

City of Los Alamitos

Agenda Report Consent Calendar

***April 6, 2009
Item No: 9E***

To: Mayor Troy Edgar & Members of the City Council

Via: Nita McKay, Acting City Manager

From: William Huber, Interim City Engineer

Subject: Approval of Notice of Completion, Carrier Row Street Resurfacing Project (CIP No. 0809-02)

Summary: Carrier Row Street resurfacing project is complete and in compliance with the plans and specifications. Staff is therefore recommending that City Council accept the work as complete, accept the project change orders, direct filing the Notice of Completion, and retention release as provided by the Public Contracts Code.

Recommendations:

1. Accept as complete the construction contract by All American Asphalt for the Carrier Row resurfacing project; and,
2. Accept the project change orders in the amount of \$89,392.15; and,
3. Direct the City Clerk to record the Notice of Completion/Final Report with the County Recorder's office; and,
4. Authorize staff to release the 10% retention, in the amount of \$81,083.98 35 days after recordation of the Notice of Completion.

Background

The Carrier Row Street Resurfacing Project was included in this year's Capital Improvement Program. The project scope included removal and replacement of the worst pavement sections, grinding the street sections, overlaying of the streets in the Carrier Row neighborhood with asphalt concrete pavement, and replacing paint striping and pavement markings. The City Council awarded the construction contract to All American Asphalt at its October 6, 2008 meeting in the amount of \$761,399.35. The work has been completed by the contractor for \$810,839.80. The increase in costs of \$49,440.45 (6.49% increase) was due primarily to change orders for deeper repairs to

areas where the base material below the asphalt was failing, exceeding the contract requirement for simple full depth asphalt removal and replacement. To try to somewhat offset the increase staff elected to install a fabric (petromat) over damaged pavement areas that were originally scheduled for removal. The fabric added some cost (\$3,450) but saved considerably on the removal and replacement costs. The fabric was used on only those sections of pavement that were cracked but did not show signs of base failure. Therefore the fabric and overlay will provide long lasting structural support. By doing this the total project increase was held to \$49,440.45.

Discussion

- Contract change orders and unit price changes were as follows:
 - Over-excavation and removal of base materials that was unsuitable for placement of new asphalt. Addition of new stable base and Mirafi fabric to add strength. Costs \$85,942.
 - Added fabric over damaged areas in-lieu of removal and full depth paving. Costs \$3,450.
 - Credits for reduction in asphalt removals amounted to \$39,951.70.
 - The result is a net increase of \$49,440.45.
- Rubberized Asphalt Grant/Environmental Benefits

The City received a grant from the California Integrated Waste Management Board (CIWMB) for use of rubberized asphalt on the project. The rubber used comes from used tires that would normally be sent to the landfill. The grant provides reimbursement of the contractors cost difference using rubberized asphalt versus conventional asphalt. On this contract the cost differential is \$17.00 per ton of rubberized asphalt. A total of 4,625 tons of asphalt was used on the project. Therefore we will be reimbursed \$78,625.00.

The environmental benefits of using rubberized asphalt are two-fold for the project; first by using rubberized asphalt we have diverted 129,500 pounds of tire rubber from our landfills. This is equivalent to 10,792 tires that have been used to help our environment by reducing waste. Second, using rubberized asphalt provides a stronger asphalt layer; thus we were able to reduce the thickness of the overlay from 2 inches to 1 ½ inches. This is a 25% savings in the petroleum products and aggregates that go into the make-up of asphalt.

Work on the project is now complete and acceptable to the City Engineer and Superintendent of Public Works. Staff therefore recommends acceptance of the work, processing of the Notice of Completion/Final Report, approval of change orders and retention release as prescribed by the Public Contracts Codes.

Fiscal Impact

Below is the final cost breakdown for the project. Expenditures represent 2008-09 costs only:

ITEM	AMOUNT
Project Expenditures	
Design	\$10,639.81
Construction Costs-As awarded	\$761,399.35
Change Orders	\$89,392.15
Savings/Quantity Reductions	(\$39,951.70)
Construction Mgmt/Inspection	\$38,450.43
Materials Testing	\$1,195.00
Misc Expenses(Printing, postage, advertising)	\$1,595.69
• Total Project Expenditures	\$862,270.30
• CIWMB Grant Reimbursement	(\$78,625.00)
Final Project Cost	\$784,095.73
Project Budget	
Budget available July1, 2008 (Meas. M & Gas Tax)	\$940,000.00
Prior Year Funds	\$134,160.00
Total Funds Available for Project	\$1,074,160.00
Available Balance	\$290,064.27

The total project funding of \$1,074,160 consisted of a combination of \$400,000 from State Proposition 1B funds, \$444,780 from Measure M funds and \$229,380 in Gas Tax funds. The Proposition 1B and Measure M funds will be expended first, the remainder will be returned to the Gas Tax Project fund.

Prepared By:

Submitted By:

William Huber
Interim City Engineer

Steven Mendoza
Community Development Director

Approved By:

Nita McKay
Interim City Manager

Attachment: 1) Notice of Completion