

**CITY OF ALBANY
CITY COUNCIL AGENDA
STAFF REPORT**

Agenda date: January 22, 2008

Reviewed by: *BP*

SUBJECT: Approval and Acceptance of Contract No. C06-23 for Ohlone Greenway Lighting and Pathway Improvements – Nema Construction

FROM: Long Ly, Project Manager
Randy Leptien, City Engineer
Rich Cunningham, Public Works Manager

RECOMMENDATION

Adopt Resolution #08-2 approving and accepting improvements and directing the filing of the Notice of Completion for Ohlone Greenway Lighting and Pathway Improvements (Contract No. C06-23 - Nema Construction).

BACKGROUND

Upgrades to the Ohlone Greenway were authorized by the City Council as part of the Capital Improvement Plan in October 2004, and are identified in the City's Traffic Management Plan. The improvements to the Ohlone Greenway include realigning the bicycle path at the intersections of Portland and Washington Avenues and installing lighting on the actual BART structure along the whole length of the path.

The goal of the Ohlone Greenway upgrades is to increase the number of cyclists and pedestrian commuters on the Ohlone Greenway year round – not just during the summer months when daylight is extended. Another goal is to enhance the safety on the entire length of the Ohlone Greenway, in order to encourage more extensive use of the Greenway.

The City of Albany, in partnership with the City of El Cerrito, applied for a Safe Routes to Transit (SR2T) grant, which is funded by Regional Measure 2 Funds. The joint grant amount for the Ohlone Greenway was \$807,000, with \$407,000 being allocated to Albany and \$400,000 allocated to the City of El Cerrito.

In 2005, Albany staff members met with BART officials to discuss BART's upcoming seismic retrofit project, and how it might affect the lighting and pathway improvements. From these discussions, it was determined that the City could proceed with the lighting and path plans, provided BART was informed in advance, and could review the plans.

In 2006 the SR2T grant was officially awarded to the cities, and in September 2006 the Council authorized Albany staff to enter into an agreement with WHM Incorporated, electrical engineering firm, to prepare plans and specifications for the lighting improvements in conjunction with the plans for the pathway realignment (prepared by the City Engineer).

In spring 2007, the City Council authorized going to bid for project construction, and in July the project was awarded to the lowest bidder, Nema Construction, at \$492,159. Construction began in late August. An earlier construction start date had been anticipated, but was delayed due to the lag time in procuring the lights, and obtaining the final BART permit. Installation of the light fixtures was in November, with both the City and BART accepting the work. The City held a ribbon cutting ceremony on December 3, 2007.

DISCUSSION

The three project components included:

1. Lights. Installation of 75 lights under the BART tracks along the entire pathway in Albany, which is just over one mile (approximately 5,900 feet) in length. Light fixtures were installed beneath the rail support approximately midway between each BART column and at each street intersection.
2. Bicycle Path Realignment. The bicycle pathways at Washington and Portland Avenues were realigned to connect directly with the four-way stop intersection. These safety improvements were recommended in the Traffic Management Plan, and made to eliminate the mid-block crossings.
3. Curb Ramps. The curb ramps at the southeast and northeast corners of Masonic and Marin were removed and enlarged to properly line up with the crosswalks and bicycle and pedestrian path at this location.

As noted above, BART will be installing supports at each column as part of a future seismic retrofit project. Therefore, the lighting plan was reviewed by BART, and designed so that the fixtures will not interfere with the column support work. The plans and installation provide for temporary poles and conduits that energize the new lighting fixtures. Upon completion of the seismic upgrade project, the lights will be refit with permanent connections.

Construction took 90 days instead of the anticipated 75 days. The additional 15 days were needed for the PG&E installation delays and field changes for installation of new electrical conduit for street lights, additional concrete work, rerouting of storm drain, and installation of additional light fixture.

Staff believes the contractor performed well in terms of quality, and that time delays were reasonable given the external conditions that were not within the contractor's control. Therefore, it is recommended that the project be approved and accepted, and that the 10% retention to be released to the contractor.

FINANCIAL IMPACT

The City Engineer’s construction cost estimate for the Ohlone Greenway Lighting and Pathway project was \$533,500 (\$485,000 for construction plus \$48,500 for a 10% contingency). The contract award amount was \$492,159. The project was constructed within the contract award amount and there were no change orders.

Funding sources for this project included:

- Safe Routes 2 Transit - \$407,000
- Measure F - \$112,000 (87,000 City match; \$25,000 authorized by Council 7/16/07)
- Transportation Development Act (TDA) funds - \$31,000
- Lighting and Landscaping District - \$30,000 (authorized by Council 7/2/07)
- Alameda County Transportation Improvement Program (TIP) - \$37,000

Total of funding sources \$617,000

Project expenditures include:

- Engineering design, BART permits, bid packets, etc. \$93,271
- Construction (Nema Construction) - \$492,159
- Construction management - \$21,937

Total project expenditures \$607,367

Therefore, the project costs are within the budget, and the 10% retention of \$49,216 can be released to the contractor.

Attachments

1. City Council Resolution # 08-2
2. Notice of Completion