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Title: Reject all bids for the Tulare Street and Q Street Traffic Signal Improvements (Council District 3)

Sponsors: Public Works Department

Indexes:

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Attachments: 1. 20-00770 Vicinity Map, 2. 20-00770 Bid Evaluation

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6/25/2020	1	City Council	approved	

REPORT TO THE CITY COUNCIL

June 25, 2020

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SUBJECT

Reject all bids for the Tulare Street and Q Street Traffic Signal Improvements (Council District 3)

RECOMMENDATIONS

Staff recommends City Council reject all bids for the Tulare Street and Q Street Traffic Signal Improvements and direct staff to rebid the project.

EXECUTIVE SUMMARY

The proposed Tulare Street and Q Street Traffic Signal Improvements will improve pedestrian safety by installing a new traffic signal at the intersection to provide a protected pedestrian crossing of Tulare Street; the existing unsignalized mid-block crossing east of the intersection will be removed and the sidewalks and median restored. Upon evaluation of the bids, staff determined the bids received for this project to be abnormally high, resulting in the need for the scope to be re-evaluated

and the project rebid. The project is funded with Local Transportation Funds dedicated to pedestrian and bicycle improvements, along with Senate Bill 1 (SB1) transportation funding.

BACKGROUND

The Tulare Street and Q Street Improvements Project was initiated in FY18 when the project was budgeted using local funds within Council District 3. The design commenced following Council approval; preliminary engineering design and project management took approximately three years. The majority of the design phase was spent on coordination with the Burlington Northern Santa Fe (BNSF) Corporation railroad and the California Public Utilities Commission (CPUC), Rail Safety Branch.

The scope of the project includes the removal of the existing unsignalized midblock pedestrian crosswalk along Tulare Street between the BNSF tracks and R Street, the construction of a traffic signal at Q Street to provide a safer location for pedestrians to cross Tulare Street, the reconstruction of all accessible ramps within the project limits, the extension of railroad concrete panels at the intersection to provide an extended walking surface for pedestrians crossing the BNSF railroad tracks, pavement striping and signage. This project will also coordinate traffic through this segment of Tulare, between R and P Streets, with a “queue-cutter” signal timing and preemption system to ensure eastbound and westbound traffic does not become stuck between the crossing arms at the BNSF tracks during red lights. The City has received approval for this construction from BNSF by receipt of an Interconnected Crossing Review Report that was prepared by a consultant on behalf of the City of the Fresno. The crossing report provided guidance for the design of the traffic signal which then received approval from the California Public Utilities Commission by way of a General Order 88-B. Public Works Department staff prepared all the construction documents for the project.

A Notice Inviting Bids was published in the Fresno Business Journal on February 28, 2020, posted on the City’s website, and faxed to ten (10) building exchanges. The specifications were distributed to 29 prospective bidders. Four sealed bid proposals were received and opened in a public bid opening on April 7, 2020. Bids ranged from \$677,490 to \$700,188. Cal Valley Construction Inc. submitted the apparent low bid in the amount \$677,490 and was determined to be the lowest responsive and responsible bidder for the project.

The City Attorney’s Office has reviewed and approved to form.

Staff evaluated all bid submissions and has concluded that the bids received for this project are not only significantly higher than anticipated; they are not consistent with recent bids for similar projects. Although other recent projects have received bids over the anticipated cost, most likely due to conditions surrounding the COVID 19 pandemic and shelter-in-place, this project came in abnormally high at approximately 40% more than the latest engineer’s estimate. To obtain a successful bid, staff will reevaluate the construction scope, industry conditions and contract requirements to ensure a successful rebid. Staff recommends that Council reject all bids and direct staff to rebid the project.

ENVIRONMENTAL FINDINGS

By the definition provided in the California Environmental Quality Act (CEQA) Guidelines, Section 15378, the rejection of all bids does not qualify as a “project” as defined by the CEQA requirements.

LOCAL PREFERENCE

The local preference was not implemented because this action is to reject all bids.

FISCAL IMPACT

A rejection of all bids will result in additional staff costs to rebid the project. The adopted project budget has sufficient funding to cover the additional staff costs in order to rebid the project. There will be no impact to the General Fund. The project is funded with Local Transportation Pedestrian & Bicycle funds as well as SB1 revenue.

Attachments:

Vicinity Map

Bid Evaluation