

**Meeting Date:** 6/10/2014

**Report Type:** Consent

**Report ID:** 2014-00410

**Title:** Reject Bids - Sacramento City College Pedestrian/Bicycle Overcrossing Project (T15065700)

**Location:** The Sacramento City College Pedestrian/Bicycle Overcrossing Project (T15065700) is located over the Union Pacific Railroad north of 12th Avenue on the Sacramento City College Campus, District 5

**Recommendation:** Pass a Motion rejecting bids for the Sacramento City College Pedestrian/Bicycle Overcrossing Project (T15065700).

**Contact:** Ofelia Avalos, Associate Civil Engineer, (916) 808-5515; Nicholas Theocharides, Engineering Services Manager, (916) 808-5065, Department of Public Works

**Presenter:** None

**Department:** Public Works Department

**Division:** Engineering Services Admin

**Dept ID:** 15001111

**Attachments:**

1-Description/Analysis

2-Background

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**City Attorney Review**

Approved as to Form  
Gerald Hicks  
5/28/2014 10:48:37 AM

**Approvals/Acknowledgements**

Department Director or Designee: Jerry Way - 5/21/2014 4:47:40 PM

## Description/Analysis

**Issue:** The project will construct a bicycle and pedestrian bridge across the Union Pacific Railroad tracks to link Curtis Park Village and neighborhoods to the east with Sacramento City College and the Regional Transit Light Rail Station located on the west side of the tracks. The project was advertised and the bids exceeded the engineer's estimate. There are insufficient funds to award the project. Rejecting the bids, modifying the plans and specifications, and re-advertising the project for bids will allow the City to award the project within the available budget.

**Policy Considerations:** The action requested herein is consistent with City API 4002, Section 8.5(b), which requires City Council authority to reject bids for contracts of \$100,000 or more.

**Economic Impacts:** None.

### Environmental Considerations:

**California Environmental Quality Act (CEQA)/ National Environmental Policy Act (NEPA):** The City adopted a Mitigated Negative Declaration (MND) in conformance with CEQA on December 8, 2009. On June 12, 2011, an amendment to the MND was adopted to incorporate the construction of a small section of sidewalk which will enhance pedestrian access to/from the bridge structure, and also to incorporate the relocation of a 21KV SMUD electrical transmission line.

The NEPA was determined to be a Categorical Exemption and was approved on May 26, 2010.

**Sustainability Considerations:** This project is consistent with Sustainability Master Plan goals to enhance the pedestrian facilities in the public right-of-way and to encourage bicycle and pedestrian trips.

**Commission/Committee Action:** No Commission or Committee activity has taken place or is required.

**Rationale for Recommendation:** Rejecting bids, modifying the plans and specifications, and re-advertising the project will allow the project to be constructed within the available budget.

**Financial Considerations:** The expense of re-advertising the project after bids are rejected is minimal and sufficient funds are available to perform this action.

**Local Business Enterprise (LBE):** The Sacramento City College Pedestrian/Bicycle Overcrossing Project (T15065700) has federal construction funding and requires conformance with Disadvantaged Business Enterprise (DBE) requirements. Therefore, the City's LBE requirements are held in abeyance. A DBE goal will be established for the project before the project is re-advertised for bids.

## Attachment 1

### Background:

The Sacramento City College Pedestrian/Bicycle Overcrossing Project (T15065700) will construct a new bicycle/pedestrian bridge crossing that will link the Curtis Park Village neighborhood with Sacramento City College and Regional Transit's Light Rail Station.

The project was advertised and bids were received on November 6, 2013. There was one sole bid from Viking Construction in the amount of \$8,896,717 which was significantly higher than the Engineer's estimate and the bid was rejected by the City Council on February 11, 2014. After reviewing the unit bid prices from the sole bid and the construction plans and specifications, staff identified several cost reduction options and revised the bid documents to decrease the construction cost. Several aesthetic features were removed including the colored and stamped concrete on the deck and the stair's lighted stainless steel hand rails. Also, the plans were revised to include less expensive lights instead of custom lights, and replacing the stainless steel wire mesh on the deck. A provision that restricted the contractor's construction operations was also removed from the contract. Prior to advertising for bids, the Caltrans bid advertisement website was checked to ensure bid opening did not coincide with other large and similar projects and additional outreach with potential bidders was completed to increase bidding participation.

The project was re-advertised and bids were received on April 9, 2014. The bids are summarized below:

<b>Contractor</b>	<b>Bid Amount</b>
Viking Construction	\$7,214,088
MCM Construction	\$7,239,447
C.C. Myers	\$7,464,991
Younger Construction	\$7,644,755
Golden State Bridge	\$8,560,532
Myers & Sons	\$9,706,101

The engineer's construction estimate was \$6,190,000.

The lowest bid exceeds the available funds for this project by approximately \$1,000,000. Staff has reviewed all aspects of the design, performed additional value engineering and identified elements which can be modified or deleted while still providing a completed project with the form, aesthetics and functionality originally envisioned for the bridge.

Following is a summary of the project changes that will be included in the revised plans and specifications to reduce the project construction cost:

1. Entry signs to the bridge, a large bronze plaque, and bridge up-lighting will be removed. These features are enhancements that are not required.
2. The colored stamping of the bridge ramp columns will be removed. This color and stamping treatment is beyond the standard concrete finish that is typical on all other City bridges and is not required.
3. The circular concrete bridge platform on the east side of the bridge will be removed. The platform provides additional bridge width at one portion of the bridge and is strictly an enhancement that is not required.
4. A custom designed retaining wall will be replaced with a less expensive modular retaining wall.
5. The auxiliary three-story stairway on the east side of the bridge will be removed. Staff has met with representatives of the Curtis Park Village development project to review and discuss the proposed modifications and deletions. After review of a less expensive stairway design, Curtis Park Village representatives indicated their preference was to remove the auxiliary stairway altogether due to its excessive height and staff concurs.
6. Staff also met with Los Rios Community College District (LRCCD) executive management to review and discuss the proposed modifications and deletions to the project. LRCCD has agreed to increase the closure of 24<sup>th</sup> Street on the college site from several two week closures over the summer and winter breaks to a continuous four month closure between September 2014 and January 2015. This is a significant change to the project specifications as it is a continuous closure which will enable the contractor to work more efficiently and is expected to result in a significant cost reduction for work on the west side of the bridge.
7. LRCCD has indicated its preference to keep the stairway on the west side of the bridge and has agreed to design changes which will significantly reduce the cost of the two story stairway.

Upon the City Council's rejection of bids, bid re-advertisement is anticipated to occur in mid-June, contract award in August 2014, construction in September 2014, and project completion in fall 2015.