



Legislation Details (With Text)

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**Title:** Actions pertaining to the Millbrook Road Diet and Bike Lanes - Shields Avenue to Gettysburg Avenue Project Bid File 3290 (Council Districts 4 and 7)  
1. Adopt finding of a Categorical Exemption pursuant to Class 1 Section 15301(c) (Existing Facilities) of the CEQA Guidelines for the Millbrook Road Diet and Bike Lanes - Shields Avenue to Gettysburg Avenue  
2. Award a construction contract with Seal Rite Paving and Grading of Fresno, California in the amount of \$350,568 for the Millbrook Road Diet and Bike Lanes - Shields Avenue to Gettysburg Avenue Project

**Sponsors:** Public Works Department

**Indexes:**

**Code sections:**

**Attachments:** 1. 14-221 Bid Eval Fiscal Impact, 2. 14-221 Vicinity Map

Date	Ver.	Action By	Action	Result
8/21/2014	1	City Council	approved	Pass

**REPORT TO THE CITY COUNCIL**

**August 21, 2014**

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**SUBJECT**

Actions pertaining to the Millbrook Road Diet and Bike Lanes - Shields Avenue to Gettysburg Avenue Project Bid File 3290 (Council Districts 4 and 7)  
1. Adopt finding of a Categorical Exemption pursuant to Class 1 Section 15301(c) (Existing Facilities) of the CEQA Guidelines for the Millbrook Road Diet and Bike Lanes - Shields Avenue

to Gettysburg Avenue

2. Award a construction contract with Seal Rite Paving and Grading of Fresno, California in the amount of \$350,568 for the Millbrook Road Diet and Bike Lanes - Shields Avenue to Gettysburg Avenue Project

## **RECOMMENDATION**

Staff recommends that the City Council adopt finding of Categorical Exemption, pursuant to Section 15301(c) of CEQA Guidelines and award a construction contract in the amount of \$350,568 to Seal Rite Paving and Grading of Fresno, California, as the lowest responsive and responsible bidder for the Millbrook Road Diet and Bike Lanes - Shields Avenue to Gettysburg Avenue Project, and authorize the Public Works Director, or his designee, to execute the standard contract on behalf of the City.

## **EXECUTIVE SUMMARY**

The Millbrook Avenue Road Diet project between Shields Avenue and Gettysburg Avenue is identified in the Bicycle, Trail and Pedestrian Master Plan adopted by Council in 2010. The project will construct bike lanes by reducing vehicle travel lanes from four to two lanes plus a center two-way left turn lane, also known as a “road diet.” The new striping pattern from Gettysburg to Ashlan and from Dakota to Shields Avenues will match what is already in place from Shaw to Gettysburg and from Ashlan to Dakota Avenues. The project scope will consist of applying a slurry seal and restriping two segments of Millbrook Avenue, each one-half mile in length, in order to accommodate the installation of bike lanes and the center turn lane. This project will not remove any existing on-street parking.

## **BACKGROUND**

On October 15, 2009, Council passed Resolution No. 2009-213 to authorize staff to apply for Federal Congestion Mitigation and Air Quality Improvement (CMAQ) grants and acceptance of funds if awarded. In the resolution, the City made a strong commitment that if the project is awarded under the CMAQ grant the project will be delivered in a timely manner. The CMAQ funding was secured through the Fresno Council of Governments (COG), Caltrans and the Federal Highway Administration (FHWA), in accordance with previous Council direction. In the fall of 2009 the City was notified that the CMAQ grant for Millbrook Road Diet and Bike Lane from Shields Avenue to Gettysburg Avenue was awarded to the City. The construction funding from FHWA and Caltrans has now been obligated and the City has been authorized to proceed with the construction phase.

In 1998, Millbrook Avenue was restriped as part of a resurfacing project between Gettysburg Avenue and Shaw Avenue, using the same “road diet” configuration in order to improve safety and add the bicycle lanes. The street has a relatively low volume of traffic and functions well with the 3-lane configuration and the bike lanes. Several years ago the segment from Ashlan to Dakota Avenues was restriped as well. The proposed project is consistent with previous Council action and would restripe two half-mile long segments from Gettysburg to Ashlan and from Dakota to Shields Avenues with this same striping pattern, in order to fill in the gaps in the bike lane network, improve safety through the center turn lane and provide connectivity in the transportation network. South of Shields Avenue, Millbrook Avenue becomes a residential street. Millbrook Avenue also terminates at Shaw Avenue and does not carry the higher traffic volumes associated with through north-south streets such as Cedar Avenue or First Street.

On October 28, 2010, Council adopted Resolution No. 2010-236 adopting the Bicycle, Trail and Pedestrian Master Plan with the understanding staff will pursue future project funding. The Bicycle Trail and Pedestrian Master Plan follows the City's 2025 Fresno General Plan adopted by Council. Prior to adoption of the Bicycle, Trail and Pedestrian Master Plan, staff has constructed numerous bicycle lanes with the master plan in mind.

The restriping of Millbrook Avenue will be accomplished by applying a slurry seal treatment to the existing road and to re-stripe the road to accommodate the installation of bike lanes. The project will also upgrade existing curb ramps within the limits of the project to meet current ADA requirements in accordance with Federal and State requirements. This project will not remove any existing on-street parking and according to industry-standard traffic studies per the Highway Capacity Manual, the reduction of travel lanes will not reduce the level of service ("LOS") for Millbrook Avenue.

Staff prepared general construction plans and documents for the Millbrook Road Diet and Bike Lanes - Shields Avenue to Gettysburg Avenue project. A Notice Inviting Bids was published in the Business Journal on February 28, 2014, posted on the City's website and faxed to thirteen (13) building exchanges. The specifications were distributed to nine (9) prospective bidders. Three (3) sealed bid proposals were received and opened in a public bid opening on April 8, 2014 with the bids ranging from \$350,568 to \$556,762. The lowest bidder, Seal Rite Paving and Grading of Fresno, California, is deemed the most responsive and responsible bidder. The bids will expire on August 29, 2014.

Staff is recommending award of a construction contract to Seal Rite Paving and Grading in the amount of \$350,568 to construct the Millbrook Road Diet and Bike Lanes - Shields Avenue to Gettysburg Avenue Project and to authorize the Public Works Director, or his designee to sign and execute the standardized contract on behalf of the City of Fresno.

## **ENVIRONMENTAL FINDINGS**

Staff has determined that a Categorical Exemption is appropriate, based on Class 1 Section 15301(c) of the CEQA Guidelines, which exempts the repair, maintenance, or minor alteration of existing structures or facilities, because the project includes upgrade of existing traffic detector loops, ADA compliant curb ramps, crosswalks, signs and pavement striping with no further expansion of existing use. Furthermore, staff has determined that none of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to this project. Staff recommends that the Council, based upon its own independent judgment, adopt finding of a Categorical Exemption per staff determination, pursuant to Section 15301(c), Class 1 of the CEQA guidelines for the Millbrook Road Diet and Bike Lanes - Shields Avenue and Gettysburg Avenues.

## **LOCAL PREFERENCE**

The local preference was not implemented based on conditions of the CMAQ grant.

## **FISCAL IMPACT**

The project is located in Council Districts 4 and 7. This project is funded by \$321,800 through CMAQ and \$193,000 in the Measure "C" Bike Lane fund. Of this amount, \$492,900 is the overall cost of the project which includes \$350,568 for construction. The project will not have any direct impact to the General Fund. If the bid is rejected by the Council, the City will be forced to reimburse approximately \$33,000 of engineering costs back to FHWA for this project. The reimbursement to FHWA would be

required in the event the City attempts to cancel the project after having executed a grant agreement.

Attachments: Bid Evaluation/Fiscal Impact Statement  
Vicinity Map