



County of Fresno

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Legislation Text

File #: 16-1314, **Version:** 1

DATE: February 28, 2017

TO: Board of Supervisors

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

SUBJECT: Advertise Contract No. 16-11-C Panoche Road - San Benito to SR 33 Shoulder Improvements

RECOMMENDED ACTION(S):

Adopt plans and specifications for Contract No. 16-11-C Panoche Road from San Benito Avenue to SR 33 Shoulder Improvements, and authorize the Director of the Department of Public Works and Planning, or his designee, to advertise for bids and set bid opening date contingent upon the Department receiving authorization from the California Department of Transportation.

The recommended action will authorize the advertisement of a Federally funded Congestion Mitigation and Air Quality (CMAQ) project.

ALTERNATIVE ACTION(S):

Not approving the recommended action will result in 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.

FISCAL IMPACT:

There is no Net County Cost associated with the recommended action. The CMAQ program will provide 80% of the funding for contract construction. The County's share for the local match will be paid out of the Road Fund and was included in the FY 2016-17 Public Works and Planning - Roads Org 4510 Adopted Budget. The contract construction cost is anticipated to range between \$780,000 and \$933,000.

DISCUSSION:

The purpose of the CMAQ Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter.

The work to be done consists, in general, of adding approximately four feet of new paved shoulder to each side of Panoche Road from SR 33 to San Benito Avenue, a distance of 1.63 miles. This will widen the existing 24-foot wide roadway to consist of two 12-foot wide travel lanes with four-foot wide paved shoulders on each side of the roadway. In the interest of achieving the most cost-effective project, it includes two alternative bids.

Under alternative bid 1, the structural section for the new shoulders will be comprised of 0.55-foot thick asphalt

concrete over 1.10-foot thick aggregate base. In alternative bid 2, a biaxial geogrid (a polypropylene mesh) is employed to reduce the thickness of the aggregate base. If the geogrid is used, the thickness of the aggregate base will be reduced to 0.80-foot. It is anticipated that the reduction in aggregate base thickness will offset the cost of the geogrid and result in a more cost-effective project; however, it is possible that this alternative bid could be costlier.

After bids are opened, award will be recommended to the responsible, responsive bidder who submitted the lowest bid, regardless of whether or not the lowest bid was for alternative bid 1 or 2.

Prior to advertising, the Federal Highway Administration requires authorization to advertise from the California Department of Transportation. Advertising will not commence until this authorization is received.

Plans and Specifications were prepared by the Department's Design Division. It is anticipated that construction for the project will begin in May of 2017 and be completed in August of 2017.

OTHER REVIEWING AGENCIES:

Caltrans provides oversight on projects where federal funds are allocated.

REFERENCE MATERIAL

BAI #63, August 11, 2015

ATTACHMENTS INCLUDED AND/OR ON FILE:

Location Map

CAO ANALYST:

John Hays