



Town of San Anselmo

525 San Anselmo Avenue
San Anselmo, CA 94960

Staff Report

TO: Town Council

5/24/2022

Item #: 3.7.

FROM:

Scott Schneider, Assistant Public Works Director

SUBJECT:

Accept 2021 Street Resurfacing Project - Phase A

RECOMMENDATION

That the Town Council accept the 2021 Street Resurfacing Project - Phase A and authorize staff to file a Notice of Completion.

BACKGROUND

On June 8, 2021, the Town Council approved the construction plans for the two 2021 Street Resurfacing Projects - Phases A and B, and authorized the Town Manager to award the contracts to the lowest bidder.

The Phase A project included the following streets:

- Laurel Ave - Myrtle Lane to Madrone Ave
- Crescent Road - Raymond Ave to Woodland Ave
- Fairview Court- Butterfield Road to end
- Florence Ave - San Anselmo Ave to end
- Fern Lane - San Anselmo Ave to Merced Ave
- San Anselmo Ave - Center Boulevard to Fern Lane (extended to Oak Knoll Ave)

The Engineer's Estimate was \$500,000. Team Ghilotti, Inc. was the low bidder with a bid of \$517,141. The work was completed and fully available for public use on May 13, 2022.

The final construction cost was \$555,468.55, which included extra work to replace additional curb, gutter and sidewalk to improve drainage flow, as well as increased asphalt tonnage to extend the San Anselmo Avenue paving from Fern Lane to Oak Knoll Avenue.

In addition, two short sections of streets were added to the contract - Pastori Avenue from Oak Knoll Avenue to end, and Los Angeles Boulevard from Monterey Avenue to end. Pastori Avenue was added as it was located close to the work area and was on a future paving list, and Los Angeles was added as it was in the area of a water district project (also being constructed by Team Ghilotti), and was funded by the t-cut credit paid by the water district.

FISCAL IMPACT

Funding for the project (total of \$625,000) came from Measure D (\$395,000) and Measure AA (\$230,000) included in the FY2020/2021 budget.

<u>Phase</u>	<u>Budget</u>	<u>Actual</u>
Design Costs	\$60,000	\$51,432
Const. + Contingency	\$550,000	\$555,468
Const. Management	\$15,000	\$8,308
Total Project Cost	\$625,000	\$615,227

Pastori Ave - \$39,537 from project savings (\$9,773) and Measure D unprogrammed resurfacing (\$29,764)

Los Angeles Blvd - \$54,944 from MMWD t-cut credit for Los Angeles/Monterey Ave water pipeline replacement project

GENERAL PLAN CONSISTENCY

The General Plan does not address maintenance of the Town's roadway network, but rather focuses on changes to the roadways (additional lanes, turn pockets, etc). The street resurfacing projects maintains the current roadway configurations while improving the roadway surface and striping for all modes of transportation (vehicle drivers, bicyclists, pedestrians and transit users).

CONSISTENCY WITH CEQA, CLIMATE ACTION PLAN 2030 AND BICYCLE AND PEDESTRIAN MASTER PLAN

The Town finds these projects to be categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 Class 1, because they involve rehabilitation of existing streets, sidewalks, and gutters that will not create additional automobile lanes and involve negligible or no expansion of use. (14 Cal. Code Regs. § 15301). None of the exceptions to this Class 1 categorical exemption apply in this instance (14 Cal. Code Regs. § 15300.2). Specifically, successive projects of the same type in the same location will not cause significant cumulative impacts, as there are no successive projects planned at this time. There are no unusual circumstances presented by this project and the project will not result in damage to scenic resources within a designated state scenic highway. Finally, the project will not cause a substantial adverse change in the significance of a historical resource, as no historical resources will be impacted.

As with any paving project, the Town follows our Complete Streets Policy which aims to improve the street not just for vehicular traffic, but for pedestrians and bicyclists as well as transit. New and modified curb ramps and enhanced crosswalks improve pedestrian safety, and improved pavement condition makes conditions safer for bicyclists. (Climate Action Plan 2030 Transportation Measures T-2 Bicycling and T-3 Walking).