

# Council Communication

## September 1, 2015, Business Meeting

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### **Award of Contract to Apparent Low Bidder for the Oak St. Railroad Pedestrian Crossing Improvement**

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**FROM:**

Scott A. Fleury, Engineering Services Manager, Public Works/Engineering, [fleury@ashland.or.us](mailto:fleury@ashland.or.us)

**SUMMARY**

The Council is asked to approve award of a construction contract for the Oak St. Railroad Crossing Pedestrian Improvement project. On August 20, 2015 at 2:00 p.m. bids submitted for the Oak St. Railroad Project were opened and publicly read. Bids were received from four contractors with KOGAP Enterprises Inc. providing the low bid.

**BACKGROUND AND POLICY IMPLICATIONS:**

*Bidding Procedure:*

The Oak St. Railroad Crossing Pedestrian Improvement Project was publicly bid on July 30, 2015. The project was advertised in the Mail Tribune and the Daily Journal of Commerce. In addition, project plans and specifications were sent to several plan centers and were also posted on the City's website. Bids were opened on August 20, 2015, at 2:00 p.m., with four contractors responding. All four bids were valid and contained the required bonds, documentation, and acknowledgements. Bidding information is shown on the attached proposal summary form.

*Project Description:*

In 2007, the City entered into a rail agreement with the Central Oregon and Pacific Railroad (CORP) to jointly improve the railroad crossing at Oak St. The City portion of the project includes construction of sidewalks on both sides of Oak St. across the railroad, paving and installation of appropriate signs and striping. CORP will install new concrete crossing panels, remove old warning signs and install new crossing arms. In order for CORP to perform the necessary work, Oak St. will need to be closed at the railroad crossing and an appropriate traffic detour installed. The railroad estimates the closure dates for their portion of the project will be September 19 and 20. Once CORP finishes their portion of the project, KOGAP will proceed with the City's required work per the railroads order.

**FISCAL IMPLICATIONS:**

The Oak St. Railroad Crossing Pedestrian Improvement Project is funded directly by the City as a capital improvement project (CIP). The established biennium CIP project budget for engineering and construction is \$150,000. OBEC engineers were previously awarded the engineering in the amount of \$33,917, leaving \$116,083 of available funds to complete the construction phase.

**STAFF RECOMMENDATION AND REQUESTED ACTION:**

Staff recommends the Council accept the bid and authorize the award of contract with KOGAP



Enterprises Inc. in the amount of \$71,347.50 for the Oak St. Railroad Crossing Pedestrian Improvement Project.

**SUGGESTED MOTION:**

Move to approve the bid and award of contract to KOGAP Enterprises Inc. in the amount of \$71,347.50 for the Oak St. Railroad Crossing Pedestrian Improvement Project.

**ATTACHMENTS:**

Bid Summary

Construction Drawing Set



# CITY OF ASHLAND - ENGINEERING DIVISION

## SUMMARY OF PROPOSALS

Project: **Oak Street Railroad Crossing**  
 Project No.: **2007-13**  
 Date of Bid Opening: **August 20, 2015, 2:00 p.m., Siskiyou Conference Room**  
 No of Addendum: **One**

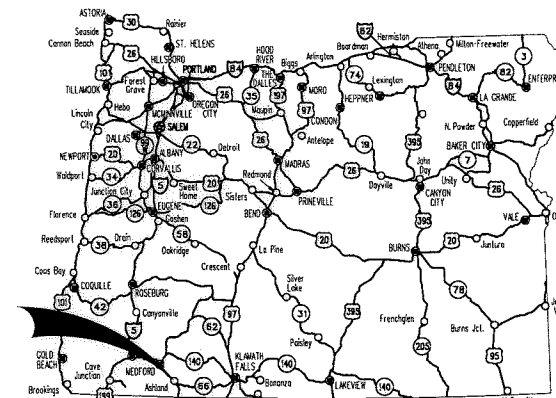
	1	2	3
Name of Bidder	Kogap Enterprises, Inc.	Knife River Materials	Pilot Rock Excavation, Inc.
Sum of Bid	\$71,347.50	\$80,553.53	\$85,635.00
Name of Bonding Co.	Travelers Casualty and Surety Company of America	Liberty Mutual Insurance Company	International Fidelity Insurance Company
Amount of Bid Bond	10%	10%	10%
Addendum Acknowledged	Yes	Yes	Yes
Notes	-	-	-

	4	5	6
Name of Bidder	Roxy Ann Rock, Inc.		
Sum of Bid	\$107,995.00		
Name of Bonding Co.	Old republic Surety Company		
Amount of Bid Bond	10%		
Addendum Acknowledged	Yes		
Notes	-	-	-

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Details
3	Alignment And General Construction
3A	Profile
GA	Erosion Control Plan

CITY OF ASHLAND  
PUBLIC WORKS DEPARTMENT  
PLANS FOR PROPOSED PROJECT  
**GRADING, DRAINAGE, PAVING & SIGNING**  
**OAK STREET RAILROAD CROSSING**

**ASHLAND**  
**JACKSON COUNTY**  
**AUGUST 2015**



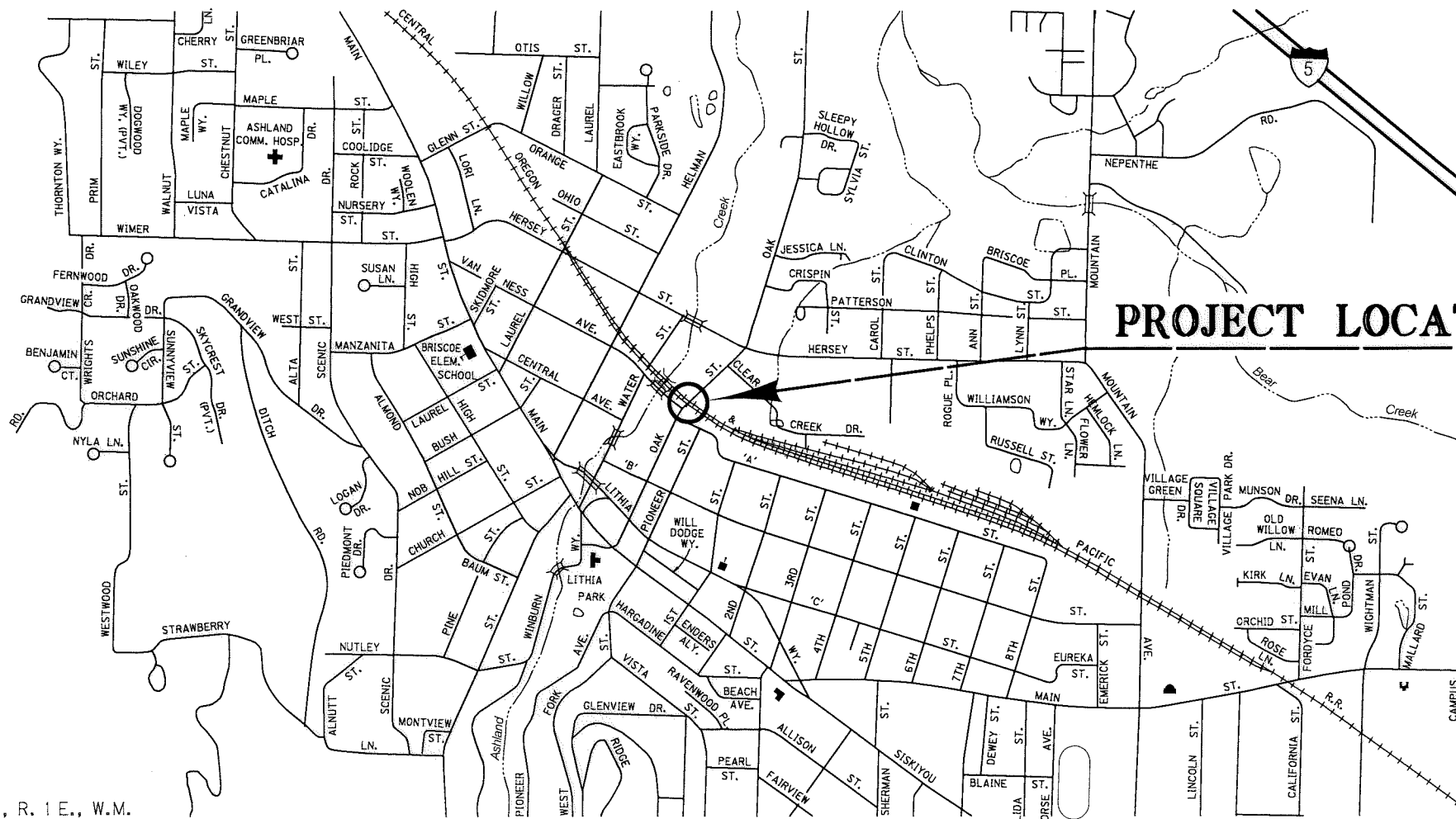
Overall Length Of Project - 0.02 Miles

**ODOT Std. Drg. Nos.**

- TM200 - Sign Installation Details
- TM500 - Pavement Marking Standard Detail Blocks
- TM503 - Pavement Marking Standard Detail Blocks
- TM670 - Wood Post Sign Supports
- TM671 - 3 Second Gust Wind Speed Map
- TM676 - Sign Attachments
- TM800 - Tables, Abrupt Edge And PCMS Details
- TM821 - Temporary Sign Supports
- TM841 - Intersection Work Zone Details
- TM850 - 2-Lane, 2-Way Roadways
- RD759 - Truncated Dome Detectable Warning Surface Details & Locations
- RD1015 - Inlet Protection Type 4
- RD1035 - Sediment Barrier (Type 3)

**City Of Ashland Std. Drg. Nos.**

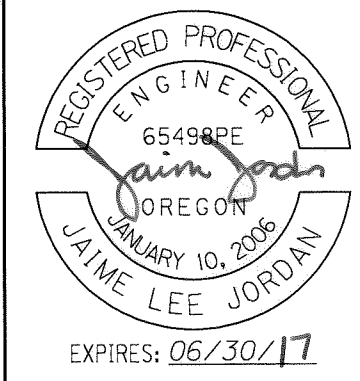
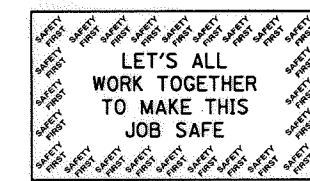
- CD115 - Monument Base Detail
- CD302 - Standard Pipe Trench
- CD374 - Area Catch Basin Detail
- CD700 - Curb & Gutter Detail
- CD720 - Sidewalk Details
- CD745 - Driveway Apron On Street With Sidewalk Adjacent To Curb
- CD750 - Handicap Ramp - Sidewalk Adjacent To Curb
- CD755 - Handicap Ramp - With Parking Strip



SEC. 4, T. 39 S., R. 1 E., W.M.

**PROJECT LOCATION**

**ATTENTION:**  
Oregon Law Requires You To Follow Rules Adopted By The Oregon Utility Notification Center. Those Rules Are Set Forth In OAR 952-001-0010 Through OAR 952-001-0090. You May Obtain Copies Of The Rules By Calling The Center. (Note: The Telephone Number For The Oregon Utility Center Is (503) 232-1987.)



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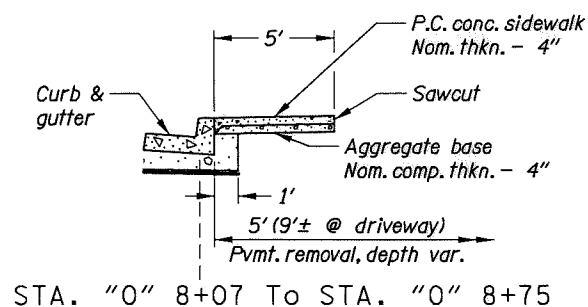
CORPORATE OFFICE:  
920 COUNTRY CLUB ROAD, SUITE 100B EUGENE, OREGON 97401-6089  
REGIONAL OFFICES:  
LAKE OSWEGO; SALEM; MEDFORD, OREGON; VANCOUVER, WASHINGTON

**OAK STREET RAILROAD CROSSING**  
ASHLAND  
JACKSON COUNTY

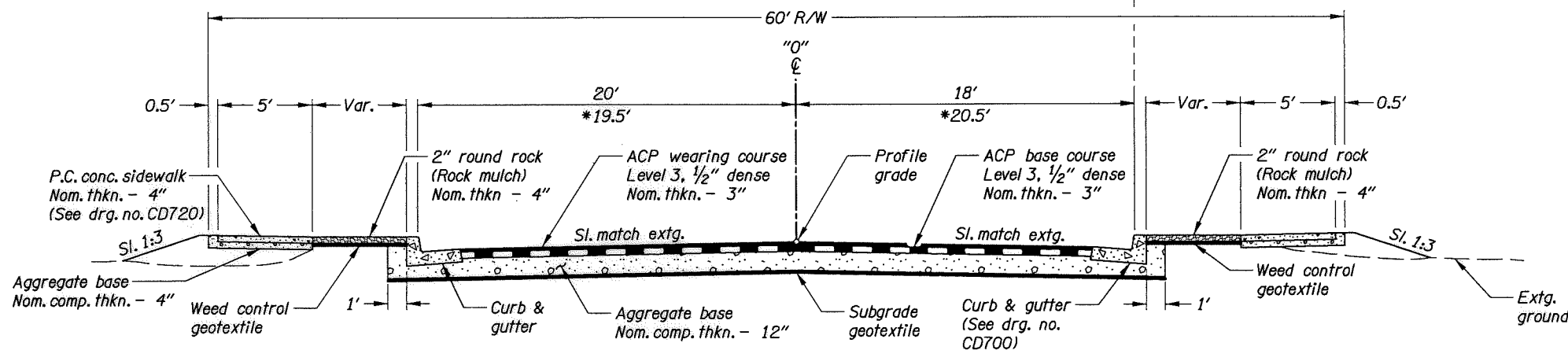
Designed By - Jaime Jordan  
Checked By - Stan Petroff  
Drafted By - Serban Dinca

**TITLE SHEET**

SHEET NO.  
**1**

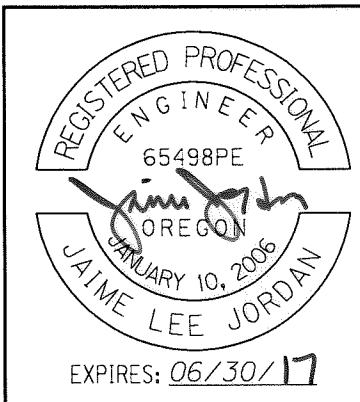


STA. "0" 8+07 To STA. "0" 8+75



STA. "0" 7+53 To STA. "0" 7+71  
 "0" 7+71 To "0" 7+81 (RR panels)  
 "0" 7+81 To "0" 8+84  
 "0" 7+84 To "0" 7+94 (RR panels)  
 \* "0" 7+94 To "0" 8+18

NOTE:  
Side slopes are shown as vert. to horiz.



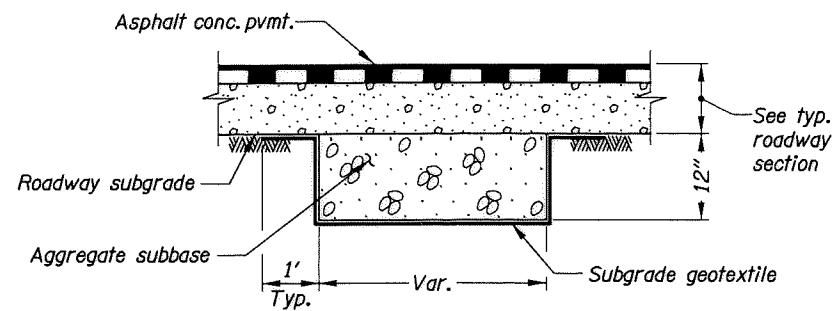
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**OAK STREET RAILROAD CROSSING**  
 ASHLAND  
 JACKSON COUNTY

Designed By - Jaime Jordan  
 Checked By - Stan Petroff  
 Drafted By - Serban Dinca

**TYPICAL SECTIONS**

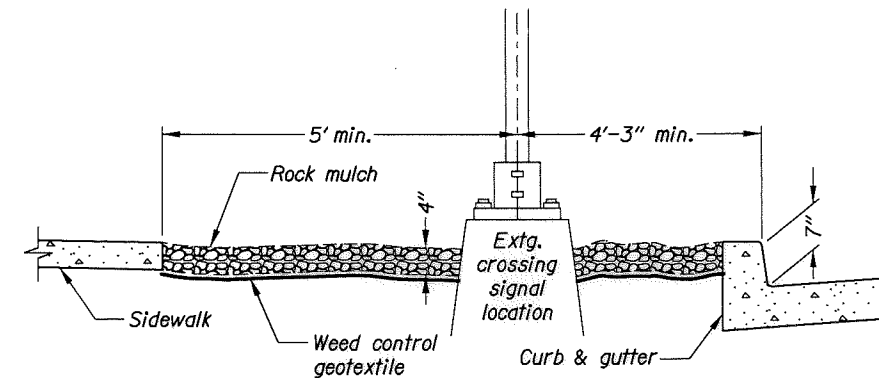
SHEET NO.  
**2**



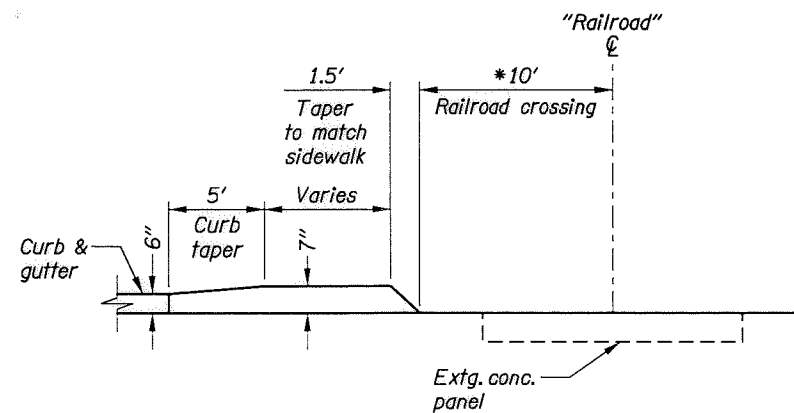
12" SUBGRADE STABILIZATION

NOTES:

1. Subgrade stabilization to be directed by Engineer.
2. Depth of subgrade stabilization to be determined per field conditions, by Engineer.
3. At the discretion of the Engineer subgrade geogrid may be added.



LANDSCAPE STRIP DETAIL



CURB EXPOSURE DETAIL

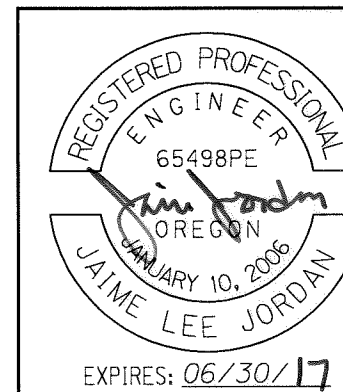
\*Measured perpendicular to railroad centerline.

NOTES:

1. Curb exposure shall be 7" at rail signal locations.
2. No curb exposure (Above the level of track) is allowed within 10'-0" of the track centerline. At railroad panels transition gutter pan to match flush with crossing panel.

7" CURB EXPOSURE DISTANCE

Location	Distance (ft)
NE corner	-
NW corner	3.8
SE corner	3.8
SW corner	-



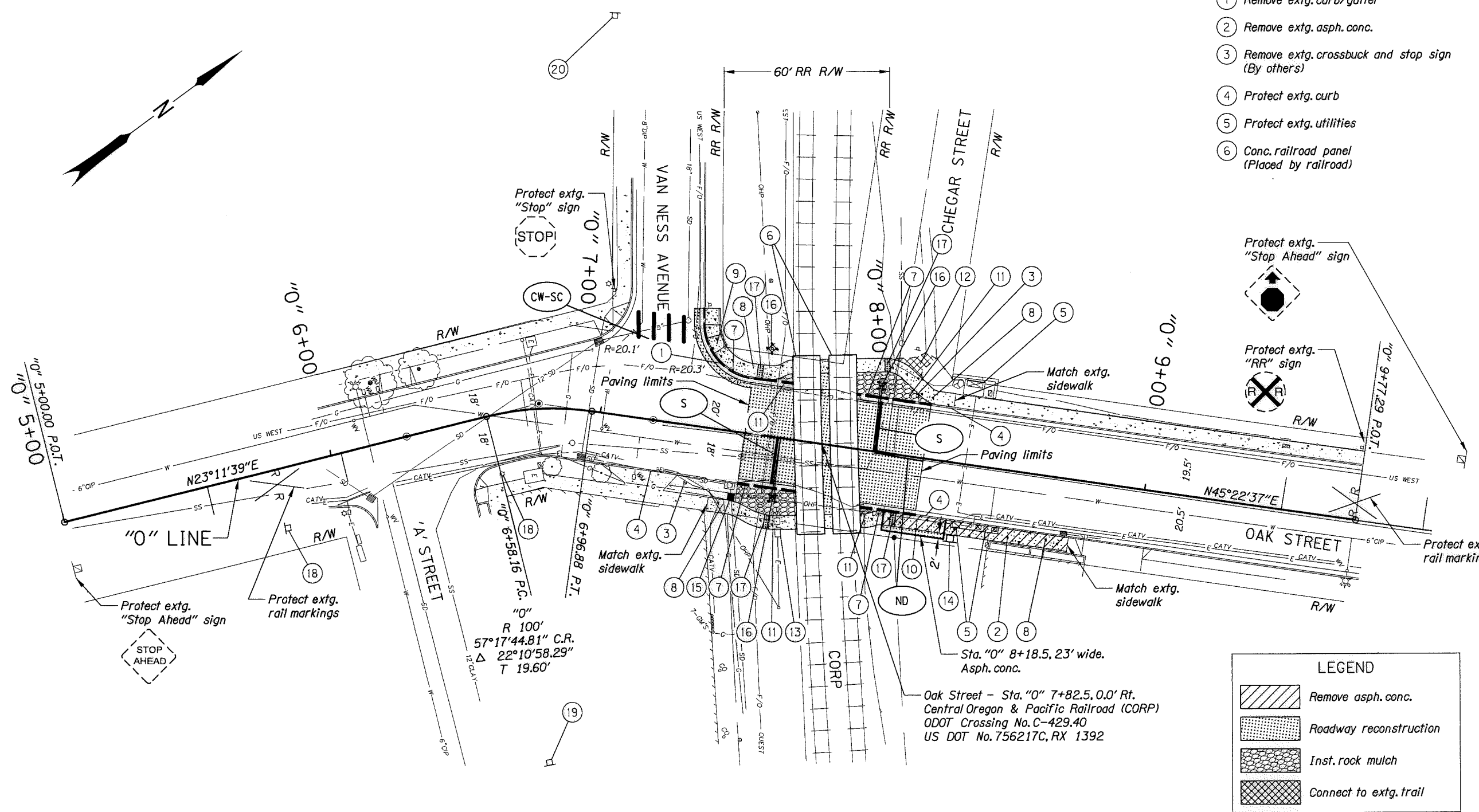
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DETAILS

SHEET NO.  
 2A



- ① Remove extg. curb/gutter (See drg. no. CD700)
- ② Remove extg. asph. conc.
- ③ Remove extg. crossbuck and stop sign (By others)
- ④ Protect extg. curb
- ⑤ Protect extg. utilities
- ⑥ Conc. railroad panel (Placed by railroad)
- ⑦ Const. conc. curb & gutter (See drg. no. CD700) (For details, see sht. 2A)
- ⑧ Const. 5' wide P.C. conc. sidewalk (See drg. no. CD720)
- ⑨ Const. handicap ramp, type B with truncated dome (See drg. no. CD750)
- ⑩ Const. conc. driveway Match extg. curb flares (See drg. no. CD745)
- ⑪ Inst. rock mulch Place around crossing signal (For details, see sht. 2)
- ⑫ Connect extg. path to sidewalk, 4" thick decomposed granite
- ⑬ Relocate utility pedestals (By others)
- ⑭ Sta. "0" 8+32.12, 27.76' Rt. Inst. 24"x24" "No Left Turn" (R3-2) sign on wood post support (See drg. nos. TM200, TM670, TM671, TM676)
- ⑮ Sta. "0" 7+51.30, 23.5' Rt. Inst. area drain over extg. storm sew. (See drg. no. CD374)
- ⑯ Inst. signal and crossing arm (By others)
- ⑰ Const. truncated domes (See drg. no. RD759)
- ⑱ Remove and reinstall extg. "RR" sign on wood post support to Sta. "0" 5+78.37, 21.65' Rt.
- ⑲ Sta "0" 6+49.80, 127.5' Rt. Inst. 24"x24" "Railroad Crossing and Cross Road Intersection Advance Warning" (W10-2) sign on wood post support (100' from extg. sign)
- ⑳ Sta "0" 6+91.93, 144.15' Lt. Inst. 24"x24" "Railroad Crossing and Cross Road Intersection Advance Warning" (W10-2) sign on wood post support (100' from extg. sign)

**LEGEND**

- Remove asph. conc.
- Roadway reconstruction
- Inst. rock mulch
- Connect to extg. trail

- PAVEMENT MARKING & SIGNING NOTES:**
1. Dimensions are approximate. All pavement markings and sign locations shall be approved in the field by the Engineer prior to installation.
  2. All material and workmanship shall conform to the requirements of the MUTCD latest edition adopted by ODOT, the Oregon Standard Drawings, the Oregon Standard Specifications For Construction and the Special Provisions of this project.
  3. All wood post supports shall be 4"x4", 12' length (Must be field verified) and a minimum footing depth of 4' unless otherwise noted.
  4. All new sign substrate shall be sheet aluminum.

**CW-SC** Staggered continental crosswalk Type B bars shown thus:

**ND** Narrow double no-pass two 4" yellow lines shown thus:

**S** 12" stop bar type B shown thus:

See drg. nos. TM500 & TM503.

REGISTERED PROFESSIONAL ENGINEER  
65498PE  
*Jaime Jordan*  
OREGON  
JANUARY 10, 2006  
JAIME LEE JORDAN  
EXPIRES: 06/30/17

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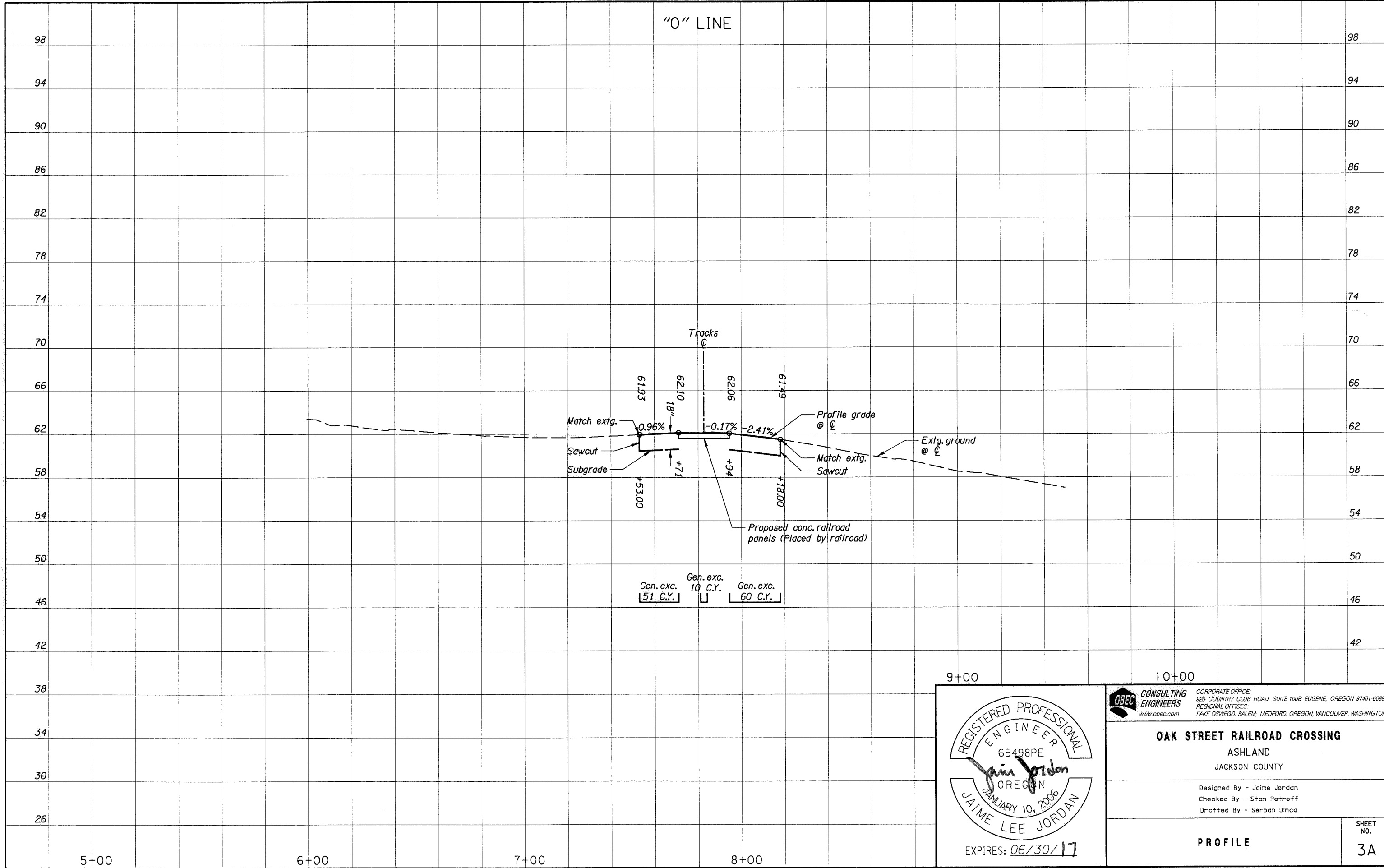
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**ALIGNMENT AND GENERAL CONSTRUCTION**

SHEET NO. **3**

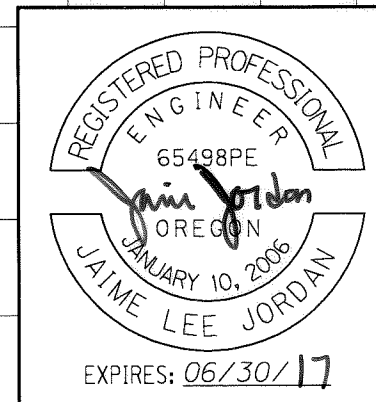
"O" LINE



Gen. exc. 51 C.Y.    Gen. exc. 10 C.Y.    Gen. exc. 60 C.Y.

9+00

10+00



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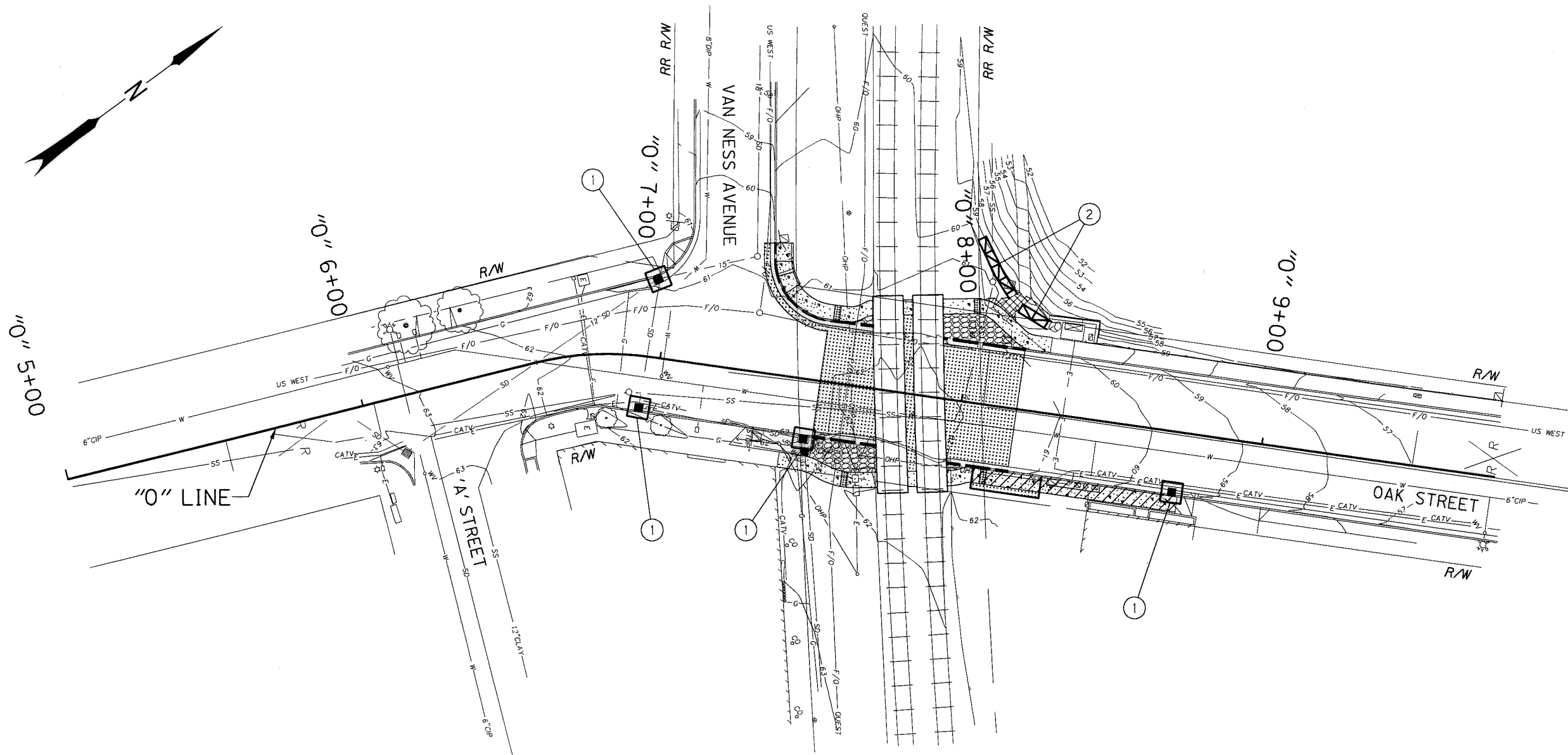
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 Drafted By - Serban Dinac

**PROFILE**



SHEET NO. **3A**



- ① Inst. inlet protection (Type 4)  
(See drg. no. RD1015)
- ② Inst. sediment barrier (Type 3)  
Straw wattle  
(See drg. no. RD1035)



**LEGEND**

-  Inlet protection
-  Sediment barrier (Type 3) straw wattle

**STANDARD DRAWINGS**

- RD1000 Construction Entrances
- RD1005 Check Dams Type 1, 3 and 4
- RD1006 Check Dams Type 2 and 6
- RD1010 Inlet Protection Type 2, 3, 6 and 7
- RD1015 Inlet Protection Type 4
- RD1030 Sediment Barrier Type 2, 3 and 4
- RD1031 Temporary Barrier (Aggregate or Brush)
- RD1032 Sediment Barrier Type 8
- RD1033 Compost Filter Berm Sediment Barrier Type 9
- RD1035 Sediment Barrier Type 3
- RD1040 Sediment Fence
- RD1045 Temporary Slope Drain With Energy Dissipator
- RD1050 Temporary Scour Basin
- RD1055 Slope and Channel Matting
- RD1060 Tire Wash Facility Type 1 and 2
- RD1065 Temporary Sediment Trap
- RD1070 Concrete Truck Washout

**GENERAL NOTES:**

The construction, adjustment, maintenance, and upgrading of these Erosion and Sediment Control measures is the responsibility of the Contractor for the duration of the project to comply with Section 00280 of the Oregon Standard Specifications for construction and the NPDES 1200-CA permit.

Erosion and Sediment Control measures shown on this plan are for anticipated site conditions. Adjust or upgrade these measures for unexpected storm events to ensure that sediment and sediment-laden water does not leave the site.

Develop a revised plan of the Erosion and Sediment Control measures shown as required by Section 00280, Oregon Standard Specifications for Construction. Implement this plan for all clearing and grading activities and in segments applicable to each staging phase. Construct in such a manner so as to ensure that sediment and sediment-laden water does not enter the roadway or drainage system, or violate applicable water standards.

Install measures within the right-of-way unless directed otherwise.

REGISTERED PROFESSIONAL ENGINEER  
65198PE  
*Jaime Jordan*  
OREGON  
JANUARY 10, 2006  
JAIME LEE JORDAN  
EXPIRES: 06/30/17

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**EROSION CONTROL PLAN**

SHEET NO.  
GA