

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

Agenda Date: July 19, 2010

Reviewed by: BP

SUBJECT: Pierce Street Pavement Rehabilitation and Path – Additional Design Services – Agreement with Kimley-Horn and Associates

REPORT BY: Ann Chaney, Community Development Director
Randy Leptien, City Engineer

STAFF RECOMMENDATION

That Council authorize the City Administrator to amend the Consultant Services Agreement with Kimley-Horn and Associates, Inc. for the design of the Pierce Street Pavement Rehabilitation and Path project to: 1) provide for the extension of the existing sound wall on the 500 Block of Pierce Street; 2) include NPDES cleanwater design features; and, 3) to provide miscellaneous additional services as provided in Consultants proposal for an amount not to exceed \$74,800

BACKGROUND

On March 3, 2009 the Council authorized the City Administrator to enter into a two-phase design contract with Kimley-Horn and Associates (KHA) for the Pierce Street Pavement Rehabilitation and Path project in the amount of \$198,580 (Phase 1 is \$41,542 and Phase 2 is \$157,038).

- The first phase consisted of public meetings and 20% plans for the pavement reconstruction on Pierce Street and a bicycle/pedestrian path (widened sidewalk) from the northerly City limits, along the Pierce Street soundwall to Buchanan Street via Cleveland Avenue; and
- Second phase consists of preparing 100% plans for the pavement reconstruction, and the widened sidewalk bike/pedestrian path along the soundwall from the northerly City limits to the south end of 555 Pierce Street.

Phase 1 of the contract provided for the preparation of 20% design plans for the following:

- 1) New pavement on Pierce Street (from northerly City limits to south end of 555 Pierce; and from Calhoun to Buchanan Street)
- 2) Widened sidewalk next to soundwall for a separated bike/ped path (Segment I)
- 3) Four (4) raised crosswalks across Pierce Street
- 4) Two (2) bus turnouts with provisions for two bus shelters

- 5) Narrower travel lanes: reduce southbound lane from 20 to 12 feet; and northbound lane from 14 to 12 feet
- 6) Bike/ped path from the south end of 555 Pierce Street, through Caltrans property to the intersection of Washington and Cleveland Avenues, and then possibly cross to the west side of Cleveland Avenue to connect with the Buchanan Street overcrossing.

Phase 2 of the existing design contract, consists of completing the 100% construction plans and documents for all the above except No. 6.

One of the reasons for entering into a contract with KHA was to develop design solutions to questions raised during the initial planning phase of the project including minimizing the loss of parking, accommodating trash and mail pick-up, improving visibility for vehicles exiting the southernmost garage at 555 Pierce Street.

KHA completed the Phase I design services and the City retained an environmental consultant, LSA of Richmond, CA to prepare an environmental document for the complete project. A negative declaration was prepared and circulated. Following the public process that ensued, the negative declaration was modified to include several mitigations including the extension of approximately 400 feet of soundwall (technically a landscape masonry wall) along the freeway across from the Gateview Condominiums.

The Council approved the Mitigated Negative Declaration and authorized KHA to proceed with phase 2 design services. At the project kickoff meeting staff requested KHA to submit a proposal to add the following to the previously authorized scope of services: 1) the addition of a 35% design review package that would include the mitigations that resulted from the public review process; 2) the design of the sound wall extension; 3) the design of ADA compliant ramps and hardscape at several locations on Pierce Street; 4) an updated pavement evaluation and pavement geotechnical engineering report for the project including carbon emission reduction options such as rubberized asphalt; and 5) NPDES Cleanwater Act options that would provide for the filtration of stormwater runoff on the 500 Block of Pierce before it enters Cerrito Creek.

DISCUSSION

The proposal from KHA for the requested additional services is attached. As proposed, KHA will furnish the services of Hultgren-Tillis Engineers (HTE) for geotechnical design for the sound wall extension. HTE has provided services on a number of City road and pipeline projects in the past. KHA will also provide the services of Associated Engineering Consultants (AEC) for pavement engineering and design. AEC provided the initial pavement design studies and recommendations for this project.

FINANCIAL IMPACT

The proposed fee for the additional Scope of Services described in the attached proposal from KHA is for an amount not to exceed \$74,800. The actual cost to design the wall

will depend upon the results of the geotechnical investigation and whether or not the design for the existing wall can be used for the wall extension. Funding for this project is from Proposition 1B and Measure F 2002. The Prop 1B funds are subject to a “use it or lose it” provision and must be spent before June of 2011. In order to meet this deadline, it will be important to proceed to final design and advertise the project for construction very early in 2011.

SUSTAINABILITY IMPACT

The incorporation of a bicycle path will move toward the completion of an important connector trail between the Ohlone Greenway and the Bay Trail. This trail will provide commuter and recreational bicyclists a safer route that would lead to a reduction in freeway congestion and thereby have a direct benefit on air quality. Incorporation of cleanwater design measures in the project will improve the quality of Cerrito Creek and the Bay. The extension of the soundwall will separate pedestrians and bicyclists on Pierce Street from freeway emissions. Recycled aggregated products will be used where feasible to reduce the projects carbon footprint.

Attachment

June 21, 2010 Proposal from Kimley-Horn and Associates, Inc.

