



DATE: September 13, 2016
TO: Mayor and City Council
FROM: Director of Public Works

SUBJECT

Mission Boulevard/Blanche Street and Gading Road/Huntwood Way Intersections Safety Improvements: Rejection of Bids, Approval of Revised Plans and Specifications and Call for Bids

BACKGROUND

A City-wide traffic safety improvement study identified the need for improvements at the intersections of Mission Boulevard/Blanche Street as well as the Gading Road/Huntwood Way intersection. At the intersection of Mission Boulevard/Blanche Street, the pedestrian crosswalk is unprotected across four lanes of traffic on Mission Boulevard. This crosswalk is used by school children going to and from Conley-Caraballo High School. At the intersection of Gading Road/Huntwood Way, there is an unsafe left turn movement from Huntwood Way into Gading Road, and an unprotected left turn movement from Gading Road into Huntwood Way.

In early 2013, staff applied for federal Highway Safety Improvement Program (HSIP) funding and received \$396,000 to improve the above mentioned intersections. The project location map is referenced in Attachment III.

DISCUSSION

Collision data demonstrated a pattern of high-collision locations centered around the above noted intersections. Broadside, sideswipe, rear-end, and vehicle-pedestrian collisions were the most common types of accidents. Expressed community concerns and requests for improvements were consistent with the collision data. This improvement project will mitigate the identified safety issues.

The improvements will include the following:

- (1) Mission Boulevard & Blanche Street – Installation of a pedestrian-activated hybrid beacon, high-intensity crosswalk (HAWK) signal, and updating the crosswalk striping at this intersection. This will bring greater driver awareness to the presence of pedestrians. This intersection meets the warrants for a full traffic signal system. The future Mission Boulevard Corridor (Phase 2) Improvements project will further modify this intersection and install a full traffic signal system.

(2) Gading Road & Huntwood Way – Installation of a new traffic signal system at Gading Road/Huntwood Way will upgrade an existing stop controlled intersection to a fully signalized intersection with protected left-turns.

On June 14, 2016, four bids were received for the project. W. Bradley Electric, Inc. of Novato, California, submitted the low bid of \$688,268, which was 56% above the engineer's estimate of \$440,000. Columbia Electric, Inc. of San Leandro, California submitted the second low bid in the amount of \$700,000, which was 59% above the engineer's estimate. The four bids ranged from \$668,268 to \$823,565.

Staff met with the design consultant to discuss the excessively high bid results over the engineer's estimate, and concluded that the following were the reasons:

1. The rising economy and numerous projects out for bid provided contractors with many project choices.
2. Required spare parts for the traffic control system; and
3. The engineer's estimate underestimated mobilization, traffic control, and key components of the project such as the video detection and coordination systems.

Because federal funds are involved, the review process involves both Caltrans and the Federal Highway Administration (FHWA). Caltrans, after reviewing the original bid documents, found an irregularity in which a proprietary video detection system was called out as part of the bid package. Although it was a minor piece of the total bid package, it could have resulted in FHWA rejecting the entire grant, thus potentially forfeiting the Federal reimbursement of \$440,000. Therefore, the possibility that the project reimbursements might be in jeopardy had we proceeded also played a crucial role in staff's decision to recommend rejecting the initial bid. As it stands, the inclusion of proprietary equipment must receive a sign-off by Caltrans prior to its inclusion in a bid package. Unfortunately, this oversight was not brought to our attention until after the bids were received.

Given the above requirements, staff believes that the City's interest will be best served by rejecting all bids, making revisions to the design to lower costs, and re-advertising the project for new bids. For example, eliminating the requirement for the contractor to supply various spare parts, and instead providing the contractor with the equipment available in the City's traffic equipment inventory should provide savings of approximately \$100,000. Re-advertising the project for new bids will also allow staff time to process the required forms, and satisfy the federal funding guidelines and Caltrans.

FISCAL IMPACT

A revised project cost estimate is provided below:

Construction	\$600,000
Construction Contingencies	\$65,000
Design & Administration	\$60,000
Inspection & Testing Services	\$60,000
TOTAL	\$785,000

The Adopted FY 2016 Capital Improvement Program includes \$474,000 for the project in the Transportation System Improvements Fund. Once bids have been received and an updated cost estimate is determined, staff will return to Council for additional needed funding.

SUSTAINABILITY FEATURES

Solid Waste: This project requires that all material generated during construction and demolition be sent to designated facilities for recycling. Recycled and reclaimed aggregate will be required in the aggregate base as well as the Portland cement concrete used for the concrete curb, gutter and sidewalk.

Transportation: Consistent with the City's Complete Streets Policy, this project will provide improved pedestrian access across Mission Boulevard with pedestrian activated crosswalk signals at Blanche Street and help relieve congestion at the intersection of Gading Road and Huntwood Way with a new traffic signal system. This project will also provide ADA compliant curb ramps.

Energy: The proposed light fixtures for the pedestrian signal, traffic signal system and street lights will all be high efficiency LED, which uses minimal electrical energy.

PUBLIC CONTACT

Because of the temporary inconvenience that is expected from the improvement work after the construction contract is awarded, staff will post and distribute preliminary notices explaining the project to residents and businesses along the affected streets. After the construction work has been scheduled, a detailed notice indicating the date and time of work for each street will be distributed to all affected residents and businesses.

COMPLETE STREETS

As stated above, this project considers all users of the public right-of-way in addition to motorists. The existing accommodations such as transit facilities, bicycle facilities, sidewalk, and street lighting will not be affected by the project. This project will upgrade existing curb ramps that are not ADA compliant, and will restripe bicycle lanes and

crosswalks. These measures are consistent with the City's adopted Complete Streets Policy, which requires that consideration be given to all users of the street, in addition to vehicular traffic.

SCHEDULE

Open Bids	October 11, 2016
Award of Contract	November 1, 2016
Begin Work	November 28, 2016
Complete Work	February 28, 2017

Prepared by: Yaw Owusu, Assistant City Engineer

Recommended by: Morad Fakhrai, Director of Public Works

Approved by:



Kelly McAdoo, City Manager