



Board Agenda Item 30

DATE: January 26, 2021

TO: Board of Supervisors

SUBMITTED BY: Steven E. White, Director
Department of Public Works and Planning

SUBJECT: Authorize Sole-Sourced Components for 2021 Bridge Projects

RECOMMENDED ACTION(S):

Make a determination in accordance with Administrative Policy No. 34 that “unusual or extraordinary circumstances” exist that allow sole source procurement of bridge components based on the Board’s express findings that specification by brand or trade name of the bridge components is consistent with the provisions of Public Contract Code Section 3400(C)(2) and 3400(C)(3); and authorize staff to incorporate these sole-sourced components in the design and construction of the following bridge replacements: Sand Creek on Ennis Road, Travers Creek on Parlier Avenue, Reedley Main Canal on Englehart Road, Delta Mendota Canal on Nees Avenue, and two bridges over James Bypass on Manning Avenue.

Approval of the recommended action would incorporate three sole-sourced items into the five Federally funded Highway Bridge Program (HBP) projects’ construction, which includes replacing six bridges throughout the County. The sole sourced materials are necessary as they are only distributed by specific authorized distributors and it is impractical for the Department of Public Works and Planning - Maintenance and Operations Division to keep replacement parts on hand for the various different systems which are available. This item pertains to locations in Districts 1, 4, and 5.

ALTERNATIVE ACTION(S):

If the recommended action is not approved, the Projects will be delayed.

SUSPENSION OF COMPETITION/SOLE SOURCE CONTRACT:

The Department’s request to waive the competitive bidding process is consistent with Administrative Policy No. 34 as the components listed below are necessary as they are only available through specific authorized distributors. Based on this, a letter of interest was not necessary.

The components to be specified are listed as follows:

- Universal Tau II Crash Cushions
- Flared End Terminal - Slotted Rail Terminal Type SRT 350
- In-line End Terminal - Type MSKT (MASH-compliant Sequential Kinking Terminal)

Crash cushions are used in lieu of approach railing with terminal systems when sufficient space is not available to install approach railings. End terminals, in-line or flared depending on the needed configuration relative to the roadway, are used to prevent direct impact to a vehicle if a crash occurs. In the event of

damage to a crash cushion or end terminal, it is important that the damaged components be replaced as soon as possible, and it is impractical for the Department's Maintenance and Operations Division to keep replacement parts on hand for all of the different systems that are available. Consequently, the specifications for these projects require the use of Universal Tau-II crash cushions, Flared End Terminal Type SRT 350 and In-line End Terminal Type MSKT and do not allow the contractor to substitute alternative products.

The County's Internal Services Department, Purchasing Services Division, has reviewed and concurs with the sole source recommendations. Specific model information is included on the Sole Source Acquisition Request forms, attached to this agenda item.

FISCAL IMPACT:

There is no increase in Net County Cost associated with the recommended actions. These components will not be directly procured by the County but will be specified by make and model in the construction plans and specifications, to be acquired as a part of the construction contract. The exact total cost to the County would be determined through the competitive bid process for these projects. These projects are Federally funded through the HBP, at ratios ranging from 88.53% to 100%. Sufficient funding for these projects is included in the Department's Road Org 4510 FY 20-21 Adopted Budget.

DISCUSSION:

The following bridges are currently planned for replacement and projected to advertise for bidding in 2021:

- James Bypass on Manning Avenue - two bridges costing approximately \$5,000,000
- Sand Creek on Ennis Road - one bridge costing approximately \$2,200,000
- Travers Creek on Parlier Avenue - one bridge costing approximately \$1,100,000
- Reedley Main Canal on Englehart Road - one bridge costing approximately \$900,000
- Delta Mendota Canal on Nees Avenue - one bridge costing approximately \$3,265,000

In the event of damage to a crash cushion or end terminal, it is important that the damaged components be replaced as soon as possible, and it is impractical for the Department's Maintenance and Operations Division to keep replacement parts on hand for all of the different systems that are available. Consequently, the specifications for these projects specifically require the use of Universal Tau-II crash cushions, Flared End Terminal Type SRT 350 and In-line End Terminal Type MSKT and do not allow the contractor to substitute alternative products. It should be noted, the Board has approved similar sole source procurements of these components in the past. For example, on June 9, 2009, July 9, 2013, and October 22, 2019.

The Universal Tau-II crash cushions are estimated to cost \$30,000 each including purchasing and installation. Four are needed on the James Bypass on Manning project, one for the Travers Creek on Parlier project, and two for the Reedley Main Canal on Englehart.

The Flared End Terminals Type SRT 350 are estimated to cost \$3,500 each including purchasing and installation. Four are needed on the James Bypass on Manning project and four are needed on the Sand Creek on Ennis project.

The In-line End Terminals Type MSKT are estimated to cost \$3,800 each including purchasing and installation. Two are needed on the Delta Mendota on Nees project.

OTHER REVIEWING AGENCIES:

California Department of Transportation (Caltrans)

REFERENCE MATERIAL:

BAI #46, October 22, 2019

BAI#32, July 9, 2013

BAI#56, June 9, 2009

ATTACHMENTS INCLUDED AND/OR ON FILE:

Location Maps

Sole Source Acquisition Requests

CAO ANALYST:

Samantha Buck