



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Matt Cano

SUBJECT: SEE BELOW

DATE: May 18, 2020

Approved

Date

5/21/2020

COUNCIL DISTRICT: 6

**SUBJECT: AWARD OF CONTRACT FOR 8959 – TRAFFIC SIGNAL
MODIFICATION AT HEDDING STREET AND MONROE STREET**

RECOMMENDATION

- (a) Report on bids and award of contract for the 8959 – Traffic Signal Modification at Hedding Street and Monroe Street to the low bidder, Rosendin Electric, Inc., in the amount of \$1,011,035.
- (b) Approve a five percent contingency in the amount of \$50,552.

OUTCOME

Award of the construction contract to Rosendin Electric, Inc., will enable 8959 – Traffic Signal Modification at Hedding Street and Monroe Street Project to proceed. Approval of a five percent contingency will provide funding for any unanticipated work necessary for the proper completion of the project.

BACKGROUND

In November 2009, Council approved Bike Plan 2020 which identified Hedding Street and Monroe Street as Primary Bikeways. These Primary Bikeways serve as a comprehensive network of bikeways that provide safe and convenient corridors for bicyclists to travel across town. For this reason, the City of San José implemented a lane reallocation project along Hedding Street in 2017 and another lane reallocation project along Monroe Street in 2018. These projects were implemented through the City's Annual Pavement Maintenance Program, which provides various Department of Transportation divisions the opportunity to make striping changes to each street based on safety concerns, departmental policies, or Council-approved planning efforts. Both projects reduced travel lanes in each direction to create a complete street

network that included bike lanes and reduced the overall motor vehicle traffic capacity at Hedding Street and Monroe Street.

The traffic signal system at Hedding Street and Monroe Street was installed in 1963 and was last modified in 1992. To address the reduction in capacity and to enhance the safety at this multi-modal intersection, a traffic signal modification is necessary to convert the traffic signal operation into a fully protected 8-phase operation.

This project will enhance pedestrian, bicyclist, transit safety and access at Hedding Street and Monroe Street. The project will also upgrade existing traffic signal equipment and improve operations by adding protected left-turn movements in the northbound/southbound directions. The project will reduce curb radii and install new storm drain inlets, eight ADA compliant ramps, and street lighting. This project is City funded.

Due to an expected long lead time to fabricate the traffic signal poles and cabinet, construction is scheduled to begin in January 2021 with completion expected in March 2021.

ANALYSIS

The project was advertised on February 12, 2020 and received a total of three bids on March 5, 2020 with the following results:

Contractor	Total Bid	Variance Amount	Over/(Under) Percent
Rosendin Electric, Inc. (San José)	\$1,011,035	(\$46,015)	(4)
Engineer's Estimate	1,057,050	---	---
Tennyson Electric, Inc. (Livermore)	1,181,703	124,653	12
Ray's Electric (Oakland)	1,206,196	149,146	14

The low bid submitted by Rosendin Electric, Inc. is four percent under the Engineer's Estimate. The bid is considered reasonable for the work involved.

San Jose Municipal Code Section 27.04.050 provides for a standard contingency of no more than ten percent of the total contract amount for all Public Works projects except those involving the renovation of a building. The recommended contingency for this project of five percent of the contract amount complies with Section 27.04.050.

Project Labor Agreement Applicability

A Project Labor Agreement (PLA) is not applicable to this project as the Engineer's Estimate is under \$3,000,000.

Local and Small Business Outreach

The recommended contractor, Rosendin Electric, Inc., is located in San José, California, but has more than thirty-five employees. Thus, it is a local business contractor but does not meet the requirements for consideration as a small business contractor. In order to facilitate local and small business participation on this project, the following actions were taken. During the design, the project engineers separated the following items for subcontracting opportunities: street clean-up, pavement improvement, sidewalk improvement, storm drain facilities improvement, traffic signage and striping work, and electrical work in order to facilitate the ability for more local contractors to bid on the project. Rosendin Electric, Inc. has listed five subcontractors on their bid documents: D & M Traffic from the City of Santa Clara, Ninyo & Moore from San José, Incompli from Aliso Viejo, Sposeto Engineering from Livermore, and Chrisp Company from Fremont.

CONCLUSION

The construction contract should be awarded to Rosendin Electric, Inc., whose low bid is reasonable based on the current bidding environment. This action will allow for the modification of the existing traffic signal at Hedding Street and Monroe Street to improve safety, accessibility, and efficiency for all modes of travel.

EVALUATION AND FOLLOW-UP

The project is currently within budget and on schedule. No additional follow up action with Council is expected at this time.

CLIMATE SMART SAN JOSÉ

The recommendation in this memo aligns with one or more Climate Smart San José energy, water or mobility goals.

PUBLIC OUTREACH

The public outreach for this traffic signal project was coordinated with Council District 6 and initiated by Department of Transportation staff. Neighborhood and community meetings were

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held on May 3, 2017, October 30, 2017, and July 30, 2018 to inform the public and gather input on the lane reallocation projects for Hedding Street and Monroe Street. Community participation in these meetings identified strong community interest in addressing the project intersection.

Additionally, to solicit contractors, this project was listed on Biddingo and advertised in *San José Post Record*. The complete bid package and project information for all Department of Public Works construction projects are available on Biddingo for interested contractors, contractor organizations, and builders' exchanges.

City staff and the contractor will continue public outreach to the affected neighborhoods and businesses prior to and during construction.

This memorandum will be posted on the City's website for the June 2, 2020, City Council Agenda.

COORDINATION

This project memorandum has been coordinated with the Department of Transportation, the City Attorney's Office, and the City Manager's Budget Office.

COMMISSION RECOMMENDATION/INPUT

No commission recommendation or input is associated with this action.

FISCAL/POLICY ALIGNMENT

The project aligns with the Transportation and Aviation Services CSA outcomes to provide viable transportation choices that promote a strong economy and to provide a transportation system that enhances community livability. The project adheres to *San José Complete Streets Design Standards & Guidelines* to build streets that safely accommodate all modes of travel.

COST SUMMARY/IMPLICATIONS

1. AMOUNT OF RECOMMENDATION/COST OF PROJECT:

Project Delivery*	\$ 609,843
Construction	1,011,035
Contingency	50,552
TOTAL PROJECT COSTS	\$1,671,430
Prior Cost Expenditures (through February 2020)**	(305,636)
REMAINING PROJECT COSTS	\$1,365,794

*Project Delivery includes \$305,636 for Design Services and \$304,207 for Construction Management and Inspection Services.

**Prior Cost Expenditures were charged to appropriation 7434, Safety – Traffic Signal Modifications/Construction.

2. COST ELEMENTS OF AGREEMENT/CONTRACT:

Traffic Control	\$ 129,103
Water Pollution Control	32,330
Storm Drain Facilities	138,812
Concrete Work	129,660
Asphalt Concrete Pavement	140,219
Traffic Signage and Striping Work	53,218
Electrical Work	387,693
TOTAL AGREEMENT/CONTRACT AMOUNT	\$1,011,035

3. SOURCE OF FUNDING:

- 429 – Building and Structure Construction Tax Fund
- 001 – General Fund

Additional funding of \$85,794 will be required to cover the remaining project delivery costs. This will be funded by appropriation 7434, Safety – Traffic Signal Modifications/Construction.

4. FISCAL IMPACT: There is no fiscal impact as a result of this traffic signal modification since the Department of Transportation has already budgeted for the operation and maintenance of this signal.

BUDGET REFERENCE

The table below identifies the fund and appropriations to fund the contract recommended as part of this memorandum.

Fund #	Appn #	Appn. Name	Total Appn	Amt. for Contract	2019-2020 Adopted Capital Budget Page	Last Budget Action (Date, Ord. No.)
429	416P	Traffic Signal at Monroe and Hedding Streets	\$1,000,000	\$1,000,000	V - 840	06/18/2019 Ord. No. 30286
001	416P	Traffic Signal at Monroe and Hedding Streets	\$280,000	\$11,035	V - 840	06/18/2019 Ord. No. 30286

CEQA

Categorically Exempt, File No. PP18-029, CEQA Guidelines Section 15301(c), Existing Facilities.

/s/
MATT CANO
Director of Public Works

For questions, please contact Michael O’Connell, Deputy Director of Public Works, at (408) 535-8300.

Attachment: Location Map

LOCATION MAP

PROJECT: TRAFFIC SIGNAL MODIFICATION AT
HEDDING STREET AND MONROE STREET

