



DATE: November 4, 2024

TO: Honorable Mayor and Members of the City Council through City Manager

FROM: Paul Geoghegan – Project Manager, Public Works and Utilities (PW&U)
Jonathan Sanglerat, PE – Engineering/CIP Manager, PW&U
Jeff Stutsman, PE, TE – Deputy Director of Operations, PW&U
Gina Benedetti-Petnic, PE – Interim Director, PW&U

SUBJECT: Resolution Accepting Completion of the Pavement Restoration &
Reconstruction – Maria Drive (C16102432) and the Urban Recycled Water
System Expansion – Maria Extension/Loop (C66501834) by Azul Works, Inc.

RECOMMENDATION

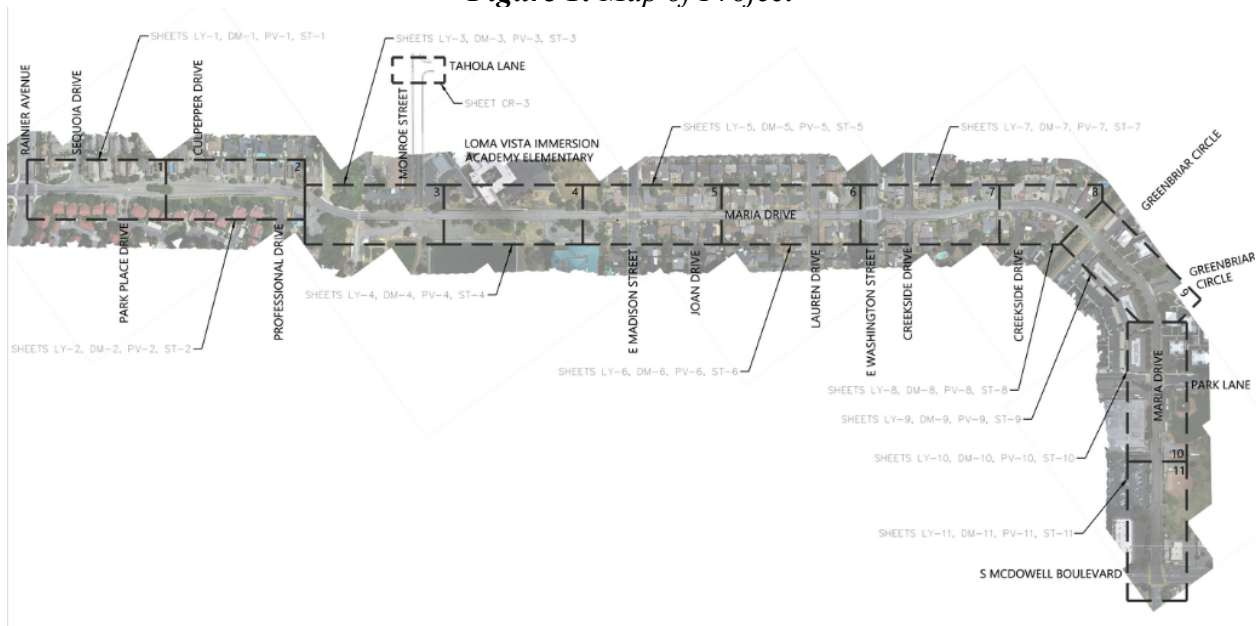
It is recommended that the City Council approve the Resolution accepting completion of the Pavement Restoration & Reconstruction – Maria Drive (C16102432) and the Urban Recycled Water System Expansion – Maria Extension/Loop (C66501834) by Azul Works, Inc.

BACKGROUND

The Pavement Restoration & Reconstruction – Maria Drive (C16102432) and the Urban Recycled Water System Expansion – Maria Extension/Loop (C66501834) projects span a 1.2-mile-long stretch of roadway from Rainier Avenue to South McDowell Boulevard (see Figure 1: Map of Project).

This project involved the installation of a 12-inch recycled water pipeline, the complete reconstruction of the existing two-lane road, and the addition of new curb ramps, signalized crosswalks, and traffic-calming elements. These improvements were essential to enhance the safety, accessibility, and utility infrastructure along a key corridor that connects neighborhoods to schools, parks, shopping centers, and a transit hub.

Figure 1: Map of Project



Prior to the project, much of the pavement along Maria Drive was over 50 years old and in poor condition, exhibiting significant wear, including “alligator” cracking (also known as fatigue cracking) and subgrade failure. Based on inspections completed by Capitol Asset & Pavement Services, Inc. in 2020/21, the Pavement Condition Index (PCI) of Maria Drive ranged from 8 to 28. PCI is a road pavement grading scale ranging from 0 to 100 PCI, with “100” as the most favorable condition and “0” as a failed condition. To address these issues, the road was reconstructed using full-depth reclamation to a depth of 1.17 feet, with lime treatment in the subgrade, followed by an overlay of up to 4.2 inches of hot mix asphalt. This restoration has significantly improved the roadway’s durability and safety.

The project implemented traffic-calming measures such as lane narrowing, bulb-outs, and painted crosswalks to help reduce vehicle speeds and enhance safety for pedestrians and cyclists. Class 2 bicycle facilities were also installed where feasible, further promoting safe active transportation. Accessibility was a key consideration, with 44 existing curb ramps upgraded to meet current California Building Code standards. The Washington Creek Trail crossing at Maria Drive was also improved with new curb ramps, increasing visibility and safety for both pedestrians and cyclists.

This work represents the first phase of the larger Urban Recycled Water System Expansion - Maria Extension/Loop (C66501834) project. By coordinating the installation of the recycled water pipeline with the road reconstruction, the City has efficiently leveraged resources and minimized disruption to residents. The 12-inch recycled water pipeline installed along Maria Drive is a key element of the broader expansion project, which aims to extend recycled water service throughout Petaluma. This phase lays the groundwork for future connections and extensions, setting the stage for increased water conservation and sustainable resource management across the city. As we close out this contract, it is important to note that additional phases of the recycled water expansion project are planned, which will build upon the infrastructure established in this phase along Maria Drive. The next phase of work for the Urban Recycled Water System Expansion - Maria Extension/Loop (C66501834) project will expand the urban recycled water system pipeline from

Maria Drive westward down Rainier Avenue. These plans are built into the overall budget for Maria Extension/Loop (C66501834) project.

DISCUSSION

On December 18, 2023, the City Council awarded a \$4,564,598 construction contract to Azul Works, Inc. for the Pavement Restoration & Reconstruction – Maria Drive (C16102432) and the Urban Recycled Water System Expansion – Maria Extension/Loop (C66501834) projects.

This project included pavement and street reconstruction on Maria Drive between Rainier Avenue and South McDowell Boulevard as well as the installation of a 12-inch-diameter recycled water line along Maria Drive from Rainier Avenue to Lucchesi Park. Construction began in March 2024, with an initial estimated completion date in August 2024.

However, during the construction process, the City requested the following additional work items to maximize recycled water expansion efforts, utilize the contractor's labor and equipment cost-effectively, and address unforeseen conditions. The details of these change orders are below:

- Extension of the recycled water line (RWL) along Maria Drive to South McDowell Boulevard
 - The original base bid scope connected the RWL to the existing line at Rainier Avenue and brought it to Lucchesi Park. However, after construction commenced, additional SGMA (Sustainable Groundwater Management) grant funding was realized, prompting the City to extend the RWL along the remaining stretch of Maria Drive to South McDowell Boulevard. This extension represents a significant step in bringing RWL service to the fairgrounds and progressing towards serving the west side of Petaluma.
- Additional paving work
 - The City requested that the Contractor utilize the labor and equipment already mobilized on the Maria Drive project to cost-effectively: (1) Repave sections of the East Washington Overpass and Western Avenue due to failure of the existing pavement; and, (2) Pave at Caulfield Lane to conform to future Bridge Project and new Housing Development.
- Repurposing of grindings
 - The City repurposed grindings from the project to minimize material waste and address other municipal needs cost-effectively. This creative approach resulted in: (1) Creating a 6-inch-thick base for a 200-car overflow parking area at the Petaluma Baseball Field using grindings from Maria Drive; and, (2) Establishing a 6-inch-thick base for car parking at the Fairgrounds using grindings from the East Washington 101 Overpass.
- Minor concrete improvements on Maria Drive (sidewalks, curbs, gutters, and ramps)
- Repairs for unforeseen conditions discovered during field inspections of the project

These additions expanded the original project scope. This additional work, requested by the City, extended the completion date to October 2024 and increased the construction contract value by approximately \$2,100,000 to a new total contract value of \$6,700,000. There is sufficient project budget to cover these costs.

The contract work was completed satisfactorily, with no disputed claims or incidents.

Upon completion of this contract, the Pavement Restoration & Reconstruction – Maria Drive (C16102432) project will be complete. However, the Urban Recycled Water System Expansion – Maria Extension/Loop (C66501834) project will advance to the next phase of work as defined in the full project scope. This next phase will expand the urban recycled water system pipeline from Maria Drive westward down Rainer Avenue across North McDowell Boulevard.

Figure 2: View from Maria Drive & Rainier Avenue during paving



Figure 3: Before (left) and after (right) photos at Maria Drive & Park Lane



PUBLIC OUTREACH

A virtual community workshop was held on November 15, 2022, introducing the project and receiving feedback. Postcards were sent to all addresses within 1,000 feet of the project corridor, notifying them of the meeting and the project webpage. A presentation was made to the Council on November 6, 2023, to provide background on the project. The project has been referenced at the Pedestrian and Bicycle Advisory Committee (PBAC) meetings and formally presented to the City Council on November 6, 2023.

Throughout the project City staff coordinated closely with multiple business and property owners in advance of construction to successfully minimize the impact of this large construction project. Key stakeholders included Loma Vista Elementary School, McDowell Elementary School, Learning to Learn Preschool, Petaluma Valley Little League, American Little League, The Boys and Girls Club, The Artisan, Addison Ranch, Washington Square Retail Center, Safeway, Harbor Freight, Petaluma Transit, Petaluma Parks and Recreation Dept., Petaluma Fire Dept. and Petaluma Police Dept.

In addition, the City provided regular public project updates via social media, the project website, and other outlets to provide important information on road closures and detours.

This agenda item also appeared on the City's tentative agenda document on October 21, 2024, which was a publicly noticed meeting.

COUNCIL GOAL ALIGNMENT

The Capital Improvement Program serves as a comprehensive catalog of community needs. Each year, the Council adopts a budget for the fiscal year that allocates funds and resources to priority projects. The Pavement Restoration & Reconstruction – Maria Drive (C16102432) and the Urban Recycled Water System Expansion – Maria Extension/Loop (C66501834) projects are included in the FY2024-2025 Adopted Budget under CIP-64 and CIP-97, respectively. The full FY2024-2025 Adopted Operating and Capital Improvement Program Budget can be found here: <https://cityofpetaluma.org/documents/fiscal-year-2025-adopted-budget/>.

CLIMATE ACTION/SUSTAINABILITY EFFORTS

The project encourages walking and active transportation in the city, thereby reducing vehicle trips and greenhouse gas emissions. Traffic calming measures, pedestrian crossing improvements, bicycle facilities, sidewalks, and ADA curb ramps have been installed for safer travel and provide transit connectivity, removing many of the existing barriers to multi-modal transportation on this corridor.

The pavement reconstruction technique, full-depth reclamation, reused existing materials, significantly reducing trucking loads and associated emissions. All materials removed were fully recycled, further minimizing the project's environmental impact.

The City of Petaluma directly recycled a total of 1,742 tons of old pavement to reduce waste and minimize the project's environmental footprint. Specifically, 1,125 tons of old pavement from Maria Drive were repurposed to create a temporary parking lot at the Petaluma Community Baseball Field. An additional 617 tons from the East Washington overpass were recycled to construct a temporary parking lot at the fairgrounds. This approach to pavement recycling reduces the need for new raw materials. By reusing existing resources, the city has decreased energy consumption and greenhouse gas emissions associated with the production and transportation of new paving materials.

ENVIRONMENTAL REVIEW

This project is categorically exempt pursuant to the California Environmental Quality Act ("CEQA") pursuant to Article 19, Section 15301(c), of Title 14 of the California Code of Regulations ("CEQA Guidelines") because the project consists of the repair, maintenance, and minor alteration of existing public facilities involving negligible or no expansion of existing or former use. The improvements have repaired existing deteriorated pavement and brought existing curb ramps into compliance with current ADA regulations without changing the use of those facilities. Accordingly, there is negligible or no expansion of use beyond what previously existed, and there are no cumulative impacts, unusual circumstances, or other factors that make the exemption inapplicable pursuant to CEQA Guidelines Section 15300.2. A Notice of Exemption for the Project was filed in March 2023 with the County of Sonoma and the statute of limitations for challenging the City's CEQA determination has lapsed.

FINANCIAL IMPACTS

Pavement Restoration & Reconstruction – Maria Drive (C16102432)

The total project budget for the Pavement Restoration & Reconstruction – Maria Drive project (C16102432) project is \$5,209,000, funded through an infrastructure bond support by Measure U. This project will be complete upon the completion of this construction contract. The total estimated costs for this project are \$5,177,000. There is sufficient budget to cover these costs.

A breakdown of the total estimated costs are shown below. Any unused project budget funds will be returned to operating funds and could be used for future CIP projects.

Pavement Restoration & Reconstruction – Maria Drive (C16102432)		
USES	Total Project Budget	Total Project Estimated Actuals
Design/Planning/Environ/Land	\$300,000	\$320,000
Admin/Legal	\$2,000	\$2,000
Construction Contracts	\$3,650,000	\$3,864,000
Construction Management	\$190,000	\$165,000
Contingency	\$1,062,000	\$815,000
CIP Overhead	\$5,000	\$11,000
TOTAL USES	\$5,209,000	\$5,177,000
SOURCES		
Infrastructure Bond - Measure U Sales Tax	\$5,209,000	
TOTAL FUNDS	\$5,209,000	

Urban Recycled Water System Expansion – Maria Extension/Loop (C66501834)

The total approved project budget for the Urban Recycled Water System Expansion – Maria Extension/Loop (C66501834) project is \$7,206,000; however, the contract work performed by Azul only represents the initial phase of this project. The estimated contract value for this initial phase of the work is \$1,996,000 and there are sufficient funds in the overall project to cover this full cost.

ALTERNATIVES

The contractor completed the project satisfactorily. Not accepting completion would likely result in a contractual dispute with the contractor.

ATTACHMENTS

1. Resolution
2. Location Map