



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: MARCH 5, 2024

DEPARTMENT: PUBLIC WORKS DEPARTMENT

FROM: DAVID JACOBS, PE, PLS, PUBLIC WORKS DIRECTOR

BY: ADRIANA ROBLES, PE, CFM, CITY ENGINEER

TITLE: FINAL ACCEPTANCE OF THE BARDIN ROAD SAFE ROUTES TO SCHOOL IMPROVEMENTS PROJECT, CIP NO. 9218

RECOMMENDED MOTION:

A motion to approve a Resolution accepting the Bardin Road Safe Routes to School Improvements Project, CIP No. 9218, Federal Project ATPL-5045(031) for maintenance and responsibility.

EXECUTIVE SUMMARY:

On November 17, 2020, City Council approved Resolution No. 22000 awarding a construction contract to the Don Chapin Company, Inc. for the Bardin Road Safe Routes to School Improvements, Project No. 9218 in the amount of \$7,941,211.00. Construction began on March 15, 2021, with an assigned 255 working days for project completion. Substantial completion and Relief of Maintenance of completed was issued on January 31, 2023. Plant establishment period ended on July 27, 2023.

BACKGROUND:

The Bardin Road Safe Routes to School Improvements project transformed Bardin Road into a multi-modal “complete street” corridor by improving pedestrian, bicycle, and vehicular facilities along Bardin Road, between Williams Road and Sconberg Parkway. Additionally, the project improved the intersections at Bardin Road/East Alisal Street and at Sconberg Parkway/Alisal Road by constructing a double roundabout system. Allowing a more efficient flow of traffic and a safer school drop off zone. The project added buffered bicycle lanes along Bardin Road, between Williams Road and East Alisal Street, provided pedestrian ramps where none existed, and enhanced crosswalks at key locations within the project limits. The pavement at Bardin Road will be rehabilitated and a segment at East Alisal Street (between Tampa Street and just east of Margaret Street) received slurry seal. The safety for all road users (pedestrians, bicyclists, and drivers) was improved by installing the improvements.

On April 7, 2017, the City of Salinas entered into a professional agreement with Kimley-Horn and Associates Inc. for the design of the Bardin Road Safe Routes to School Improvements Project for \$769,531.13. Construction plans and specifications were approved by the City Engineer on August 5, 2020.

On May 13, 2020, the California Transportation Commission allocated \$3,614,000 of federal funds from the Active Transportation Program for construction of the Bardin Road Safe Routes to School Improvements project. A total of \$4,310,000.00 of federal funds were allocated for the project. Additional project funding was allocated from Measure X, Measure X bonds, SB1, a Rural Surface Transportation Program grant (RSTP) and city sewer funds.

A construction management and inspection contract with MNS Engineers, Inc. was approved on January 19, 2021, for \$1,192,268.00 (Resolution No. 22039).

The construction contract was awarded to the Don Chapin Company for \$7,941,211.00 on November 17, 2020 (Resolution No. 22000). Construction commenced on March 15, 2021, and was substantially completed on January 31, 2023. A total of eighteen (18) Contract Change Orders, totaling a dollar amount of \$1,362,735.47 were issued. Table 1 provides a tabulation of the change orders.

Table 1: Contract Change Order

| CCO No. | Amount | Contingency Expended (Cumulative) | Contingency Remaining | New Contract Amount (w/CCOs) |
|----------------|---------------|--|------------------------------|-------------------------------------|
| CCO 1 | \$ 50,000.00 | \$ 50,000.00 | \$ 744,121.10 | \$ 7,991,211.00 |
| *CCO 2 | \$ - | \$ 50,000.00 | \$ 744,121.10 | \$ 7,991,211.00 |
| CCO 3 | \$ 3,500.00 | \$ 53,500.00 | \$ 740,621.10 | \$ 7,994,711.00 |
| CCO 4 | \$ 4,000.00 | \$ 57,500.00 | \$ 736,621.10 | \$ 7,998,711.00 |
| CCO 5 | \$ 28,675.00 | \$ 86,175.00 | \$ 707,946.10 | \$ 8,027,386.00 |
| CCO 6 | \$ 3,800.00 | \$ 89,975.00 | \$ 704,146.10 | \$ 8,031,186.00 |
| CCO 7 | \$ 1,889.20 | \$ 91,864.20 | \$ 702,256.90 | \$ 8,033,075.20 |
| CCO 8 | \$ 4,970.00 | \$ 96,834.20 | \$ 697,286.90 | \$ 8,038,045.20 |
| CCO 9 | \$ 275,244.00 | \$ 372,078.20 | \$ 422,042.90 | \$ 8,313,289.20 |
| CCO 10 | \$ 184,478.37 | \$ 556,556.57 | \$ 237,564.53 | \$ 8,497,767.57 |
| CCO 11 | \$ 66,486.01 | \$ 623,042.58 | \$ 171,078.52 | \$ 8,564,253.58 |
| CCO 12 | \$ 26,106.19 | \$ 649,148.77 | \$ 144,972.33 | \$ 8,590,359.77 |
| CCO 13 | \$ 28,173.54 | \$ 677,322.31 | \$ 116,798.79 | \$ 8,618,533.31 |
| CCO 14 | \$ 27,657.93 | \$ 704,980.24 | \$ 89,140.86 | \$ 8,646,191.24 |
| CCO 15 | \$ 12,748.39 | \$ 717,728.63 | \$ 76,392.47 | \$ 8,658,939.63 |
| CCO 16 | \$ 4,393.72 | \$ 722,122.35 | \$ 71,998.75 | \$ 8,663,333.35 |
| CCO 17 | \$ 636,567.15 | \$ 1,358,689.50 | \$ 122,398.75 | \$ 9,299,900.50 |
| CCO 18 | \$ 4,045.97 | \$ 1,362,735.47 | \$ 118,352.78 | \$ 9,303,946.47 |

The project was substantially completed and relief of maintenance of non-punch list items was issued on January 31, 2023. The plant establishment period ended on July 27, 2023. The contractor and subcontractors have fulfilled their state and federal labor compliance obligations for the project. Based on the final Disadvantaged Business Enterprise (DBE) report a total of \$1,558,844 of the contract total or 16.75% was paid to DBE subcontractors for the project exceeding the original DBE goal 14.16%.

CEQA CONSIDERATION:

Statutory Exemptions. City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301(c) “Existing facilities”, Class 1) because the project proposes to repair, maintain, and alter existing facilities. Class 1 categorically exempts the repair, maintenance, or minor alteration of existing public facilities involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination. Section 15301(c) of the CEQA Guidelines states that the types of “existing facilities” include, but are not limited to, existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities.

Furthermore, as a result of the federal grant, the project required compliance with the National Environmental Policy Act (NEPA). The State has determined that this project has no significant impacts on the environment as defined by the NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b) and in 23 CFR 771.117(c): activity (c)(3).

STRATEGIC PLAN INITIATIVE:

This project relates to the Council’s Goals of Infrastructure and Environmental Sustainability and Public Safety by reconstructing a difficult intersection fronting an elementary school and constructing a double roundabout that safely segregates traffic, provides safer crossings for students and disabled individuals. The project mitigates the roadway stormwater runoff with bioretention basins, provides drought tolerant landscaping, and provides buffered bicycle land and widened sidewalk which encourage residents to walk and cycle to reduce the impact on the environment.

DEPARTMENTAL COORDINATION:

Public Works staff and Finance staff have collaborated on the funding of the Bardin Road Safe Routes to School Improvements Project.

Additionally, design and construction of the project was closely coordinated with the Alisal Union School District and Hartnell College given the impacts the project would have on both facilities.

FISCAL AND SUSTAINABILITY IMPACT:

This action has no impact to the general fund. The project was completed within its CIP budget.

ATTACHMENTS:

- Resolution
- ATPL-5045(031) Completion Report
- Before and after photos