

# COMPLETION REPORT - FY 23/24 Q1

## GENERAL INFORMATION

Report ID	PRG-19-361-0001	Prepared By	Elise Ramirez				Date	10/13/2023				
Agency	City of Salinas											
Project Contact	Adriana Robles				Email	adrianar@ci.salinas.ca.us			Phone	(831) 758-7194		
Contact Title	Project Manager				Program	ATP						
Project Title	Bardin Road Safe Routes to School Improvements											
Implementing Agency	PA&ED	City of Salinas										
	PS&E	City of Salinas										
	Right of Way	City of Salinas										
	Construction	City of Salinas										
District	05	EA	PPNO	2693	Project	0516000160		Predecessor PPNO				
Approved Locations	County	Route	PM Bk	Pm Ahd	County	Route	PM Bk	Pm Ahd	County	Route	PM Bk	Pm Ahd
	MON											

### Approved Project Description

The project is located on Bardin Road between Williams Road and Alisal Street and on Alisal Street between Sconeberg Parkway and Hartnell College. These roads service Bardin Elementary, Alisal Community, Triburcio Vasquez Elementary, and Alisal High Schools.

### Approved Project Scope

Buffered bicycle lanes, roundabouts, non-contiguous sidewalks, crosswalk enhancements, and ADA ramp enhancements.

### Approved Project Benefits

Increase pedestrian and bicycle use. Reduce pedestrian and bicycle - vehicle collision. Improves sight distance and visibility. Reduce traffic volumes and speeds.

## MILESTONES AND TIME EXTENSIONS

Milestone	Approved Completion Date (by CTC)	Planned Completion Date	Actual Completion Date	Approved Time Extensions (in months)	Allocation	Award	Expenditure	Completion
Baseline Agreement			Not Required	PA&ED				
PA&ED			02/20/2017	Right of Way				
Right of Way Cert			03/13/2020	PS&E				
Ready to List			03/13/2020	Construction	12			
Begin Con (Contract			11/17/2020					
End Construction			07/27/2023					
End Project		01/09/2024						
Completion Report			10/13/2023					
Final Delivery Report								

## FUNDING (\$1,000s)

Phase	Approved Project Funding	SB1 Funding						Other Funding		
		SHOPP	LPP Comp	LPP Form	SCCP	TCEP	ATP	State	Federal	Local & Private
PA&ED	120								120	
PS&E	649								649	
RW Support										
Con Support										
RW Capital	30								30	
Con Capital	3,614								3,614	
<b>Total</b>	<b>4,413</b>								<b>4,413</b>	
<b>Award Amount (\$1,000s)</b>		7,941								

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### EXPENDITURES (\$1,000s)

Phase	Total	SB1 Funding Expenditures						Other Funding Expenditures				Planned Expenditure at Completion
		SHOPP	LPP Comp	LPP Form	SCCP	TCEP	ATP	State	Federal	Local & Private	Additional Local	
PA&ED	120								120			120
PS&E	879								649		230	879
RW Support												
Con												
RW Capital	57								30		27	57
Con	13,390								3,390		10,000	13,390
Other												
<b>Total</b>	<b>14,446</b>								<b>4,189</b>		<b>10,257</b>	<b>14,446</b>

### OUTPUTS

Output	Approved Quantity	Anticipated at	Unit	Output	Approved Quantity	Anticipated at	Unit
Intersection Lighting 1	18	18	Each	New ADA Ramp	20	19	Each
New Class 1 Bike Lanes/Routes	1,170	1,170	Linear feet	New Class 2 Bike Lanes/Routes	8,200	8,008	Linear feet
New RRFB/Signal 1	2	3	Each	New Sidewalks (4' to 8')	1,170	1,603	Linear feet
Reconstruct ADA Ramp to Standard	17	17	Each	New Crosswalk		2	Each
New Barrier Protected (Barrier, parking,		10	Linear feet	Widen Existing Sidewalk		219	Linear feet
New Roundabout		2	Each	Reconstruct ADA Ramp to Standard		22	Each

### OUTCOMES

Outcome/Benefit	Approved Quantity	Anticipated at	Unit	Outcome/Benefit	Approved Quantity	Anticipated at	Unit

### ATP USER COUNTS

Location Number	Location Description	Count Type	Category	Count Method	Quantity	Unit	Begin Date	End Date	Project Type

If Methodology is Other, then please explain the methodology.

Bicycle and pedestrian before counts were not collected. Vehicle before counts were collected at Bardin Rd, between Williams Rd and Cross Ave, August 12-13, 2020, 8,952 ADT and Alisal St, between Bardin Rd and Hartnell Rd, October 7-8, 2020, 6,944 ADT. Average daily traffic was measured by the Transportation Agency for Monterey County. Vehicular counts were measured using roadway screenlines. Vehicle, bicycle and pedestrian after counts will be completed and submitted with the final report.

If after construction values are lower than before construction values, then please explain why.

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### CORRECTIVE ACTION PLAN

*If there is a change in the project cost, schedule, scope, and/or expected benefits, provide a summary describing the reason for the change and describe below the corrective action plan to manage any risk to the implementation of the project as programmed.*

Cost	The additional cost for PS&E was funded through the City Tax Revenue Funds and Monterey County contributions. The additional cost for R/W was due to delays from property owner and unforeseen negotiations. The additional construction costs was paid by the Sewer Fund for the repair of the sewer pipes. Local Tax revenues to fund the additional storm water bioretention basins and expansion of reconstruction costs for roadway and Monterey County contributions to fund the construction work in County ROW. Additional costs due to unforeseen unsuitable soils discovered during excavation and shallow utilities preventing the original pavement reconstruction via FDR, final design and construction for Schedule B was ultimately 6" HMA
Schedule	The project was delayed from May 17 - August 10 for the designer to come up with an alternate design to the FDR on Bardin Road, the project was originally set to complete in August, but these large design changes and significant weather delays caused the project to extend multiple months, however, project was substantially complete in January 2023. Weather delays caused the striping contractor to push the schedule of the work multiple times for punch list corrections. We experienced record level rain events in our region Winter 23 which caused regional flooding, the subcontractor completed final punch list item work 4/13/23.
Scope	The scope of the project pavement section changed along Bardin Road between E Alisal St and Williams Road (schedule B) due to the shallow utilities discovered during potholing . The FDR design was determined to not be feasible as it would require 18" of disturbance and multiple utilities were discovered at 12"; therefore, a 6" mill and overlay (HMA) was performed. Additionally, the City attempted to utilize the Conservation Corps where possible for the landscaping/planting; however, due to CCC's availability(fire season etc.), the City had to request the contractor to perform the planting to not lose additional time on the project.
Benefits	The funding application included 1170 LF of sidewalk on the east side of Alisal St along with Class II buffered bike lanes. The sidewalk was changed to a DG path alongside the new Class IV bike path. The project also includes Class II buffered bike lanes outside of the roundabouts.

If CTC allocation is required to implement a Corrective Action Plan, when do you anticipate

### COMPLETION REPORT

Completed Location Information (if different than approved location)

Completed Locations	County	Route	PM Bk	Pm Ahd	County	Route	PM Bk	Pm Ahd	County	Route	PM Bk	Pm Ahd
	MON											

Completed Project Description

For projects with funding of only pre-construction components, describe how the project will progress to construction to provide the benefits described in the executed project agreements