



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: SEPTEMBER 6, 2022

DEPARTMENT: PUBLIC WORKS DEPARTMENT

FROM: DAVID JACOBS, P.E., L.S., PUBLIC WORKS DIRECTOR

THRU: ADRIANA ROBLES, P.E., CITY ENGINEER

BY: ELISE RAMIREZ, P.E., SENIOR CIVIL ENGINEER

TITLE: BARDIN ROAD SAFE ROUTES TO SCHOOL IMPROVEMENTS,
PROJECT NO. 9218

RECOMMENDED MOTION:

A motion to approve a Resolution to:

- 1) Approve Contract Change Order No. 17 to the Don Chapin Company, Inc. for the Bardin Road Safe Routes to School Improvements, Project No. 9218, Federal Project ATPL-5045(031), in the amount of \$586,967.15 and authorize the City Manager to execute all necessary documents related to Change Order No. 17 for a total amount not to exceed of \$686,967.15.

RECOMMENDATION:

It is recommended that the City Council approve a resolution for the City Manager to execute Contract Change Order No. 17 to the Don Chapin Company, Inc. for the Bardin Road Safe Routes to School Improvements, Project No. 9218, Federal Project ATPL-5045(031) in the amount of \$586,967.15; and authorize the City Manager to execute all necessary documents for Change Order No. 17 for a total amount not to exceed of \$686,967.15.

EXECUTIVE SUMMARY:

On November 17, 2020, City Council approved a 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. Following execution of the contract and initiation of the project, construction of the project commenced on March 15, 2021. The Project is entering the final phase and is anticipated to be completed in the Fall of 2022.

BACKGROUND:

The Bardin Road Safe Routes to School project aims to transform 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 will improve the existing intersections at Bardin Road/East Alisal Street and Sconberg Parkway/Alisal Road by constructing a double roundabout system in this area. Moreover, the project adds buffered bicycle lanes along Bardin Road, between Williams Road and East Alisal Street, provides pedestrian ramps where none existed, and enhances 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) will receive slurry seal. The safety for all road users (pedestrians, bicyclists, and drivers) will improve by installing the above-mentioned improvements.

The Bardin Road Safe Routes to School Project commenced on March 15, 2021 and is currently under construction with an anticipated completion date of Fall 2022. To date, the contractor has completed approximately 85% of the contract work and has utilized approximately 85% of the contract time. The project has executed sixteen (16) Contract Change Orders, totaling a dollar amount of \$722,122.35, all within the authorized 10% project contingency, per Resolution No. 22000, see Table 1 below:

Table 1: Contract Change Order Contingency Utilization Log

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	\$ 586,967.15	\$1,309,089.50	\$ (514,968.40)	\$ 9,250,300.50
*No dollar amount associated with CCO.				

Department Policy 75-1, Item 3, states City Council authorization is required for Contract Change Orders of more than \$100,000.00, or 10% of the total contract amount. Based on Department Policy 75-1, Contract Change Orders No. 9 and 10 required City Council approval prior to execution by the City Manager and were approved by Council Resolutions No. 22334 and 22335,

respectively. Given Contract Change Order No. 17 (CCO) has an estimated dollar amount of \$586,967.15 and also surpasses the previously authorized 10% construction contingencies, CCO No. 17 requires Council approval.

Contract Change Order No. 17:

CCO No. 17 is for a change to the method of pavement rehabilitation treatment work (roadway resurfacing) of Bardin Road between E Alisal St and Williams Rd. The original contract design called for Full Depth Reclamation (FDR) for this segment of roadway. The FDR design was determined to be infeasible due to the discovery of multiple shallow utilities along Bardin Road during the utility potholing operation. The shallow utilities were discovered to have a top of pipe elevation of 1-foot or 12" below the roadway surface. The FDR design called for pulverization of the top 1-foot or 12" of roadway section. The FDR process would not have been able to move forward without protecting or relocating the existing shallow utilities, both of which would add significant unanticipated costs.

The team worked on multiple alternative designs while considering each of their respective costs. Ultimately, pursuing the necessary mitigation measures on the shallow utilities for the original FDR design, resulted in costs well beyond the City's allocation for this Project.

The team determined the best possible alternative would be a 6-inch grind and overlay of Hot Mix Asphalt (HMA) pavement resurfacing. This alternative design will provide a 6-inch clearance between the original roadway surface and the top of pipe for utilities with a top of pipe elevation at a depth of 1-foot or 12". Staff worked with the contractor to determine the contract line items that would be removed and credited from the original contract bid. The total amount of original FDR contract work removed totaled \$1,205,608.00 and the total estimated amount of the alternative 6" HMA design is \$1,792,575.15. The resultant amount for CCO 17 is estimated to be \$586,967.15.

An additional \$100,000.00 is also being requested due to the potential for additional unknown items. This amount is being requested at this time to ensure decisions can be made promptly in the field and not delay pavement operations or prolong impacts to the residents and businesses along Bardin Rd. Additionally, the project has encountered unsuitable soils in multiple locations in previous excavations. Staff believes this additional \$100,000.00 authorization for CCO 17 will allow rapid response to similar situations, if encountered. The additional \$100,000 shall be included in CCO 17 for a total not to exceed amount of \$686,967.15.

The Project's remaining work includes the final paving along Bardin Road between E Alisal St and Williams Rd (described above), final paving for the portion of Alisal Road within the County of Monterey right-of-way (Schedule C), final pavement striping, final lighting and power in coordination with PG&E, and final landscaping.

City Staff recommends City Council approve Contract Change Order No. 17 to the Don Chapin Company, Inc. for the Bardin Road Safe Routes to School Improvements, Project No. 9218, Federal Project ATPL-5045(031), in the amount of \$586,967.15; and authorize the City Manager to execute all necessary documents related to Change Orders No. 17 up to an amount not to exceed of \$686,967.15.

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”, Class1) 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:

The project supports City Council’s Goal of Infrastructure and Environmental Sustainability and Public Safety. These improvements will invest in facilities and infrastructure by enhancing pedestrian safety and increasing connectivity, mobility, and access for transit users and pedestrians, and improves the quality of life of its residents.

DEPARTMENTAL COORDINATION:

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

FISCAL AND SUSTAINABILITY IMPACT:

	Budget	Expenditures	Encumbrances	Balance
County Fund	\$ 535,000.00	\$ 47,824.90	\$ 299,277.10	\$ 187,898.00
SB1 Fund 2511	\$ 1,300,000.00	\$ 145,966.40	\$ 481,930.56	\$ 672,103.04
ATP Grant	\$ 5,748,983.89	\$ 4,537,237.45	\$ 1,211,662.26	\$ 84.18
MX 2510	\$ 606,815.54	\$ 470,332.59	\$ 64,163.58	\$ 72,319.37
MX Bond 5202	\$ 2,258,859.37	\$ 1,835,056.95	\$ 395,538.17	\$ 28,264.25
RSTP Grant	\$ 1,800,000.00	\$ 1,409,816.70	\$ 390,183.30	\$ -
Total As of 8.10.22	\$ 12,249,658.80	\$ 8,446,234.99	\$ 2,842,754.97	\$ 960,668.84

There is sufficient funding within the Project financing CIP 9218 to authorize CCO 17 for an estimated amount of \$586,967.15 and also authorize an additional \$100,000 for construction contingencies related to the work for a total amount not to exceed \$686,967.15.

ATTACHMENTS:

Resolution