

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

Agenda Date: February 7, 2011
Reviewed by: BP

SUBJECT: Pierce Street Pavement Rehabilitation and Segment I Bikeway Project

REPORT BY: Ann Chaney, Community Development Director
Randy Leptien, City Engineer
Aleida Andrino-Chavez, Transportation Planner

STAFF RECOMMENDATION

1. Approve 100% Construction Plans for the Pierce Street Pavement Rehabilitation and Segment I Bikeway project; and
2. Authorize the City Clerk to Advertise for Bids (Contract C11-3).

Note: It is anticipated that minor changes may need to be made to the plans submitted herein. However, any changes would not be substantive and not affect the basic design.

BACKGROUND

On November 2, 2009, the City Council approved the Final Mitigated Negative Declaration, and authorized the preparation of 100% construction plans and documents for the Pierce Street Pavement Rehabilitation and Path Segment I Project.

The Project Description for this construction contract (C11-3) is as follows:

- New paving on Pierce Street from northerly city limits to south end of 555 Pierce; and from Calhoun to Buchanan Street
- Slurry seal from south end of 555 Pierce Street to Calhoun Street
- Narrowing of travel lanes from 20 to 12 feet (southbound), and from 14 to 12 feet (northbound) along 500 block of Pierce Street
- Loss of not more than three (3) on-street angled parking spaces
- Widening of sidewalk next to sound wall to create a 10 foot wide separated bikeway and buffer area (Segment I)
- Three (3) raised crosswalks across Pierce Street
- Parallel parking retained on east side of Pierce Street
- Two bus turnout areas and pads
- Shaving a relatively small portion of Albany hill to provide better sight distance at the southerly exit from 555 Pierce St. (Gateview Condominiums) including pruning and possible removal of one Eucalyptus tree located along Pierce Street

- Reserving a section of curb at 545 Pierce Street (Bridgewater complex) for loading/unloading between 8:00 a.m. and noon.

DISCUSSION/ANALYSIS

In accordance with Council direction, issues that were addressed during this project design period included: minimizing loss of on-street parking; providing on-street moving van parking; enhancing visibility when exiting the southernmost garage entrance at 555 Pierce Street; and accommodating trash and mail pick up.

100% Plans and Specifications

Kimley-Horn and Associates has completed the 100% plans and specifications for this project (Striping and Signage plans attached). The consultants and staff believe the plans and specifications address the issues listed above

City of Richmond (Encroachment Permit)

The northernmost raised crosswalk was partially located within the City of Richmond. Therefore, Albany filed for, and obtained the necessary approval for an encroachment permit to construct the raised crosswalk within a portion of that city's jurisdiction. As a condition of approval, Albany will enter into a maintenance agreement with the City of Richmond. This document is similar to the agreement Albany has with Caltrans for maintenance of Albany's bicycle path on Caltrans owned land under the I-80/580 freeway ramps.

Pruning or Possible Removal of One Tree on Albany Hill

In order to provide better sight distance for persons exiting the northern drive at 555 Pierce Street, it will be necessary to shave a small portion of the hill next to the Gateview condominium driveway. The majority of this work will occur within a "slope easement" along Pierce Street that is held by the City. However, one Eucalyptus tree located outside the slope easement may require pruning or possible removal (attached map and photos). The City sent a letter to the owner requesting permission to enter the property in order to "Prune and/or remove existing and leaning eucalyptus tree and grade slope, as necessary". If permission is not granted, staff believes the project can still be accomplished within the City's slope easement.

Caltrans Approval (related to Federal Local Street and Roads Grant)

The City applied, and received approval, for a federal TIP (Transportation Improvement Program) grant in the amount of \$117,000. Because it involves federal dollars, a Field Review and Authorization to Proceed (E-76 form) is needed from Caltrans. Staff met with Caltrans staff on January 28 for the Field Review and is in the process of providing information in response to their questions. If Caltrans finds the response satisfactory, it is anticipated that an E-76 can be issued by the end of February. If additional information is required, which extends the project timeline, it may be necessary to forego this grant in order not to jeopardize losing the larger grants. If the bids are not favorable, it may be necessary to defer certain portions of the project. Staff will return to Council in this eventuality.

Schedule

Staff plans to publish the Bid Invitation in mid to late February, and return to City Council for a Bid Award in March. Staff anticipates the first working day would be the first week of May, with project completion in late October/early November. The start date for this project is critical in that the Proposition 1B (2007-08) grant must be invoiced and spent by June 30, 2011.

Bicycle Path Segment II and Wall Extension

Because the northern portion of the wall extension, across from 555 Pierce Street, and the future Segment II Path are integral to one another, staff has not included the wall extension into this contract. Staff believes the wall should be constructed under the same contract as the Segment II path. More specifically, this second phase is projected to include:

- Installation of an 8' high wall between the path and freeway south of the existing sound wall; and
- Extending the Segment I path from the south end of 555 Pierce Street through the former Caltrans right-of-way property to the intersection of Washington and Cleveland Avenues, crossing to the west side of Cleveland Avenue and connecting with the Buchanan Street overcrossing. This portion of the path is called the Segment II Path.

SUSTAINABILITY IMPACT

This project involves preparation of 100% plans for a street pavement rehabilitation project and new bikeway. Should the project be constructed, incorporation of a bikeway will move toward the completion of a 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 to air quality. The project includes the installation of pervious concrete pavement beneath the parallel parking on the east side of the 500 Block of Pierce. This pavement will allow stormwater to percolate through the pavement and be filtered prior to entering Cerrito Creek. This element of the design will serve to satisfy in part the City's commitment to treat a significant portion of its stormwater runoff prior to 2014 in accordance with the Alameda County Cleanwater Act and National Pollution Elimination Discharge System permit for stormwater.

FINANCIAL IMPACT

The Engineer's Estimate to construct the Pierce Street Pavement and Segment I Bikeway Project, is \$1,669,000. It is hoped that the lowest responsible bid will be lower than this amount. In the event that the low bid is higher than the Engineer's Estimate, Council authorization will be necessary. Because the Engineer's Estimate does not include a contingency, staff has included a contingency of approximately \$300,000. In order to achieve this, staff recommends \$200,000 from Measure F-2006 be used toward this contingency.

Below are the Revenues (Funding Sources) and Expenditures:

FUNDING SOURCES		Inception	
Description	6/30/2010	FY10-11	Total
Capital Projects	27,099		27,099
Local Street and Roads Funding (CMA TIP)	3,113	178,000	181,113
CDBG Funds - curb ramps	2,488	48,711	51,199
Proposition 1B-2007-08 (paving)		400,000	400,000
Proposition 1B-2008-09 (paving)		122,124	122,124
Measure F - 2002 from S48 (path)		471,000	471,000
Measure F-2002 from P51 (paving)	79,978	964,646	1,044,624
Local Street and Roads Funding (Fed TIP)		117,000	117,000
Transportation Demand Act (TDA) (path)	24,085		24,085
Measure B funds (ACTIA) (path)	57,627		57,627
Measure F - 2006		200,000	200,000
Total	194,390	2,501,481	2,695,871
EXPENDITURES			
Survey and preliminary engineering	109,977		109,977
Postage, printing, environmental fee	715	3,000	3,715
Construction , 500 block pierce	20,369		20,369
Tree Survey & Bike Path Consultant	5,055	220	5,275
Environmental – LSA Assoc.	32,600		32,600
Design – Kimley-Horn & Assoc.	25,702	247,678	273,380
City Plan Review and Grant Admin.		40,000	40,000
Construction - pavement and path		1,669,000	1,669,000
Construction Management- pavement and path		250,350	250,350
Contingency		291,205	291,205
Total	194,418	2,501,453	2,695,871

Attachments

- 100% Plans by Kimley-Horn (excerpts include Title Sheet, Notes, Cross Section, Striping and Signage Plan)
- Map and photos of area of potential tree removal and slope grading on Golden Gate Hill Development Company property