



CITY OF MENIFEE

SUBJECT: Bid Award and Agreement with Copp Contracting, Inc. for Construction Services for Menifee Road Resurfacing Project

MEETING DATE: August 7, 2024

TO: Mayor and City Council

PREPARED BY: Diego Guillen, Senior Engineer

REVIEWED BY: Nick Fidler, Public Works Director

APPROVED BY: Armando G. Villa, City Manager

RECOMMENDED ACTION

1. Award bid and authorize the City Manager to execute a Contract Services Agreement with Copp Contracting, Inc. for construction services for Menifee Road Resurfacing - Aldergate Drive to McCall Boulevard Project, Capital Improvement Program (CIP) Project No. 24-21, located east of the I-215 freeway between McCall Boulevard and 500 feet north of Aldergate Drive, in a total not-to-exceed amount of \$1,430,470.92; and
2. Adopt a budget amendment resolution appropriating \$92,500 for the Project within the Grant Fund 2301.

DISCUSSION

The Menifee Road Resurfacing – Aldergate Drive to McCall Boulevard Project, CIP Project No. 24-21 (“Project”), would consist of resurfacing the existing pavement from 600’ north of Aldergate Drive to McCall Boulevard. The Project would include the removal and replacement of striping over the entire Project area, the addition of dedicated bike lanes where the existing pavement width permits, and signage.

Due to differences in pavement condition, the methods of resurfacing would be divided into two segments within the Project area. The first Project segment would begin approximately 600’ north of Aldergate Drive and continue to Simpson Road. Within this segment, a layer of Asphalt Rubber Aggregate Membrane (ARAM), which a mixture of rubberized asphalt emulsion and 3/8” rock aggregate, would be applied over the existing pavement, followed by a layer of type II Slurry Seal. The second Project segment would begin at Simpson Road and continue to McCall Boulevard. This segment would consist of a 2” grind of the existing pavement, followed by a layer of ARAM, and then capped with 1.7” thick Asphalt Rubber Hot Mix.

On March 20, 2024, City Council accepted grant funds received through the Cycle 16 Rubberized Pavement Grant Program for the Project and authorized the City Manager to execute the Grant Agreement with the California Department of Resources Recycling and Recovery (CalRecycle) in the amount of \$92,500. At that time, the Project was still in the design phase, with construction anticipated to begin in Fiscal Year (FY) 2024/2025. Adoption of the proposed Budget Amendment Resolution (BAR) would appropriate these funds to the Project budget for use during the construction phase, which is anticipated to begin in August 2024.

On June 18, 2024, an electronic bid opening was held following the administration of a formal competitive bid process for construction services for the Project. The bid opening resulted in the receipt of eight bid submissions with several bids submitted in amounts lower than the Engineer's Estimate, as summarized in Table 1 below.

TABLE 1 – BID RESULTS SUMMARY

Firm Name	Total Base Bid Amount	Lowest and Responsible Bidder
<i>Engineers Estimate</i>	<i>\$1,490,200.00</i>	
Copp Contracting, Inc.	\$1,430,470.92	X
Vance Corporation.	\$1,437,551.25	
Onyx Paving Company, Inc	\$1,441,000.00	
Hardy & Harper, Inc	\$1,525,000.00	
All American Asphalt	\$1,549,549.00	
R.J. Noble Company.	\$1,726,936.42	

Staff reviewed the lowest bid and determined that Copp Contracting, Inc. ("Contractor") met the requirements for recommendation as the lowest responsive and responsible bidder. The total cost for construction services with the Contractor is \$1,430,470.92. Construction management and inspection services would be provided by City staff and ancillary services, such as labor compliance and materials testing, would be procured separately.

The total estimated construction cost is \$1,633,517.92, which would include construction services, ancillary services such as labor compliance and materials testing, as well as other unforeseen costs that may arise during construction.

If approved by the City Council, the tentative Project schedule would be as follows:

Construction Start:	August 2024
Construction End:	October 2024
<u>City Council Acceptance:</u>	<u>December 2024</u>

The timeline above assumes no delays due to weather or unforeseen conditions.

Environmental Impact

The proposed Project has been determined to be Categorically Exempt under the California Environmental Quality Act ("CEQA") and CEQA Guidelines, Section 15301, Existing Facilities. Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Class 1 includes the following example of a Project that would be exempt under this section: (c) [minor alterations to

Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes. The Project is for the minor alteration of an existing paved road for public safety, all within the existing City right-of-way ("ROW"). No additional automobile lanes will be created by the Project. The proposed Project is the minor alteration of an existing public facility ("City Street") involving a negligible expansion of the existing use. The Project is exempt per Section 15301.

The proposed Project is also exempt under the general rule that CEQA applies only to Projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA (Section 15061(b)(3)). There is no possibility that the activity in question would have a significant effect on the environment because the proposed Project is occurring in an area that is heavily disturbed and is not environmentally sensitive.

The amount of the proposed Contract Services Agreement ("Contract") exceeds the City Manager's signing authority. Pursuant to Menifee Municipal Code §3.12.040, any contract amount that exceeds the City Manager's signing authority shall be approved by the City Council.

STRATEGIC PLAN OBJECTIVE

Connectivity and Mobility

FISCAL IMPACT

The fiscal impact of the proposed Contract with Copp Contracting, Inc. is in the total amount not-to-exceed \$1,430,470.92. The total anticipated fiscal impact for the construction phase of the Project, which includes the cost of the Contract, ancillary services such as materials testing and labor compliance, as well as unforeseen costs that may arise during construction, is \$1,633,517.92. Funding for the Contract is available in the FY 2024/2025 budget within the SB1 Road Maintenance Rehabilitation Fund (2201-55-PWD-CIPS-658011). The Finance Department would appropriate corresponding revenues and expenditures within the Grant Fund (2301-55-PWD-CIPS-658011) for the Project in the amount of \$92,500, as summarized in Table 2 below.

TABLE 2 – PROJECT BUDGET

Fund	Available Budget	Anticipated Cost
SB1 Road Maintenance Rehab Fund	\$1,690,000	\$1,337,970.32
Grant	\$92,500	\$92,500.00
(CalRecycle Rubberized Pavement Grant)		
TOTAL	\$1,782,500	\$1,430,470.92

ATTACHMENTS

1. Project Location Map
2. Agreement
3. Budget Amendment Resolution