and pouring of new concrete. Depending on the number of ramps, ramp construction can take several weeks to months. Typically, through a contractor's means and methods, all curb ramps are installed first as one set of operation and followed by another operation of paving. These sets of operations can be performed by different crews and contractors. Work is sequenced this way to help save on mobilization costs and reduce conflicts and coordination requirements of separate operations performing work in the same work area.

The City's 2022-23 Street Slurry Seal project is a preventative maintenance project that will apply a slurry seal treatment to various streets throughout the City. A slurry seal application consists of a mixture of asphaltic emulsion and fine aggregates that is spread over an existing roadway to seal the surface and protect the underlying pavement structure. Preserving and performing preventative maintenance on existing streets that are in good condition is critical in order to prevent them from prematurely failing.

The project consists of the following base bid and bid additive streets:

BASE BID		
STREET NAME	FROM	TO
AEGEAN WAY	WEST END CUL DE SAC	EAST END CUL DE SAC
CHABOT DRIVE	OAKMONT DRIVE	FLEETWOOD DRIVE

BASE BID			
STREET NAME		FROM	TO
COMMODORE DRIVE		CHERRY AVENUE	GATE (SCHOOL)
GEOFFREY DRIVE		FASMAN DRIVE	SUSN DRIVE
SAN BRUNO AVE EB ONLY		CHERRY AVENUE	EL CAMINO REAL
SAN BRUNO AVE WB ONLY		I-280	100' W/O CRESTMOOR DRIVE
SAN BRUNO AVE EB ONLY		I-280	CHERRY AVENUE
SEVENTH AVENUE		BELLE AIR SCHOOL	SAN BRUNO AVENUE
SEVENTH AVENUE		SAN BRUNO AVENUE	NORTH CITY LIMITS
SONOMA COURT		SNEATH LANE	CUL DE SAC
YUBA COURT		RIVERSIDE DRIVE	CUL DE SAC
CHERRY AVENUE		JENEVEIN AVENUE	PARK AVENUE
BID ADDITIVES			
BID ADDITIVE	STREET NAME	FROM	TO
1	EVERGREEN DRIVE	VALLEYWOOD DRIVE	FLEETWOOD DRIVE
1	SAN JOAQUIN COURT	SNEATH LANE	CUL DE SAC
1	VALLEYWOOD DRIVE	CRESTWOOD DRIVE	OAKMONT DRIVE
2	LUCIA COURT	SANTA LUCIA AVENUE	END
2	SANTA LUCIA AVENUE	DE SOTO AVENUE	CITY LIMITS

On September 27, 2022, City Council adopted a resolution authorizing the City Manager to execute an agreement for consultant services with CSG Consultants, Inc. for the design of the 2022-23 Slurry Seal Project. CSG Consultants, Inc. completed the final design in early April 2023.

Two additional pavement projects are currently on an actively accelerated schedule for design completion this calendar year. The 2021-22 Street Reconstruction Project is estimated for design completion in Summer/Fall 2023 and construction to begin in Fall/Winter 2023. The 2022-23 Street Rehabilitation Project is scheduled for design completion in Summer 2023 and construction to begin in Fall/Winter 2023. Both construction timelines depend on weather conditions. Due to the complexity of the reconstruction project, additional design activities such as pot holing and surveying may result in a longer design schedule. Staff anticipates returning to City Council to request for authorization to award construction contracts for the two pavement projects in Summer/Fall 2023.

DISCUSSION: In April 2023, the City issued a notice inviting bids for the construction of the 2022-23 Slurry Seal Project. Notice to bidders was sent to contractors listed in the City's contractor directory, posted on the City's website and provided to construction distribution centers. The project was advertised twice in the San Mateo County Times newspaper on April 3, 2023 and April 10, 2023. Staff held a non-mandatory pre-bid meeting on April 10, 2023. On April 17, 2023, staff conducted the bid opening for the project and received one (1) bid which is summarized as follows:

No.	Contractor Name	Base Bid (Basis of Award)	Total of Bid Additives 1&2	Total Bid
1	American Asphalt Repair & Resurfacing Company, Inc.	\$737,788.96	\$171,516.45	\$909,305.41

The base bid from American Asphalt Repair & Resurfacing Company, Inc. was in the amount of \$737,788.96. The total bid (including base and all bid additives) from American Asphalt Repair & Resurfacing Company, Inc. is \$909,305.41, which is approximately \$220,000 below the engineer's estimate of \$1,134,272.00. Staff reviewed the bid materials and determined that the submitted bid is responsive.

Staff contacted other contractors that typically work in the Bay Area to inquire about their reasons for not submitting bids. Several contractors chose not to provide bids for the project because they did not have the capacity to perform the work due to their current project loads. Because the bid submitted was approximately \$220,000 less than the Engineer's Estimate, staff believes it would be unlikely the City would receive more favorable bids if the project were readvertised. Readvertising could result in higher bids and would delay construction by several months.

Staff recommends awarding the base bid with all additives to American Asphalt Repair & Resurfacing Company, Inc., which has an office located in Hayward, CA and has successfully completed other street slurry seal projects for the City. Based on the contractor's experience and performance with other agencies including San Bruno, staff determined that American Asphalt meets the qualifications to perform the work for the 2022-23 Slurry Seal Project as specified in the contract documents.

Construction of the project will have impacts on residents in the project vicinity such as temporary roadway closures, noise, dust, and accessibility in and out of private properties. Parking will also be restricted within each roadway as construction work is occurring. At the end of each day, the roadway will be reopened and on-street parking will be re-established. Should the project be awarded, staff anticipates starting construction in Summer 2023, and taking approximately forty (40) calendar days to complete.

FISCAL IMPACT: The 2022-23 Slurry Seal Project is a project within the approved FY 2022-23 Capital Improvement Program. The estimated total cost of the project of \$1,438,486.22 is within the current total budget of \$1,495,943 available in the current fiscal year. This estimated total project cost includes design and construction support services, staff management, construction management and inspection, construction materials testing and construction contingency.

Total estimated cost for the project:

Design Contract (CSG Consultants, Inc.)	\$ 130,785.00
Staff Management for Design	\$ 30,000.00
Construction Contract (American Asphalt Repair & Resurfacing Co., Inc.)	\$ 909,305.41

Construction Contingency (15%)	\$ 136,395.81
Materials & Compaction Testing (Smith-Emery of San Francisco, Inc.)	\$ 35,000.00
Estimated Construction Management	\$ 122,000.00
Construction Inspection (Conсор PMCM, Inc.)	\$ 75,000.00
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Estimated Total Project Cost	\$ 1,438,486.22

ENVIRONMENTAL IMPACT: This project falls within the Categorical Exemption set forth in CEQA Guidelines, Section 15301(c), which exempts the repair and maintenance of existing streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

RECOMMENDATION:

Consider Adopting a Resolution:

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ALTERNATIVES:

1. Reject bid and direct staff to re-advertise the project. This action will delay the completion of the FY2022-23 Slurry Seal Project and may result in the City receiving higher bids.
2. Award only the base bid.
3. Award the base bid and a different selection of bid additives.

ATTACHMENTS:

1. Resolution
2. CIP Budget