

# Agenda Report

TO: CITY COUNCIL October 18, 1999

FROM: City Manager

SUBJECT: Contract Award – Installation of Traffic Signals at the Intersection of Fair Oaks Avenue at Peoria Street and Other Locations for an Amount Not to Exceed \$192,400.00

## RECOMMENDATIONS:

It is recommended that the City Council:

1. Accept the bid dated September 15, 1999 submitted by L.A. Signal, Inc. in response to the specifications for the Installation of Traffic Signals at the Intersection of Fair Oaks Avenue at Peoria Street and Other Locations, reject all other bids received, and authorize the City Manager to enter into such contract as is required.
2. Adopt a resolution approving Program Supplement No. M006 to the Local Agency – State Agreement No. 07-5064 between the City of Pasadena and the State of California regarding Federal-Aid projects for the Installation of Traffic Signals at the Intersection of Fair Oaks Avenue at Peoria Street and Other Locations (STPL-5064[009]); and authorize the City Manager to execute the supplemental agreement as required.
3. Authorize the City Manager to execute a contract with the Pasadena Unified School District for improvements at the intersection of Lincoln Avenue and Idaho Street.
4. Adopt a resolution approving and accepting a Grant of Easement for traffic signal equipment on the west side of Lincoln Avenue at Idaho Street.

## BACKGROUND:

This project consists of the installation of traffic signals at the intersections of Fair Oaks Avenue and Peoria Street, Lincoln Avenue and Idaho Street, and Colorado Boulevard and Melrose Avenue.

These projects are included in the approved FY 2000-2004 Capital Improvement Program and have been combined into a single project for cost efficiency. The Public Works and Transportation Department has prepared plans and specifications for the subject project and bids have been requested and received.

This project will provide for the installation of new traffic signal and street light standards, traffic signal equipment, street light luminaires, conduits, conductors, pull boxes, loop detectors, striping, and miscellaneous appurtenant work. In addition, the red signals will be light emitting diodes (LEDs) rather than incandescent lamps. Studies have shown that substantial savings in energy costs are achieved when using LED signals.

In order to provide proper signal operation and visibility at Lincoln Avenue at Idaho Street, the City and the Pasadena Unified School District have agreed upon the relocation of a parking lot driveway and the installation of some traffic signal equipment on school property. A public easement is required to allow the City to install and maintain the equipment on school grounds. The District has prepared an agreement identifying each party's responsibility for these improvements. The signal improvements will be made at no expense to the School District and the driveway will be relocated at no expense to the City.

Grant of Easement documents have been prepared by the Public Works and Transportation Department. Upon execution by the Pasadena Unified School District, they will be ready for approval and acceptance by the City Council. The property included in the Grant of Easement is legally described in the text and is geographically shown on attached Public Works and Transportation Department Drawing No. 5066.

A finding of compliance with the General Plan was previously made and is shown on pages 5.13, 5.22, and 5.47 of the FY 2000-2004 Capital Improvement Program.

The City's Environmental Administrator has determined the project was categorically exempt under the California Environmental Quality Act (CEQA) Guidelines in Section 15301(c), Existing Facilities, of the California Code of Regulations Title 14, Chapter 3. This exemption includes minor alteration of existing highways and streets involving negligible expansion of use beyond that previously existing. A Notice of Exemption for the project was filed with the Los Angeles County Clerk on August 10, 1998.

The project was advertised in The Journal News on August 19, 1999. In addition, the Notice Inviting Bids was published in five trade publications and letters were sent to fifteen minority organizations informing them the project was advertised and requesting bids. A total of twenty-one bid packets were obtained by contractors. Three of the contractors were protected class owned firms, two of which submitted a bid for the project.

Following advertising, bids were received on September 15, 1999 and are as follows:

<u>Bidder</u>	<u>Amount</u>
1. Inspection Engineering Construction (I.E.C.), Costa Mesa	\$169,954.42
2. L.A. Signal, Inc., City of Industry*	\$174,929.80
3. Steiny & Company, Inc., Sun Valley	\$181,527.00
4. KDC, Los Alamitos	\$183,117.43
5. Taft Electrical, Ventura	\$185,064.19
6. Maverick Electric, Inc., Downey*	\$194,404.00
7. C.T.&F., Bell Gardens	\$197,477.00
8. California Electric Services, Glendale	\$241,900.00
9. Peek Traffic dba Signal Maintenance, Inc., Anaheim	\$248,178.90
10. Comet Electric, Canoga Park	\$276,830.00
Engineer's Estimate	\$204,900.00

\*Protected Class Firm

This project is subject to the requirements of the Federal Disadvantaged Business (DBE) Program and a goal of 11% participation by DBE firms was established. Although Inspection Engineering Construction (I.E.C.) was the lowest bidder, I.E.C. failed to meet the DBE goal or to show good faith efforts to meet this goal. As a result, the bid submitted by I.E.C. is non-responsive. The next lowest bidder, L.A. Signal, Inc., has submitted documentation indicating that 11% DBE participation will be provided for this project. Therefore, L.A. Signal, Inc. is the lowest responsive and responsible bidder and it is recommended that they be awarded the contract for this project.

The proposed contract with L.A. Signal, Inc. fully complies with the Affirmative Action in Contracting Ordinance and the rules and regulations promulgated thereunder. The contractor selection process fully complied with this ordinance and its rules and regulations. The contractor has indicated that the award of this contract will result in no new hires for the firm.

The contract for this project will be set up as follows:

Base Bid	\$ 174,929.80
Contingency Allowance	<u>17,470.20</u>
Contract "Not to Exceed" Amount	\$ 192,400.00

It is anticipated that contract time will begin in November 1999. Actual work will begin in January, 2000 and be completed in March, 2000.

Most of the funds for this project are from Federal STP Funds. The State of California, acting through the Department of Transportation (Caltrans), administers certain Federal Highway Funds. These funds are made available to the City of Pasadena pursuant to the provisions of

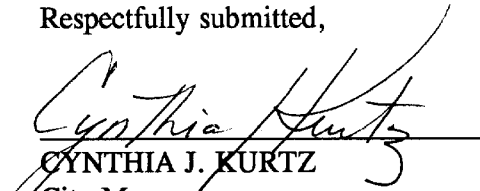
Local Agency-State Agreement No. 07-5064 (City of Pasadena Agreement No. 16,298) entered into by the parties on April 3, 1997. Funding for specific projects requires execution of supplemental agreements. To obtain funds for this project, it is necessary that a resolution be adopted authorizing the City Manager to execute Program Supplement No. M006.

FISCAL IMPACT:


Upon execution of Program Supplement No. M006, funds for this project will be available in Budget Account Nos. 75008, 75940, and 75943.

The estimated annual energy cost associated with these new traffic signal installations is \$5,500.00. Funds have been requested and allocated in the Fiscal Year 2000 budget.

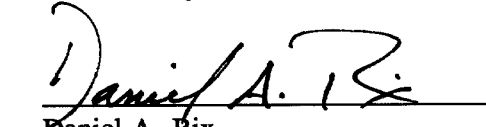
Respectfully submitted,

  
CYNTHIA J. KURTZ  
City Manager

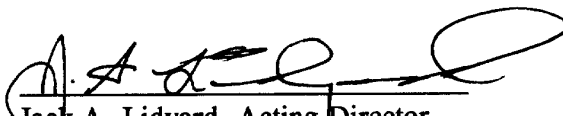
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