

**CITY OF PEORIA, ARIZONA
COUNCIL COMMUNICATIONS**

CC: TC
Amend No. _____

Date prepared: February 7, 2008

Council Meeting Date: March 4, 2008

TO: Terry Ellis, City Manager
FROM: David A. Moody, P. E., Engineering Director
THROUGH: Dan Nissen, P. E., Assistant City Engineer
PREPARED BY: Geoffrey Zinnecker, P. E., Civil Engineer
SUBJECT: Approval of the expenditure of funds to J. Banicki, Inc. utilizing the existing Job Order Contract No. 07-03, Transportation Related Construction services, between the City of Chandler and J. Banicki Inc., in the amount of \$683,363.90 for the construction of the Bell Road Overlay Project. (Engineering Project No. P-0809, Public Works Project No. PW-00992, City of Chandler JOC Contract No. 07-03, February 5, 2007)

RECOMMENDATION:

That Mayor and Council approve the expenditure of funds to J. Banicki, Inc. through the Job Order Contract #07-03 for the mill and rubberized overlay of Bell Road from the New River Bridge just west of the Loop 101 to the County at approximately 95th Avenue, in the amount of \$683,363.90.

Payment will be from the Highway User Street System Account No. 7000-7050-543001-CIPST-PW00992CO.

SUMMARY:

Bell Road is one of the main east/west arterial roads in the northwest valley. It hosts a variety of businesses that front to the roadway section within the City of Peoria from the New River out to the Maricopa County boundary at approximately the 95th Avenue alignment, (See Exhibit A). Bell Road was widened and reconstructed to its current condition by the County in 1994. Current traffic counts on Bell Road are approximately 40,000 to 45,000 Average Daily Traffic.

CITY CLERK USE ONLY:

- Consent Agenda
- Carry Over to Date: _____
- Approved
- Unfinished Business (Date heard previous: _____)
- New Business
- Public Hearing: No Action Taken

ORD. # _____ RES. # _____
LCON# _____ LIC. # _____
Action Date: _____

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The Public Works Department (PWD) has a formal Pavement Maintenance Program (PMP) established to help identify, inventory, and track not only the growth of the transportation system but also its structural performance and condition. The PMP also creates a uniform definition and procedure for the application of various maintenance strategies to extend the overall expected life cycle of the City's transportation system in the most economical and efficient manner.

The PWD has been conducting a broad spectrum of pavement maintenance consisting of sealing the cracks in the roadway to prevent deterioration of the surface and preventing water from seeping into the base of the pavement section and softening the soil below the surface and extending the life of the pavement. If water is allowed to seep into the base there is a possibility that the road will start to "pump" which will then cause the asphalt to fail. Once the asphalt has failed, the asphalt must be removed and reconstructed down to the base soil.

The purpose of the Bell Road mill and overlay is to perform on several levels.

First, milling consists of grinding the old bituminous surface down at the outside perimeters to establish a uniform cross-section of pavement prior to adding a new hot mix overlay. The milling creates an even surface assuring the overall thickness of the new overlay, which is critical to appropriate compaction. An overlay is a structural improvement which renews the street surface extending the life of the original pavement.

Second, because a rubberized asphalt mix is being used it will contribute to a quieter road. There is a significant amount of traffic along Bell Road and much of the noise generated by the roadway comes from the wheel noise caused by the tires of the vehicles coming in contact with the brittle standard asphalt. This rubberized asphalt mix will significantly reduce the amount of wheel noise and should have a positive impact on the amount of noise generated by the traffic along the roadway.

Third, the rubberized asphalt overlay reduces the amount of routine pavement maintenance.

A summary of the work to be completed under this project includes:

- A. Milling off a taper of asphalt at the edges of the pavement so that the new layer of asphalt will match the elevation of the existing curb and gutter.
- B. The road will then be cleaned and a one inch lift of rubberized asphalt applied.
- C. After the asphalt has cured, new striping and raised pavement markers will be installed.
- D. All this work will be performed at night so as to minimize the inconvenience to both the motoring public and to the businesses along the roadway.

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- E. Three existing intersections currently operate with loop detection; Bell Road and 84th Avenue, 87th Avenue and 91st Avenue. Loop detectors are more known as inductive loops and are rectangular shaped loops of wire generally sawed into the surface of the pavement. The wire is stranded copper wire in weather proof tubing. A very small amount of electricity flows through the wires, creating a magnetic field. When a vehicle pulls over the loop it causes a disruption in the magnetic field. A detector in the controller cabinet detects the disruption and sends a signal to the controller indicating the presence of a vehicle.

The contractor will be replacing the loop detectors at all three intersections with a new technology called video detection. Video cameras are installed on the traffic signal mast arms. The camera recognizes vehicles entering a designated area of the street and sends a message to the signal controller indicating the presence of a vehicle.

Also, there is an existing "red light camera" at the 91st Avenue and Bell Road intersection. The contractor, Redflex, has been a coordinating partner on this job and is aware of the work. It appears that their sensors in the pavement will be unaffected by this project. Staff will ensure that either the equipment will be undisturbed or repaired during this mill and overlay project.

The Engineering Department has assisted the Public Works Department throughout the design and utility coordination phases of this project. Most recently, staff has coordinated with Materials Management to utilize the Job Order Contracting (JOC) to provide construction services for constructing transportation related construction improvements. JOC is an alternative delivery method for construction services. Typical work includes minor construction, repair and rehabilitation. Currently The City of Chandler has a JOC Contract with J. Banicki, Inc. for the general contracting construction services, together with architectural and engineering services as necessary, related to roads, streets, transportation arterials, sidewalks, utilities located in transportation right-of-ways (ROW), and transportation related infrastructure improvements for the City. The Contract allows for other agencies, upon written approval by the City of Chandler and J. Banicki, Inc. to utilize the existing JOC contract for use on similar projects in their jurisdiction. The City of Peoria Materials Management has received the required approvals from the City of Chandler and J. Banicki, Inc and is allowing staff to utilize this JOC contract.

Under this JOC contract, a bid schedule is submitted from the contractor with a pricing coefficient applied for overhead and profit. When a specific project, or job order, is issued, the member and the contractor agree upon the scope and the cost is determined by applying the coefficient to the bid schedule submitted by the contractor.

Staff met with J. Banicki, Inc. to discuss the proposed improvements and visited the project site. J. Banicki submitted a proposal which was reviewed by the Engineering and Public Works Departments and recommended for approval.

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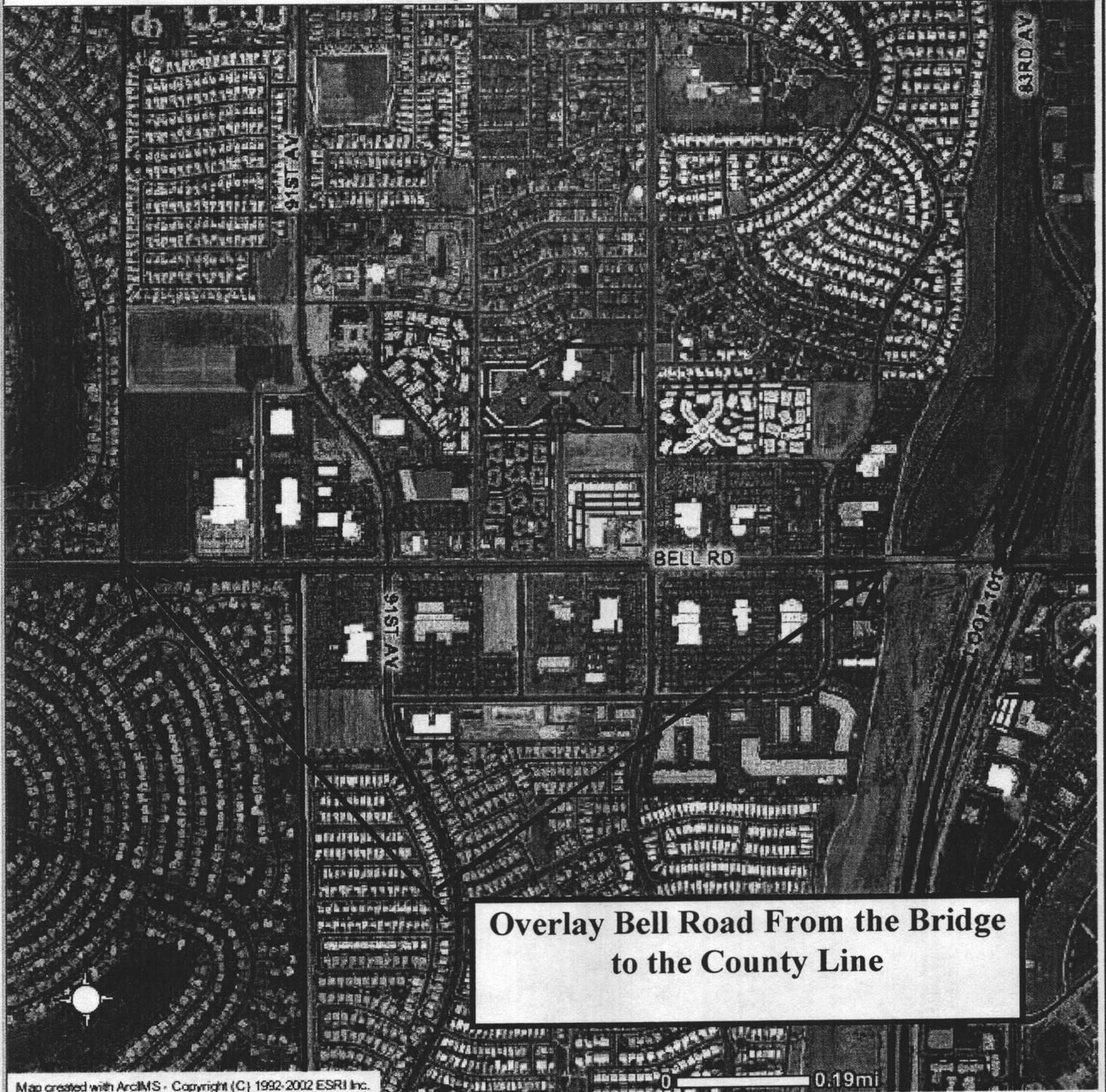
The tentative project schedule is provided below:

Award Construction Contract:	3/04/08
Issue Notice to Proceed:	3/05/08
Commence Construction:	4/15/08
Construction duration:	35 Working Days

ATTACHMENT:

Exhibit A

City of Peoria GIS Map



Map created with ArcIMS - Copyright (C) 1992-2002 ESRI Inc.