



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: NOVEMBER 12, 2024
DEPARTMENT: PUBLIC WORKS DEPARTMENT
FROM: DAVID JACOBS, P.E., L.S., PUBLIC WORKS DIRECTOR
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TITLE: 2024 PAVEMENT CRACK TREATMENT ON VARIOUS STREETS
PROJECT CIP 9981

RECOMMENDED MOTION:

It is recommended that the City Council approve a resolution:

1. Approving the specifications for the 2024 Pavement Crack Treatment on Various Streets Project CIP 9981; and
2. Awarding a contract to Carter Enterprises Group Inc. dba Pavement Rehab Company for the 2024 Pavement Crack Treatment on Various Streets Project CIP 9981 in the amount of \$505,888 and 21% project contingency in the amount of \$106,236 for a total not to exceed amount of \$612,124.

EXECUTIVE SUMMARY:

The City of Salinas maintains approximately 292 miles of roadway pavement. The Pavement Management and Street Selection Policy, approved by City Council in May 2024, strategically distributes funding to address pavement deterioration and allocates most of the funding to major roadways, followed by residential streets. The City's Street Saver program tracks pavement conditions as reported in the 2023 Pavement Management Program. In accordance with the policy, staff proposed to begin the first phase of pavement preservation or stop gap/maintenance by applying pavement crack treatment to the Year 1 to 5 major and residential streets to extend the pavement service life to allow time for pavement rehabilitation in the coming years.

BACKGROUND:

On May 7, 2024, the City Council established the Pavement Management and Street Selection Policy (Resolution No. 22953) to strategically distribute funding to address pavement deterioration. The policy identified crack treatment as a stop gap/maintenance strategy to prevent water migration into existing pavements. On June 25, 2024, the City Council approved the 5-Year Pavement Preservation Street List (Resolution No. 23031). This list identified the streets that were to receive pavement treatment (maintenance or rehabilitation) in the coming years. In an effort to prevent the selected streets from deteriorating more rapidly, crack treatment was identified as a lower cost effort to provide a short-term protection from water intrusion into the pavement subsurface.

On July 22, 2024, the City Engineer approved the project specifications and authorized the call for bids for this project.

On August 13, 2024, the City received three bids for the 2024 Pavement Crack Treatment on Various Streets Project No. 9981. Due to a calculation oversight at the time of estimating the project quantities, quantities were miscalculated which meant that pricing would be allowed to be negotiated by the apparent low bidder outside of the competitive bidding process for the difference in quantities. On October 22, 2024, via Resolution No. 231354, City Council rejected all bids received on August 13, 2024, for the 2024 Pavement Crack Treatment on Various Streets Project.

Revised specifications for the 2024 Pavement Crack Treatment on Various Streets Project No. 9981 were approved by the City Engineer on October 4, 2024, with an updated project scope. (See Exhibit A – Project Location map for street details.)

On October 25, 2024, three bids were electronically received and publicly opened and examined via Zoom meeting with Carter Enterprises Group Inc. dba Pavement Rehab Company as the apparent low bidder, Table 1 Bid Results provides a summary of bids received.

Table 1. Bid Results

Contractor	Total Base Bid
Carter Enterprises Group Inc DBA Pavement Rehab Company	\$505,888
Global Road Sealing Inc. DBA GRSI	\$519,000
Talley Oil, Inc (<i>Invalid Bid</i>)	\$527,500
Engineer’s Estimate	\$678,000

The City received three bids that were lower than the engineer’s estimate. Tally Oil Inc. submitted a bid that was deemed invalid due to missing required bid documents. (See Exhibit B – Bid Tabulation sheet for bid details.)

The “Local Purchasing Preference Ordinance” is not applicable to this project because the project is funded with ARPA funds.

Construction is anticipated to begin in mid-January of 2025 and be completed by late February to early March of 2025, depending on weather.

CEQA CONSIDERATION:

Categorically exempt: The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301(c), Class 1), because the project proposes to maintain existing roadways.

Furthermore, the project does not qualify for any of the exemptions to the categorical exemptions found at CEQA Guidelines Sections 15300.2, because section does not apply, and we are not reconstructing or replacing any structures or facilities.

CALIFORNIA GOVERNMENT CODE §84308:

No. The Government Code §84308/Levine Act does not apply to this project since this was a competitive bid project.

STRATEGIC PLAN INITIATIVE:

This project relates to the Council’s Goals of *Infrastructure and Environmental Sustainability* and *Public Safety* by maintaining the City’s existing roadways.

DEPARTMENTAL COORDINATION:

Public Works staff and Finance staff have worked together on the funding of the 2024 Crack Treatment on Various Streets Project No. 9981.

FISCAL AND SUSTAINABILITY IMPACT:

There is no impact to the General Fund with this project. The 2024 Pavement Crack Treatment on Various Streets Project Cip 9981 is funded with the American Rescue Plan Act (ARPA).

Table 2: Anticipated Project Costs

PROJECT COSTS	
Construction Cost	\$505,888
Contingency (21%)	\$106,236
TOTAL ESTIMATED PROJECT COSTS	\$612,124
AVAILABLE FUNDS (3911.50.8180)	\$654,494

Fund	Appropriation	Appropriation Name	Total Appropriation	Amount for recommendation	FY 24-25 Operating Budget Page	Last Budget Action (Date, Resolution)
3911	50.8180-66.4000	Capital Outlay Improvements	\$654,494	\$610,860	N/A	9/24/24 Res. No. 23102

ATTACHMENTS:

- Resolution
- Exhibit A – Project Location Map
- Exhibit B – Bid Tabulation Sheet