

**CITY OF ALBANY
CITY COUNCIL AGENDA
STAFF REPORT**

Agenda date: September 19, 2011

Reviewed by: BP

Subject: 2011 Pavement Rehabilitation Project and installation of speed humps

From: Rich Cunningham, Public Works Manager
Randy Leptien, City Engineer
Ana Bernardes, Associate Civil Engineer / Project Manager
Aleida Andrino-Chavez, Transportation Planner

RECOMMENDATION

Adopt Resolution No. 2011 - 47 awarding Contract No. C11-12, 2011 Pavement Rehabilitation Project to MCK Services, Inc. in the amount of \$529,507.60 for grinding, paving and other related work on San Gabriel, Santa Fe and Peralta Avenues, accessibility ramps at various locations, and authorizing staff to negotiate a change order for the construction of speed humps in the 800 and 900 Block of Carmel Avenue, and either one or two speed humps on the 950 block of Ordway Street.

BACKGROUND

In June of 2006 the voters of the City of Albany passed Measure F –2006, which provided funding on an annual basis for the construction of pavement and storm drainage repairs and improvements. Streets are selected for rehabilitation using the “Street Saver” program that is distributed and coordinated by Metropolitan Transportation Commission (MTC). Streets are periodically evaluated and assigned a pavement condition index or PCI by a pavement consultant retained by the City via a grant from MTC.

Jacobs Engineers prepared the Plans and Specifications for the 2011 Paving Project. The base bid for this work includes grinding and paving on the following streets:

1. San Gabriel Avenue from Portland Avenue to Brighton Avenue
2. Santa Fe Avenue from Solano Avenue to Washington Avenue
3. Peralta Avenue from Sonoma Avenue to Marin Avenue

Alternative bid schedules were included for the following work:

1. Adjustment of utility frames and covers
2. Grinding and paving Peralta Avenue from Solano Avenue to Marin Avenue
3. Accessibility ramps at various locations

On July 18, 2011, the Council approved Resolution No. 2011-41 approving plans, finding project to be categorically exempt under CEQA, calling for bids, and authorizing the City Manager to award a contract for Contract No. C11-12, 2011 Pavement Rehabilitation Project for an amount not to exceed \$400,000.

DISCUSSION

Paving

Four bids were received on August 25, 2011. Following are the total bids received including alternative bid schedules, listed in ascending order:

1. MCK Services, Inc.	\$529,507.60
2. Team Ghilotti, Inc.	\$567,988.40
3. Gallagher & Burk, Inc.	\$641,201.00
4. J.A. Gonsalves & Son	\$1,059,820.00

The low bidder was MCK Services, Inc. (MCK). Their base bid excluding the alternate bid schedules is \$434,350 which exceeds the engineer’s estimate of \$400,000. The MCK bid for the additive alternative bid schedules totals \$95,158.

The tentative schedule for this project is as follows:

1. Award Contract	9-19-11
2. Notice to Proceed	10-10-11
3. Complete Project	12-12-11
4. Project Acceptance	01-16-12

Although the low bid for the base bid and bid alternates exceed the engineer’s estimates, there is an economy of scale with completing the full package, and there are sufficient funds available in Measure F 2006 to accomplish the project.

Speed Humps

The Traffic and Safety Commission has previously processed applications and Council has approved of the installation of speed humps on the 800 and 900 blocks of Carmel Avenue and on the 950 block of Ordway Street. The estimated cost for the speed hump project is \$32,000, if all five speed humps are installed, and \$25,000 if only three (3) speed humps are installed on the 800 and 900 blocks of Carmel. Staff recommends that the speed humps be constructed with the 2011 Pavement Rehabilitation Project in order to minimize public inconvenience and to take advantage of the economy of scale that will result from combining the two projects.

The installation of these speed humps was approved by City Council at its meeting of July 5, 2011. The approval also included a statement that the speed humps would not be installed if the home owner opposes their installation adjacent to his or her property. While the locations for the 800 and 900 block of Carmel Avenue were identified during the Traffic and Safety Commission public process, the location of the second speed hump on the 950 block of Ordway Street was not easily determined due to physical constrains, such as the 6% grade on the north side of the block. Two alternate locations were

identified on the block for the possibility of two speed humps, but home owners were opposed to the installation of the speed hump adjacent to their homes. Staff is asking direction from Council in regard of the installation of the Ordway speed humps. The options for Ordway speed humps include:

1. Replace the temporary speed hump that was removed in the fall of 2010 with a permanent hump (residents of the block do not have a problem with its location).
2. Survey the block again and ask the residents if they would support the speed humps should their location be adjacent to their homes for the possibility of having two speed humps, otherwise, only one speed hump will be located on the block (replacement of the temporary one).
3. Direct staff to locate a second hump at the most technically viable location.

Staff is also asking the Council for authority to add the speed hump or humps on Ordway to the 2011 Pavement Rehabilitation Project contract, pending Council decision on how to proceed.

MCK is properly licensed and known by the City Engineer to be qualified to perform the work. Their bid has been checked by Staff and determined to be responsive and responsible. Staff recommends that a Contract be awarded to MCK for the base bid plus all of the additive bid schedules. Staff further recommends that the City Manager be authorized to approve a change order for the speed hump project for an amount not to exceed \$32,000 (depending on the number of speed humps installed). A Resolution awarding the Contract is attached.

SUSTAINABLILITY

This project involves the removal and replacement of existing asphalt concrete pavement only and few options for sustainable alternatives exist. Rubberized asphalt is generally an option for larger projects because it is necessary to convert the plant from standard asphalt production. Rubberized asphalt removes tires from the waste stream. Pervious (open graded) asphalt might also be considered, but drainage improvements would be necessary. The cost of drainage improvements would significantly increase the project cost.

FINANCIAL IMPACT

• Construction	\$529,508
• Construction Contingency	\$52,951
• Contract Change Order for Speed Hump Project	\$25,000
• Design and Construction Engineering	\$60,000
• Project Management City’s Project Manager	\$5,000
• Administration Contract City Engineer (LCC)	\$5,000
• Speed Humps	<u>\$32,000</u>
Estimated total project cost	\$709,459

Funding for pavement rehabilitation will be provided by Measure F 2006 and by the Traffic Calming funds for the speed humps.

Attachment:

Resolution No. 2011 - 47