



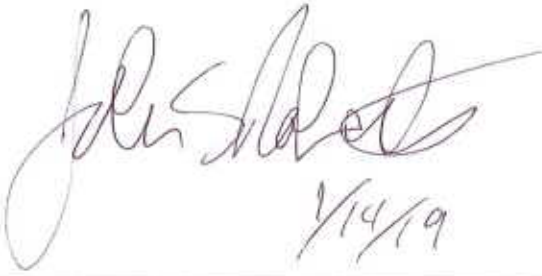
2310 N. Larkin Ave
Fresno, CA 93727

Quotation

Date	Quotation #
9/21/2018	TS-0232

Name / Address
City of Reedley 845 G Street Reedley, Ca 93654

Project

Description	Qty	U/M	Rate	Total
Bike Lane Delineators (Installed)				
Bike Lane Delineator: 36"x2" MP Flex Post (white), with two bands of green Diamond Grade reflective sheeting; mounted into Curb XLP base (green) with two white reflectors; all mounting hardware included	132		164.99	21,778.68T
Approx. Lead Time: 2 weeks				
Mobilization and Installation Labor for all 132 Bike Lane delineators: (3) concrete anchor screws mounted for each delineator base (includes any Traffic Control cost, if necessary)			6,475.00	6,475.00
 1/14/19				

Subtotal		\$28,253.68
Sales Tax (7.975%)		\$1,736.85
Total		\$29,990.53

IMPACTrecovery SYSTEMS

"Performance for a Safer Tomorrow"

PRODUCT BULLETIN

Date: August 2013

Products Affected: Tuff Curb XLP®

Change: Available in Green

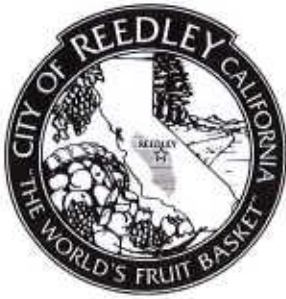
Impact Recovery Systems, Inc. is pleased to announce that it now offers its Tuff Curb XLP® channelizing curbing system in green. This additional offering is in response to industry requests to adapt the system for use in and around bike lanes. Tuff Curb XLP® offers many advantages for use delineating bike lanes:

- **Smooth Edges and Rounded Contours** – Tuff Curb XLP® is biker friendly with its gently sloped edges and low profile.
- **Glass Bead Reflector Technology** – Standard glass bead reflectors offer excellent off-angle retro-reflectivity and superior durability.
- **Flexible Reactive Spring Uprights** – Impact Recovery Systems patented rebounding tubular markers, delineators and flexible sign panels offer conspicuity while being biker-friendly.



Because the green coloring is molded into the plastic, traffic engineers can select Tuff Curb XLP® knowing that bike lanes will be properly identified for years to come. This product is in stock and available for immediate delivery.

For further information, please contact customer service at 1-800-736-4477 or visit our website at www.impactrecovery.com.



REEDLEY CITY COUNCIL

- ☒ **Consent**
- ☐ **Regular Item**
- ☐ **Workshop**
- ☐ **Closed Session**
- ☐ **Public Hearing**

ITEM NO: 7

DATE: January 8, 2019

TITLE: CONSIDER THE FOLLOWING ITEMS (A) AND (B) RELATED TO THE HUNTSMAN AVENUE CLASS IV SEPARATED BIKEWAY PROJECT:

(A) ADOPT BUDGET RESOLUTION NO. 2019-008 AMENDING THE FISCAL YEAR 2018-2019 BUDGET TO APPROPRIATE ADDITIONAL MEASURE C PEDESTRIAN/TRAIL FUNDS IN THE AMOUNT OF \$35,000 FOR THE INSTALLATION OF A CLASS IV SEPARATED BIKEWAY

(B) APPROVE AND AUTHORIZE THE CITY MANAGER TO SIGN A CONTRACT WITH SAFETY NETWORK TRAFFIC SIGNS FOR THE INSTALLATION OF FLEXIBLE BIKE LANE DELINEATORS ALONG HUNTSMAN AVENUE FROM BUTTONWILLOW AVENUE TO APPLE AVENUE

PREPARED: John Robertson, P.E.
City Engineer

APPROVED: Nicole Zieba
City Manager

RECOMMENDATION

Staff recommends that the City Council take the following actions:

- (A) Adopt Budget Resolution No. 2019-008 amending the fiscal year 2018-2019 budget to appropriate available Measure C Pedestrian/Trail funds in the amount of \$35,000 for the installation of a Class IV separated bikeway
- (B) Approve a contract with Safety Network Traffic Signs for the installation of flexible bike lane delineators along Huntsman Avenue from Buttonwillow Avenue to Apple Avenue

EXECUTIVE SUMMARY

Staff is requesting that the City Council adopt Budget Resolution No. 2019-008 to fully fund all

of the required tasks to complete a Class IV separated bikeway on Huntsman Avenue from Buttonwillow Avenue to Apple Avenue. The City received Congestion Mitigation Air Quality (CMAQ) funding to extend the Reedley Parkway from Buttonwillow Avenue to the Reedley Sports Park. A section of the Parkway within these limits did not allow for the placement of a completely separated Class 1 multiuse trail due to the need to obtain right of way from surrounding property owners to accommodate the fully separated trail. It was determined that placement of a Class IV or separated bikeway could be accommodated within this location. The difference between a Class 1 facility and a Class IV facility is the location of the facility relative to the roadway. A Class 1 facility is typically physically separated by distance from the roadway, whereas a Class IV bikeway is directly adjacent to the roadway separated some vertical feature such as delineators.

After completion of the CMAQ project, the City placed flexible delineators and striping to create the Class IV facility. These delineators were glued down to the roadway. When drivers hit the delineators, intentionally or un-intentionally, they did not bounce back up or were completely destroyed and lost. To address this issue, staff performed research on systems that would provide greater protection by increasing visibility and having the ability to endure direct hits. It is recommended that the impact recovery system Tuff Curb XLP (see attached) be used to meet the City's needs.

FISCAL IMPACT

There is no fiscal impact to the general fund. There are enough funds available in the Measure C Pedestrian Trail fund to cover all anticipated project costs.

ATTACHMENTS

1. Budget Amendment 2019-008
2. Safety Network quote for services
3. Tuff Curb Fact Sheet

Motion: _____
Second: _____

**BUDGET AMENDMENT
RESOLUTION 2019-008**

The City Council of the City of Reedley does hereby amend the 2018-19 Budget as follows:

Section I - Additions:

FUND-DEPT.OBJECT	AMOUNT
017-4444.5068	\$35,000

Purpose: To cover costs for the installation of the flexible bike lane delineators by Traffic Network and some minor striping by the City Public Works Department to complete the creation of a Class IV bike lane along Huntsman Avenue from Buttonwillow to Apple Avenue.

Section II – Source of Funding:

FUND BALANCE	AMOUNT
017-2710	\$35,000

Impact: There are sufficient funds in the funding source to cover the contractors and City forces costs related to the project. See the Staff Report for more detail

REVIEWED:

RECOMMENDED:


Assistant City Manager 11/02/2019


City Manager

The foregoing resolution was approved by the City Council of the City of Reedley on January 08, 2019, by the following vote:

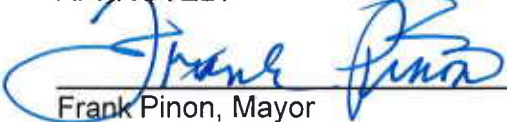
AYES: Betancourt, Fast, Beck, Soleno, Pinon.

NOES: None.

ABSENT: None.

ABSTAIN: None.

APPROVED:


Frank Pinon, Mayor

ATTEST:


Sylvia Plata, City Clerk

