



Legislation Details (With Text)

File #: 17-0613

On agenda: 6/20/2017 **Final action:** 6/20/2017

Enactment date: **Enactment #:**

Title: Award Contract No. 16-12-C, Bethel Avenue and Manning Avenue Traffic Signal, Project No. HSIPL-5942(230), to lowest responsive bidder, R.J. Berry Jr., Inc., 2020 High St., Suite B, Selma, in amount of \$871,198; and authorize Director of Public Works and Planning or his designee to execute Contract Change Orders up to \$56,060, which is approximately 6.44% of the total contract construction costs, the limit allowable under Public Contract Code 20395(d) for Contract 16-12-C

Attachments: 1. Agenda Item, 2. Location Map, 3. Proof of Publication, 4. Contract No. 16-12-C Bethel and Manning Ave. Traffic Signal (Executed contract)

Date	Ver.	Action By	Action	Result
6/20/2017	1	Board of Supervisors	Approved (Consent Agenda)	Pass

DATE: June 20, 2017

TO: Board of Supervisors

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

SUBJECT: Award Contract No. 16-12-C Bethel Avenue and Manning Avenue Traffic Signal, Highway Safety Improvement Project No. HSIPL-5942(230)

RECOMMENDED ACTIONS:

- 1. Award Contract No. 16-12-C, Bethel Avenue and Manning Avenue Traffic Signal, Project No. HSIPL-5942(230), to the lowest responsive bidder, R.J. Berry Jr., Inc., 2020 High St., Suite B, Selma CA 93662, in the amount of \$871,198.**
- 2. Authorize the Director of Public Works and Planning or his designee to execute Contract Change Orders up to \$56,060, which is approximately 6.44% of the total contract construction costs, the limit allowable under Public Contract Code 20395(d) for Contract 16-12-C.**

The first recommended action will authorize the award of the Federally funded Highway Safety Improvement Program (HSIP) project. The second recommended action will allow the Director or his designee to execute change orders up to the statutory limit.

ALTERNATIVE ACTION(S):

If the first recommended action is not approved, it will result in the cancellation of the project and de-obligation of the allocated Federal funding. Any funds received by the County for this project to date would require reimbursement to the Federal Highway Administration from the Road Fund. If the second recommended action is not approved, the Director or his designee's authority to approve Contract Change Orders will be limited to \$31,212.

FISCAL IMPACT:

There will be no Net County Cost associated with the recommended actions. The anticipated construction cost of the project, based upon the low bid and including an allowance for contingencies, is \$927,258. The project is funded through the HSIP, which will provide 43.4% of the funding for contract construction. Sufficient appropriations for the County's local match are included in the Public Works and Planning - Roads Org 4510 FY 2016-17 Adopted Budget.

DISCUSSION:

On February 7, 2017, your Board adopted the plans and specifications for the project and authorized the Director to advertise for bids for its construction. The purpose of the HSIP is to achieve significant reductions in fatalities and serious injuries on all public roads.

During the period of time from January 1, 2004 through December 31, 2015, there were 82 reported collisions at this intersection resulting in five fatalities, and it is anticipated that construction of the project will result in a significant reduction in the number of collisions that occur at this intersection.

The work to be done consists, in general, of installing a new 6-phase traffic signal at the intersection of Bethel and Manning Avenues, with left-turn phasing on Manning Avenue, and installing left turn lanes on Bethel Avenue.

For road projects, Public Contract Code (PCC) Section 20395(d) limits the extent to which the Director may be authorized to execute Contract Change Orders to 10% of the first \$250,000 plus 5% of the contract amount in excess of \$250,000, up to a maximum authorization of \$210,000. For this project, this amounts to \$25,000 plus 5% of \$621,198 for a total authorization of \$56,060. However, the Board's policy, last updated in 1991, limits the Director's authority to the amount of 10% of the first \$250,000, plus 1% of the contract amount in excess of \$250,000, up to a maximum authorization of \$100,000. For this project, this amounts to \$25,000, plus 1% of 621,198, for a total authorization of \$31,212. The Board's authorization for the Director to approve Contract Change Orders up to the PCC limit would prevent the Department from returning to the Board to approved change orders in excess of the Board's policy limit. This will reduce the time required to process changes, reduce paperwork, help keep costs down, and reduce potential claims for additional cost and time due to administrative delays. This Contract Change Order authorization would not apply to, nor allow changes to, the scope of the work.

The Department received five bids for this project on May 11, 2017. The lowest bid was \$871,198, which is \$31,830, or 3.79% higher than the engineer's estimate of \$839,368.

The bid amounts and Disadvantaged Business Enterprise (DBE) Commitments are shown below:

<u>Bidder</u>	<u>Bid</u>	<u>DBE (Goal 10%)</u>
R.J. Berry Jr., Inc.	\$871,198.00	25.44%
Avison Construction, Inc.	\$874,276.00	66.62%
American Paving Company	\$937,122.60	32.23%
Bush Engineering, Inc.	\$949,932.00	N/A
Lee's Paving, Inc.	\$1,035,861.25	N/A

Plans and specifications were prepared by the Department's consultant, Peters Engineering Group. It is anticipated that construction will begin in July 2017 and be completed in December 2017. The length of construction period is due to the long lead time necessary for equipment delivery.

OTHER REVIEWING AGENCIES:

Development of this project was coordinated with Caltrans and Caltrans provides oversight on projects where

Federal funds are allocated.

REFERENCE MATERIAL:

BAI #32, October 29, 2013

BAI #63, May 10, 2016

BAI #65, May 10, 2016

BAI #9, June 2, 2016

BAI #59, August 9, 2016

BAI #28, February 7, 2017

ATTACHMENTS INCLUDED AND/OR ON FILE:

Location Map

CAO ANALYST:

John Hays