




Office of the City Manager

CONSENT CALENDAR

April 7, 2015

To: Honorable Mayor and Members of the City Council
From:  Christine Daniel, City Manager
Submitted by: Andrew Clough, Director, Public Works
Subject: Reject Bid for FY 2015 Measure M Street Surface Seal Project

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to reject the bid and direct staff to re-advertise the FY 2015 Measure M Street Surface Seal Project.

FISCAL IMPACTS OF RECOMMENDATION

Minor additional staff time for outreach to contractors who showed initial interest in the project but decided not to submit bids, and to re-advertise the project. Staff believes this will result in lower overall project construction costs.

CURRENT SITUATION AND ITS EFFECTS

The FY 2015 Measure M Street Surface Seal Project, Specification No. 15-10922-C was released for bids on February 12, 2015, and bids were opened on March 5, 2015. The only response was from Asphalt Pavement Systems of Modesto, California, with a bid of \$2,715,147 (see Attachment 4, Abstract of Bids), which is approximately 40% higher than the \$1.9 million engineer's estimate for this project. Based on staff's recent review of bids to other agencies for similarly scoped projects, staff recommends that this bid be rejected and the project be re-advertised.

This project will rehabilitate approximately 6.7 miles of City streets (Attachment 2: Location Map & List of Streets) and consists of slurry seal and rubberized cape seal of selected streets. Staff considered the construction schedule impacts associated with the rejection of the single bid from American Pavement Systems, and believes there will be adequate time to construct the project this calendar year provided it's re-advertised by April 9, 2015.

Streets throughout Berkeley are scheduled to be repaved as part of the City's 5-Year Street Paving Plan. The FY 2015 Measure M Street Surface Seal Project is one of three paving projects, being bid separately, that together comprise the streets scheduled for paving in calendar year 2015. Collectively, these projects will rehabilitate approximately 17 miles, or approximately 4 times the average annual amount rehabilitated prior to the passage of Measure M.

BACKGROUND

Streets are selected for rehabilitation each year based on pavement condition, a field assessment performed by Public Works staff, the recently adopted scorecard developed during the Measure M outreach process led by the Public Works Commission, and other criteria in accordance with the City's Street Rehabilitation and Repair Policy and 5-Year Street Paving Plan (Attachment 3).

Plans and specifications are on file in the Public Works Department. In accordance with the requirements of the California Environmental Quality Act (CEQA), these projects have been determined to be categorically exempt because they consist of maintenance of existing streets and do not expand their use beyond existing conditions.

ENVIRONMENTAL SUSTAINABILITY

Project locations were analyzed for possible green infrastructure improvements to treat urban runoff before entering the storm drain system. Council approved the contract for the project at Parker Street between 8th and 10th Streets in January 2015. The green infrastructure improvements will reduce the quantity and improve the quality of polluted urban runoff reaching local creeks and the San Francisco Bay, as well as attenuate the peak flow, thereby reducing the erosion of local creek banks and the incidence and magnitude of downstream flooding.

RATIONALE FOR RECOMMENDATION

The only bid received is approximately 40% higher than the engineer's estimate for the project, and after staff's review of bids to other agencies for similarly scoped projects, staff recommends that this bid be rejected and the project be re-advertised. If this is initiated by April 9, 2015 there should be adequate time to construct the project in the schedule for this calendar year.

ALTERNATIVE ACTIONS CONSIDERED

Staff considered recommending the project be awarded to American Pavement Systems, and determined it would be in the City's best interest to re-advertise the project.

CONTACT PERSON

Sean R. Rose, Manager of Engineering, Public Works, 981-6435
Donald Irby, Assistant Civil Engineer, Public Works, 981-6439

Attachments:

- 1: Resolution
- 2: Location Map & List of Streets for Project
- 3: 5-Year Street Paving Plan Process
- 4: Abstract of Bids

RESOLUTION NO. ##,###-N.S.

CONTRACT: REJECT ALL BIDS AND DIRECT STAFF TO RE-BID THE FY 2015
MEASURE M STREET SURFACE SEAL PROJECT

WHEREAS, the FY 2015 Measure M Street Surface Seal Project is part of the City's ongoing Street Capital Improvement Program to rehabilitate deteriorated streets located throughout the City; and

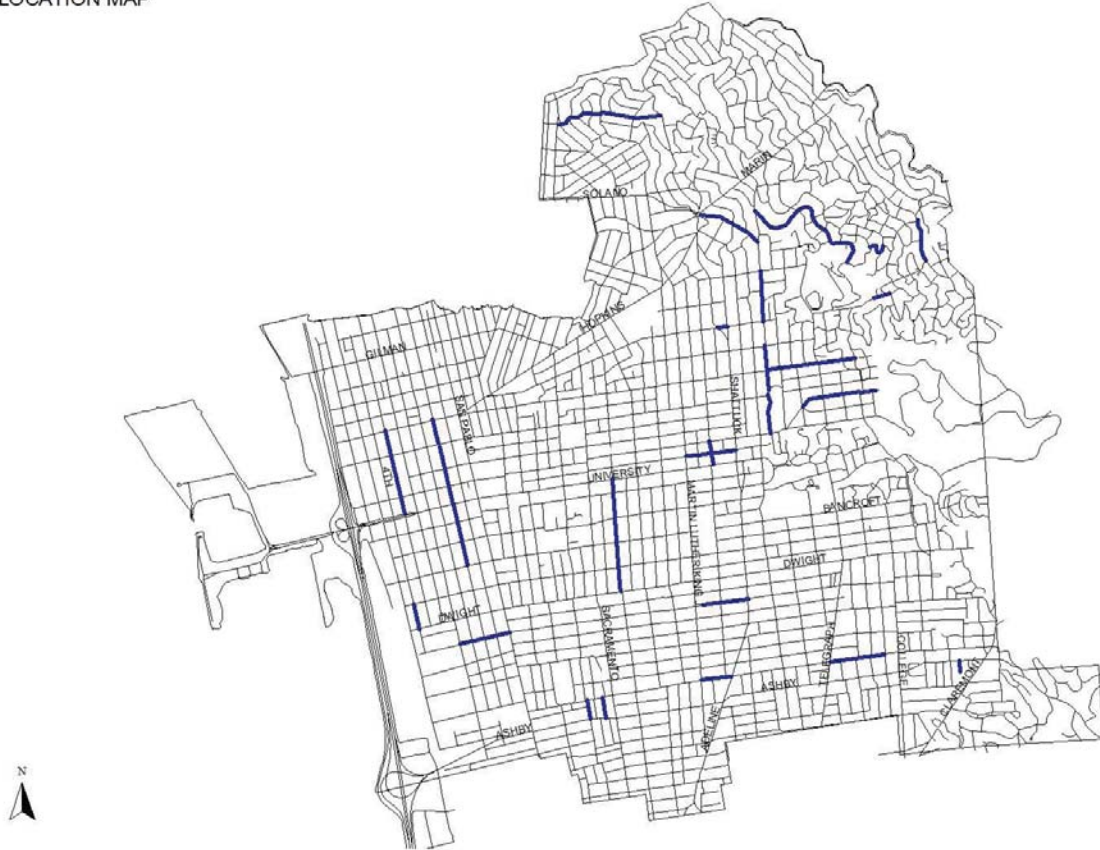
WHEREAS, the City has neither the labor nor the equipment necessary to undertake this FY 2015 Measure M Street Surface Seal Project; and

WHEREAS, an invitation for bids, Specification No. 15-10922-C, was duly advertised and one bid in the amount of \$2,715,147 was received on March 5, 2015, and this bid amount is approximately 40% over the project's engineer's estimate; and

WHEREAS, staff have evaluated the bid received and determined it to be in the City's best interest to re-advertise the project.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the bid from American Pavement Systems is rejected and FY 2015 Measure M Street Surface Seal Project shall be re-advertised for new bids.

FY15 MEASURE M STREET SURFACE SEAL
LOCATION MAP



Street	From	To
4 th	Dwight	Channing
5 th	University	Cedar
9 th	Bancroft	Cedar
Acton	Ashby	Russell
Berkeley	MLK, Jr. Way	Shattuck
California	Dwight	University
Cedar	Spruce	La Loma
Elmwood	Ashby	South End
Grizzly Peak	Arcade	Shasta
Keith	Spruce	Shasta
La Loma	PCC Bridge	Glendale
Le Conte	Scenic	East City Limits
Los Angeles	The Circle	Spruce
Milvia	University	Hearst
Parker	7 th	San Pablo

Street	From	To
Parker	#1923 Parker	Shattuck
Rose	Scenic	East City Limits
Russell	MLK, Jr. Way	Adeline
Russell	Telegraph	Benvenue
Shasta	Cragmont	Keeler
Spruce	Hearst	Vine
Spruce	Rose	Eunice
Stanton	Ashby	Russell
Thousand Oaks	Arlington	Colusa

City of Berkeley Street Rehabilitation Program 5-Year Street Plan

Berkeley maintains a rolling 5-Year Street Rehabilitation Plan for paving and reconstructing City streets. Due to the extensive coordination and design information that must be gathered, changes to early years of the existing plan are not feasible. City staff updates the plan on an annual basis for timeline changes in coordinated projects and for addition of a new fifth year. The plan is then presented to the Public Works Commission, which recommends it to City Council for adoption.

The 5-Year Plan is generated with the aid of a computerized Pavement Management System developed by the Metropolitan Transportation Commission. The Pavement Management System uses the following criteria:

1. Street pavement condition
2. Type of repair required
3. Road classification, e.g., arterial, collector, or residential
4. Cost effectiveness
5. Budget constraints

The Street Rehabilitation and Repair Policy, Resolutions No. 55,384-N.S. and 64,733-N.S. approved by City Council after recommendation by the Public Works Commission, contains the basic criteria for developing the plan and includes the following:

1. PMS output based on:
 - Street pavement condition
 - Type of repair required
 - Cost effectiveness
 - Amount and type of traffic
2. Coordination with other City programs:
 - Sanitary sewer
 - Storm drain sewer
 - Sidewalk
 - Utility undergrounding districts
 - City building upgrades
 - Traffic signals and other traffic calming measures
 - Bicycle improvements
 - Park projects
 - Street Maintenance Division activities
3. Coordination with known utility company work:
 - Pacific Gas & Electric (PG&E)
 - East Bay Municipal Utility District (EBMUD)
 - AT&T
 - Comcast
 - New services for developments (private building projects)
4. Budget distributed accordingly:
 - Arterials – 10%
 - Collectors – 50%
 - Residentials – 25%
 - Concrete and discretionary – 15%
5. Collector and residential streets with AC Transit bus routes or bicycle routes (from Berkeley Bicycle Plan) given first consideration over those without such routes.

6. Contiguous blocks rather than one block at a time as much as possible.

The plan is also developed using recommendations from the Measure M public participation process, i.e., the Measure M scorecard. The Scorecard Evaluation Criteria are used to help prioritize Measure M-funded street and watershed improvements. Each street proposed for reconstruction is rated according to the identified Scorecard Evaluation Criteria, which include categories for Resource Allocation and Durability, Overall Community Improvement and Environment and Climate.



City of Berkeley
Abstract of Bid Worksheet

Finance Department
General Services Division

FOR: FY15 Measure M Street Surface Seal Spec. # 15-10922-C Bid Date: 03/05/15

	Bidders	Base Bid	Nuc Free	Work Force Comp	Opp. States	Living Wage	EBO	Bid Bond	Addenda
1	American Pavement Sup. 2,715,147.30		/		/		/	/	
2									
3									
4									
5									
6									
7									
8									
9									
10									

Bid Recorder: Ant Blaukenskip 03/05/15
 Bid Opener: SLR 3/5/15
 Project Manager: [Signature] 3/5/15