



County of Fresno

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Legislation Text

File #: 16-1315, **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. 16-05-C Kamm Avenue - Jameson to SR 145 Shoulder Improvements, Federal Project No. CML-5942(254)

RECOMMENDED ACTION(S):

Adopt plans and specifications for Contract No. 16-05-C Kamm Avenue from Jameson to SR 145 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 78% 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 \$2,574,000 and \$2,996,000.

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 (NAAQS) 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 Kamm Avenue from SR 145 to Jameson Avenue, a distance of 6.02 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. The project also includes the installation of signs, object markers and delineators. In the interest of achieving the most cost-effective project, it includes two alternative bids.

Under alternative bid 1, for a 4-mile segment of the project, the structural section will be comprised of ½-foot

thick asphalt concrete over 1-foot thick aggregate base. In this segment, it may be more cost effective to employ a biaxial geogrid (a polypropylene mesh) to reduce the thickness of the aggregate base. Under alternative bid 2, geogrid will be used to reduce the thickness of the aggregate base to $\frac{3}{4}$ -foot in this segment. 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 alternative bid 2 could be costlier.

In the remaining two miles of the project, the underlying soil is more well-suited to support the roadway and this section will employ $\frac{1}{2}$ -foot of asphalt concrete over $\frac{1}{2}$ -foot of aggregate base. No geogrid is proposed for this 2-mile segment and this segment is the same under either alternative.

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 for alternative bid 2.

Prior to advertising, the Federal Highway Administration requires authorization to advertise from the California Department of Transportation (Caltrans). 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 April of 2017 and be completed in July of 2017 .

REFERENCE MATERIAL

BAI #72, July 14, 2015

OTHER REVIEWING AGENCIES:

Caltrans provides oversight on projects where federal funds are allocated.

ATTACHMENTS INCLUDED AND/OR ON FILE:

Location Map

CAO ANALYST:

John Hays