



**MONROE CITY COUNCIL**

**Agenda Bill No. 19-150**

<b>SUBJECT:</b>	<b>Award Bid/Authorize Mayor to Sign Contract with Kamins Construction for the Kelsey Street &amp; Blueberry Lane Intersection Improvements Project</b>
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<b>DATE:</b>	<b>DEPT:</b>	<b>CONTACT:</b>	<b>PRESENTER:</b>	<b>ITEM:</b>
07/23/2019	Public Works Design & Construction	Jim Gardner	Scott Peterson	<b>Consent Agenda #3</b>

**Discussion:** 12/06/2016; 01/24/2017; 03/07/2017; 01/16/2018; 07/23/2019  
**Attachment:** 1. Vicinity Map

**REQUESTED ACTION:** Move to award the Kelsey Street and Blueberry Lane Intersection Project, M2018-0006, to Kamins Construction in the amount of \$322,093.00; authorize the Mayor to sign the Construction Contract thereto; and expressly authorize a contingency amount up to twenty percent to address further minor revisions as deemed necessary or appropriate per Section 5 of the Procurement Policies & Procedures.

**POLICY CONSIDERATIONS**

*In accordance with Section 4.2 of the Procurement Policies & Procedures, contracts costing \$100,000 or more require City Council approval.*

**DESCRIPTION/BACKGROUND**

The Kelsey Street and Blueberry Lane Intersection Project was authorized by the Monroe City Council at the January 16, 2018, regular business meeting. This project will improve safety and reduce congestion at this intersection and along Kelsey Street between the BNSF railroad tracks and US2. The proposed improvements include creating a northbound left turn lane at Blueberry Lane to provide queuing capacity for northbound vehicles on Kelsey Street wanting to turn left onto Blueberry Lane. A low-profile, mountable concrete island will be installed at the Blueberry Lane intersection to help channelize left turn movements. North of this intersection, the existing channelization will be restriped to create two northbound lanes and one southbound lane on Kelsey Street. The centerline stripe will be replaced with yellow, non-mountable concrete curb with tubular pylons to prevent left turn movements between the railroad tracks and US2. BNSF will modify the railroad crossing arms to accommodate the new lane configuration.

Century West was awarded the design contract in April 10, 2018, and the completed design was advertised for contractor bids in the Daily Journal of Commerce on June 27<sup>th</sup> and July 5<sup>th</sup>. The City received three bids from contractors, with the two apparent low bids shown below. The engineer's estimate was \$400,000.

Apparent Low:	Kamins Construction	\$322,093.00
Second Apparent Low:	SRV Construction	\$392,666.50

After review, state licensing verification, and reference calls, the lowest responsive bidder is Kamins Construction and is being offered the construction contract.

## FISCAL IMPACTS

The project is included in the approved 2019 budget for the Street 318 Fund. The following table summarizes the project finance position:

FY 2019	2019 Budgeted	2019 Spent to-date	Anticipated Construction Cost	Total Anticipated 2019 Expenditures
318 Street	\$316,538	\$8,462*	\$322,093.00+172,818.60**	\$494,411.60

\*Public Outreach, bid advertisement, and remaining design contract costs

\*\*Construction contract (\$322,093.00) + potential 20% contract contingency (\$64,418.60) + construction inspection services (\$98,400) + material testing services (est. \$10,000) = \$494,411.60

Project expenditures will exceed the anticipated cost outlined in the approved 2019 budget. The increases are due to:

1. Contracting for inspection services due to unanticipated turnover in inspector staffing.
2. Increasing the scope to improve the area near the railroad crossing in preparation for establishing a train “quiet zone” area.
3. Design cost rollovers into the 2019 fiscal budget cycle due to delays in obtaining Utilities and Transportation Commission (UTC) approval to modify the at-grade crossing over the railroad tracks.

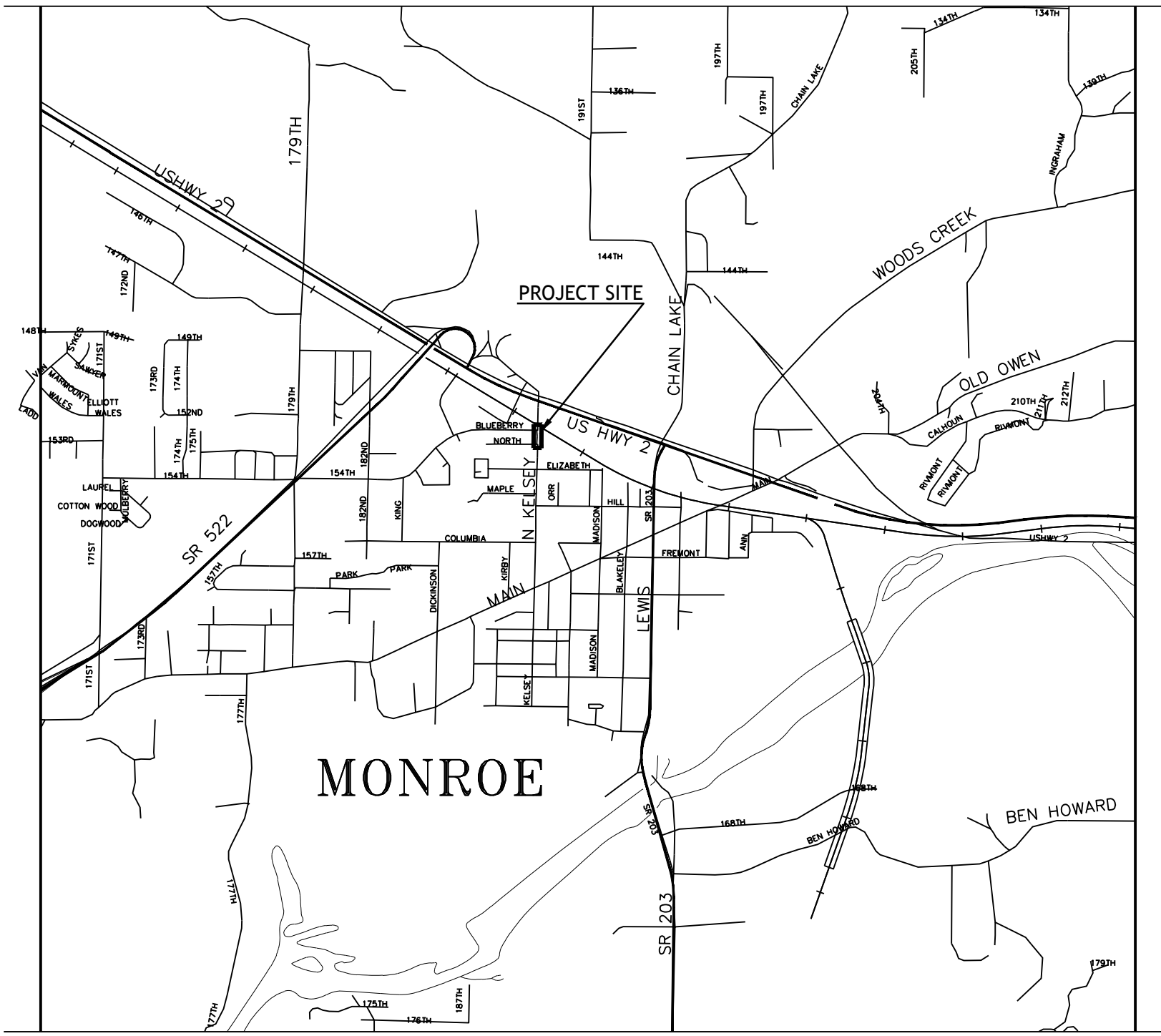
The 318 Street Fund budget may eventually need to be amended depending on other Fund 318 projects’ actual expenditures in 2018.

## TIME CONSTRAINTS

Action during this Council Meeting is needed to keep with the overall planned timeline for delivering this year’s construction projects, including performing as much work during the remaining dry season.

## ALTERNATIVES

1. Do not award the contract and staff to areas of concern. This will result in pushing the timeline for construction potentially into the winter months, likely resulting in a longer time to complete the work. If direction requires changes to the project scope, there were be additional costs to revise the design documents.



# VICINITY MAP NTS