



## Legislation Details (With Text)

<b>File #:</b>	16-2120	<b>Version:</b>	1	<b>Name:</b>	Resolution - A Resolution to Reject All Bids Received for Paving, Drainage, Structures and Sanitary Sewer Improvements for the Pond Branch Corridor
<b>Type:</b>	Resolution	<b>Status:</b>			Passed
<b>File created:</b>	11/18/2016	<b>In control:</b>			City Council
<b>On agenda:</b>	11/28/2016	<b>Final action:</b>			11/28/2016
<b>Title:</b>	Resolution - A Resolution to Reject All Bids Received for Paving, Drainage, Structures and Sanitary Sewer Improvements for the Pond Branch Corridor				
<b>Sponsors:</b>	Shelly Lanners, Matt Young				
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<b>Attachments:</b>	1. Resolution				

Date	Ver.	Action By	Action	Result
11/28/2016	1	City Council	Approved	Pass

Resolution - A Resolution to Reject All Bids Received for Paving, Drainage, Structures and Sanitary Sewer Improvements for the Pond Branch Corridor

Consider approving resolution

Approve resolution

The 2009 Parks, Recreation, Trails and Open Space Master Plan included a spine trail phasing and prioritization plan with the Pond Branch Creek corridor shown on the map. However, it was not delineated as an improved linear trail. With an increased focus on development in the downtown area, staff was directed by the downtown TIRZ sub-committee to explore a feasibility analysis and provide an opinion of costs to develop a connection from Katherine Rose Memorial Park to the east side of the Historic Downtown area along the Pond Branch Creek corridor. This connection would utilize an existing drainage culvert under the Union Pacific Railroad as pedestrian-only access. The trail would then follow the west upper bank of the creek and terminate at Dallas Street.

This project was advertised for bid on September 14<sup>th</sup> and again on September 21<sup>st</sup>. A pre-bid meeting was held on September 27, 2016, with six contractors in attendance. The bid opening was held on October 5, 2016, with three contractors submitting bids. Staff recommends the rejection of all bids and will re-advertise and re-bid the project in two phases.

Due to trail alignment and design discussions with Union Pacific Railroad, staff has determined that the project needs to be coordinated in two construction phases. Therefore, the construction documents will be revised to reflect the two phases and re-bid accordingly. The change in project scope requires the rejection of all bids for the project.

MPFDC ½ Cent Sales Tax

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