



Legislation Text

File #: 18-0294, **Version:** 1

TO:

Honorable Mayor and Members of the City Council

THROUGH:

Bruce Moe, City Manager

FROM:

Stephanie Katsouleas, Public Works Director

Prem Kumar, City Engineer

Luis Osuna, Senior Civil Engineer

SUBJECT:

Reject the Single Bid Received for Highway Safety Improvement Program Cycle 5 Pedestrian Safety Improvements Project (Public Works Director Katsouleas).

REJECT BID

RECOMMENDATION:

Staff recommends the City Council reject the single bid received for the Highway Safety Improvement Program Cycle 5 Pedestrian Safety Improvements Project and authorize staff to re-bid the work.

FISCAL IMPLICATIONS:

There is no fiscal impact associated with the recommended action.

BACKGROUND:

Over the last several years, Manhattan Beach applied for and received several State and federal grants to improve pedestrian facilities and access throughout the City. Among them is a \$223,300 Federal Highway Safety Improvement Program (HSIP) Cycle 5 grant with \$25,000 required in local matching funds. The work called out in the Cycle 5 grant facilitates pedestrian safety enhancements at 17 different locations citywide. The planned improvements include pedestrian crossings with enhanced signage and markings, installation of bulb outs, flashing beacons at crossings and countdown pedestrian signals at existing traffic signal intersections.

On January 24, 2017, the City executed a design services agreement with KOA Corporation (KOA) for the Highway Safety Improvement Program Cycle 5 Pedestrian Safety Improvements Project for \$41,409. KOA finalized the Plans, Specifications and Estimate in January 2018 and the required Authorization to Proceed (E-76 approval) with construction was obtained from Caltrans on May 2, 2018.

DISCUSSION:

Bids were solicited on a competitive basis in accordance with the provisions of the California Public Contract Code. The project was advertised for bid in the City's publisher of record (Beach Reporter),

in several construction industry publications and was listed on the City's website and BidSync (an online service that connects vendors, suppliers and contractors to government procurement opportunities).

Only one competitive bid was received and opened on June 7, 2018, which was for \$719,939 submitted by Palp, Inc., dba Excel Paving Company from Long Beach, California.

The design consultant's Probable Cost Estimate for the HSIP Cycle 5 Project was \$388,197. Since only one bid was received and it nearly twice the original cost estimate, staff recommends that City Council reject the bid and re-bid the project as soon as possible. Staff will conduct broader outreach to the construction community to encourage more firms to bid on this project.

PUBLIC OUTREACH

The School District administrative staff will be updated on the need to re-bid the project as several of the locations are adjacent to schools. Additionally, coordination with all schools impacted by the proposed pedestrian safety improvements will occur during the preconstruction phase of the project.

ENVIRONMENTAL REVIEW

Per the Categorical Exemption / Categorical Exclusion Determination Form on file Caltrans' NEPA Determination per 23 USC 326 is that "The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 77.117(b). As such this project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act." This finding has been reaffirmed by the NEPA/CEQA revalidation form received from Caltrans Local Assistance after requesting authorization for construction of this project.

LEGAL REVIEW

The City Attorney has reviewed this report and determined that no additional legal analysis is necessary.