



Legislation Text

File #: 11-0214, **Version:** 1

Recommendation to adopt Plans and Specifications No. R-6747 for the Appian Way Bridge repainting project; award the project to, and authorize City Manager to execute the contract with Techno Coatings, Inc., in the amount of \$572,800, plus a 10 percent contingency amount of \$57,280, if necessary, for a total amount of \$630,080 and any amendments thereto; and

Increase appropriations in the Gas Tax Street Improvement Fund (SR 181) in the Department of Public Works (PW) by \$852,101. The source of funds is the Federal Highway Bridge Repair and Replacement Program (HBRRP). (District 3)

The Appian Way Bridge, which was built in 1961, is one of three bridges providing access to Naples Island. This bridge is comprised of seven bays (spans), and is approximately 403-feet long and 58-feet wide. This bridge superstructure and deck are supported by a major structural steel framework, along with reinforced concrete piles and pile caps. In 2008, an expert independent coating specialist firm conducted a formal field and laboratory investigation and coating evaluation of the entire bridge. This study determined that the conditions of the coating on the structural steel framework and on the top deck pedestrian handrails are in various stages of decay. Accordingly, the study recommends a major maintenance program of appropriate cleaning, repairing, priming, and repainting. The work under this contract includes surface preparation, spot repairs, and the application of a variety of moisture-cured polyurethane protective primers and coatings to the steel surfaces of the bridge. These surfaces include, but are not limited to, girders, beams, braces, bars, plates, welds, framing bolts, and handrails. The contractor is also required to provide any and all appropriate worker safety and environmental protection, along with navigational access and safety measures as determined the United States Coast Guard and others.

City Council's adoption of the plans and specifications and award of the contract to the lowest responsible bidder are being recommended concurrently in order to expedite implementation of this project. The project was advertised for bids on November 29, 2010, and bids were opened on January 19, 2011. In addition to placing an advertisement for bids in the Long Beach Press Telegram, bid documents were made available through the City's weblink at, <http://www.PlanetBids.com> in a continuing effort to increase participation of local businesses, Minority Business Enterprises (MBEs), Women Owned Business Enterprises (WBEs), and Disadvantaged Business Enterprises (DBEs). Bid documents were also sent to several trade publications and plan rooms catering to these groups within the construction industry.

For this bid, 593 firms registered on the website were notified via automatic email notice, including 72 located in Long Beach. Six sets of bid documents were purchased by prospective bidders, and two bids were received. Of the bidding firms, none were local businesses, and none were certified MBE, WBE or DBE. Techno Coatings, Inc., of Anaheim, CA, has been determined to be the lowest responsible bidder.

In accordance with the California Environmental Quality Act, a Categorical Exemption CEP-473-04 has been issued for this project. In addition, a categorical exclusion was secured under the National

Environmental Policy Act. Moreover, this maintenance project is exempt from California Coastal Commission as per letter received on May 9, 2008.

This matter was reviewed by Deputy City Attorney Linda Trang on February 2, 2011 and by Budget Management Officer Victoria Bell on February 10, 2011.

SUSTAINABILITY

It is estimated that this project will extend the life of the bridge significantly. Repairing and maintaining the surface quality of the bridge will protect and sustain the current level of bridge service and overall bridge infrastructure material investment. It will also complement the seismic retrofit of the bridge that was completed for the City of Long Beach by the County of Los Angeles in 1999.

City Council action on this matter is requested on March 1, 2011, to authorize commencement of this capital improvement project. As per the project plans and specifications, once approved by the City Council, the contractor is required to submit a proposed method of construction (project Work Plan), for review and approval by the Coast Guard Bridge Office of the Eleventh Coast Guard District, in terms of navigational safety, environmental protection and boat owner notifications, which will require approximately 45 calendar days in total. The project is, therefore, projected to begin on or about May 1, 2011. Due in part to the intricate mobilization efforts at each of the seven bridge spans, construction will take approximately 80 working days (4 calendar months).

This project is funded by the Federal Highway Bridge Repair and Replacement Program (HBRRP). Since this funding is not yet appropriated, an appropriation increase of \$852,101 in the Gas Tax Street Improvement Fund (SR 181) in the Department of Public Works (PW) is requested for the contract award and construction inspection costs. Proposition 42 funds of \$306,698 for federal match and construction support are budgeted in the Gas Tax Street Improvement Fund (SR 181) in the Department of Public Works (PW). There is no impact to the General Fund. This project will create an estimated six full-time equivalent (FTE) local jobs.

Approve recommendation.

MICHAEL P. CONWAY
DIRECTOR OF PUBLIC WORKS

APPROVED:

PATRICK H. WEST
CITY MANAGER