



DATE: July 17, 2023

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

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SUBJECT: Resolution Accepting Completion of the Pavement Restoration FY 20/21 and 21/22 Project by Dryco Construction, Inc.

RECOMMENDATION

It is recommended that the City Council adopt the attached resolution accepting the completion of the Pavement Restoration FY 20/21 and 21/22 Project by Dryco Construction, Inc.

BACKGROUND

On January 6, 2020, staff presented to Council a recommended 5-year Pavement Management Plan which described a balanced approach to using the street maintenance funding available for paving projects that would be constructed between more expensive and extensive reconstruction projects and priority streets. Preventative maintenance projects keep a larger amount of lane miles in fair-to-good condition and will minimize the need for future higher-cost reconstruction projects. The plan, approved by Council, included a full-depth reconstruction of a large section of Maria Dr. in FY 19-20, and a Pavement Restoration Project in FY 20/21 with high-volume slurry seals and heavier cape seal pavement restoration work. This balanced approach provides the City a way to address some of the streets in the poorest condition while also investing in maintaining roads that are in good condition. This approach allows the funding per lane mile to be maximized.

On March 16, 2020, the City Council approved the Proposed Project List for FY 20/21 per requirements of Senate Bill 1 (SB1) to obtain Road Maintenance and Rehabilitation Account (RMRA) funds. The goal of RMRA is to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road system. To obtain grant funding, at the beginning of each fiscal year, the City must submit to the California Transportation Commission a list of proposed RMRA-funded projects that are included in the capital improvement budget as adopted at a City Council meeting. The project list is not meant to limit the flexibility of the City to fund locally needed projects that are consistent with the RMRA

priorities, and the list may be modified if City priorities change during the year. The list of projects must include a description and location, a proposed schedule for completion, and the estimated useful life of the improvements. The submitted SB1 project list served as a guide for the development of the scope for the FY 20/21 Pavement Restoration project.

The City has its full inventory of streets assessed for their condition every two years. This is required by the Metropolitan Transportation Commission (MTC), the Bay Area governmental planning and funding agency. The MTC's "Street Saver"™ pavement management system is used to evaluate road conditions and provide data to be used in prioritizing the maintenance and rehabilitation projects. The Street Saver pavement condition index (PCI) data results are used in the context of and cross-referenced with other City projects and plans. These include the City's pavement restoration program and street maintenance projects, proposed and existing bicycle facilities, development projects, and proposed utility work. This helps assure that new or nearly new pavement will be coordinated with and complement other planned projects and minimize impacts.

The City's approach to road reconstruction and pavement management is multi-faceted. Key evaluation criteria for determining which streets to pave prioritize safety enhancements first and foremost. Bicycle and pedestrian connectivity improvements are also evaluated with every paving and reconstruction project. Grants and other sources of funding are coordinated to provide the most advantageous financial leverage. To achieve the most cost-effective pricing, streets proposed for rehabilitation are clustered geographically to improve efficiency during construction. Thus, street locations are also considered in assembling the paving plan on any given contract.

DISCUSSION

Award of the initial contract for the FY 20/21 Pavement Restoration project to Dryco Construction Inc. (Dryco) was provided by Resolution 2021-042 N.C.S. for a total base contract amount of \$2,510,000. Dryco was the low bid by 5% under the next lowest bidder. A subsequent Change Order #1 of \$1,870,556 added additional streets benefiting from the use of a slurry seal pavement preservation technique. Change Order #2, in the amount of \$480,042 included work conducted at the Police Department and Airport, as well as additional roadways including N. McDowell Blvd., Petaluma Blvd. North, D St., and Southpoint Blvd. Attachments 2 and 3 show the roadways completed with the base bid and change orders as well as the types of pavement mitigation performed.

As Dryco's price was competitive, and to achieve efficiency and be able to complete the twofold increase in pavement management provided by Measure U, staff received approval to revise the contract amount in Resolution 2021-135 N.C.S. to restore more streets from the 5-year plan sooner than had initially been scheduled. The existing contract was appended with additional funding from Measure U funds. These added funds allowed the City to include more streets that were in critical need of preservation as part of the project, during the construction seasons of 2021 and 2022. There was an economy of scale to be realized by appending the existing contract, as well as a more efficient use of staff time and City resources in processing and performing this critical work. Attachments 2 and 3 identify the work performed under the base bid plus change order and the locations of the types of pavement preservation.

Additional work conducted associated with the pavement restoration included grinding, pavement dig-outs, and pothole repair conducted by Coastside, as part of an on-call contract. Also, long lead items needed for overall roadway improvements and traffic signal upgrades were ordered (Iteris).

The City's Draft 5-Year Paving Plan was presented to the Council on January 6, 2020. The City has over \$168 million of deferred pavement maintenance costs. Measure U allowed the City to double the City's annual investment in our streets. The work conducted in this project allowed for the preservation of those streets with good pavement conditions to remain good.

There are no disputed claims, and the project was completed satisfactorily without any significant incidents.

PUBLIC OUTREACH

The City has been conducting public outreach as part of the Project's implementation. A City website project page was created to share important elements of the project such as schedule, map/scope of work, and Project Manager contact information. The project page information included bilingual notifications identifying the construction schedule by area, allowing citizens to better prepare for potential roadwork that may impact their neighborhoods. <https://cityofpetaluma.org/pavement-restoration-2021/>

Public comment and PBAC feedback were solicited during the regular PBAC meeting on June 2, 2021, under Agenda Item 10b, "Transportation Improvements with Paving Project (Eichstaedt)".

Council meetings on paving priorities where this scope of work was discussed on January 6, 2020, March 16, 2020, and July 12, 2021, and as part of the annual budget approval.

COUNCIL GOAL ALIGNMENT

The proposed action supports the following Council Goals, Objectives, and Workplan Items:

A CITY THAT WORKS FOR EVERYONE

Objective 2 – Provide City Infrastructure that is safe, sustainable, multi-use, efficient, and inspiring civic pride.

#15. Identify funds and develop plans to improve Petaluma's streets and roads.

#18. Establish and improve paths, as useful transportation options, and make walking and biking easy, fun, and safe.

#20. Better integrate multi-modal transportation with street designs.

A SAFE COMMUNITY THAT THRIVES

Objective 1 – Maintain and enhance public safety and prepare for emergencies & disasters, through crime and fire prevention, and traffic safety.

#85. Implement City Vision Zero plan with a focus on pedestrian and cyclist safety with improvements to uncontrolled crosswalks, curb ramps, sidewalks, and bicycle infrastructure.

#84. Enhance the pavement management program to improve the safety and serviceability of our roads and to protect drivers, cyclists, and pedestrians.

CLIMATE ACTION/SUSTAINABILITY EFFORTS

This proposed action supports the above goals by upgrading the roadways and walking surfaces, creating safer paths of travel, and increasing public safety on the City’s sidewalks. These improvements will enhance all roadway users' safety and comfort, including pedestrians and bicyclists. By maintaining the existing pavement that can be preserved, the City is helping the reduction of greenhouse gases in the long term by not letting the roads get to the point where they need to be fully reconstructed.

ENVIRONMENTAL REVIEW

Environmental review for this project was already completed during the resolutions that awarded the contract. City Council found that this project is categorically exempt from California Environmental Quality Act (“CEQA”) requirements 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, including sidewalks and gutters. The street, frontage, and related improvements will repair and maintain existing pedestrian travel ways and related facilities without changing the use of those facilities. Accordingly, there is negligible or no expansion of use beyond what currently exists and there are no cumulative impacts, unusual circumstances, or other factors that would make the exemption inapplicable pursuant to CEQA Guidelines section 15300.2.

FINANCIAL IMPACTS

The total amount invoiced by Dryco Construction Inc. is \$4,860,598, inclusive of the original contract amount of \$2,510,000 plus two change orders in the amount of \$2,350,598. A budget adjustment will be brought forward in conjunction with first-quarter budget adjustments to close out the project. The budget breakdown for the project is:

Pavement Restoration 20/21 & 21/22 – Citywide (C16102139)	Previously Approved Project Budget (8/2/21)	Proposed Amended Project Budget
Planning and Environmental	\$ 1,000	\$ 416
Design (City Staff)	\$ 33,000	\$ 76,198
Legal Services	\$ 1,000	\$ 0
Administration	\$ 4,000	\$ 0
Construction Contract	-	-
Construction Contract Dryco (low bid)	\$4,199,813	\$4,849,052*
Police Dept Parking Lot & Airport (Dryco)	-	\$ 11,546*
Construction Management & Inspection	\$ 50,000	\$ 63,806

Contract Contingency	\$ 282,187	\$ 0
CIP Overheads	\$ 6,000	\$ 57,290
Total	\$4,577,000	\$5,058,308
Funding Source		
Traffic Impact Fee		\$ 469,762
Street Maintenance	\$ 767,000	\$ 767,000
RMRA – SB1	\$2,185,000	\$2,185,000
Bond – Measure U Sales Tax	\$1,625,000	\$1,625,000
Police Dept Parking Lot: ARPA	-	\$ 5,000
Airport Pavement	-	\$ 6,546
Total	\$4,577,000	\$5,058,308

* Base Bid and Change Orders

ALTERNATIVES

If Council does not authorize this resolution, the City would not be able to release retention funds.

ATTACHMENTS

1. Resolution
2. Pavement Preservation - Work Performed
3. Pavement Preservation - Types