

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

Agenda Date: October 17, 2011
Reviewed by: BP

SUBJECT: Approval and Acceptance of Improvements for Contract No. C10-22, Buchanan / Jackson Traffic Signal & Intersection Safety Improvements at Ocean View School

REPORT BY: Aleida Andrino-Chavez, Transportation Planner
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Randy Leptien, City Engineer

STAFF RECOMMENDATION:

Adopt Resolution No. 2011-50 approving and accepting improvements and directing the filing of the Notice of Completion for Contract No. C10-22, Buchanan / Jackson Traffic Signal & Intersection Safety Improvements, Caltrans Project No. SR2SL-5178(009).

BACKGROUND

In 2007, the City received a grant from the state Safe Routes to School program to implement pedestrian improvements in the vicinity of Ocean View School to enhance pedestrian safety and improve the walking route to this school. The improvements also included the installation of a new traffic signal with protected left turns and count-down pedestrian heads.

On December 13, 2010 the City Council approved the 100% Construction Plans for the project and authorized the City Clerk to Advertise for Bids. The City Clerk placed advertisements for the project as authorized. Bids were opened and publicly read on March 25, 2011.

The lowest responsive bid was submitted by Mike Brown Electric Company (MBEC) of Cotati, CA. The City Council awarded the construction contract for the Buchanan / Jackson Traffic Signal & Intersection Safety Improvements at its meeting of April 4, 2011 (Contract No. C10-22) to MBEC.

DISCUSSION

Construction of the Buchanan / Jackson Traffic Signal Project was scheduled to start as soon as the school year ended on June 9, 2011, Key features of the project included:

- New traffic signal with protected left turn arrows at all four legs of Buchanan Street and Jackson Street intersection.
- Pedestrian countdown devices.
- Bulbouts at the southwest corner (next to school) and northwest corner of the Jackson/Buchanan intersection.
- New ADA-compliant curb ramps at all four Buchanan/Jackson intersection corners.
- Replacement storm drain inlets and reconnected piping at the northeast and northwest corners of Buchanan/Jackson.
- Two solar speed feedback signs along Buchanan Street between San Pablo and Pierce Street.
- Crosswalk striping marking the route to Ocean View School. (This item is to be completed by City forces)

On August 24, 2011 the new traffic signal was in operation and all the concrete work and striping had been installed in time for the new school year to begin. A final inspection was completed on September 9, 2011 by City staff and the Alameda County Maintenance crew. A final punch list was prepared after this inspection and all the final remaining items were completed on September 19, 2011.

ANALYSIS

While the intersection improvements have been generally welcomed by the community, staff has received some negative feedback as well. A bicyclist that routinely crosses this intersection, contacted the City concerned about safety problems. His complaint was that the northbound lane on Jackson north of Buchanan is too narrow for a bicyclist to share with a vehicle. Another complaint was that when vehicles traveling westbound on Buchanan St. turn right onto northbound Jackson St. they tend to encroach into the southbound left turn lane. Again, this is due to the fact that the northbound lane on the north leg of the Buchanan-Jackson intersection is too narrow.

Prior to the project the center line on Jackson St. was approximately 21 feet from either curb and included 8 foot parking and 13 foot through lanes on either side of the street. The project plans created an 11 foot wide left turn lane from southbound Jackson St. onto eastbound Buchanan St. This resulted in a 12 foot wide north bound through lane; however, this lane is effectively only 10 feet wide, because of a drainage inlet at the northeast corner.

City staff reported the complaints received from the citizens to the design engineer at AECOM. He has developed a new striping plan for the north leg that decreases the width of the left turn lane from 11 to 10 feet, the southbound through lane from 12 to 11 feet and the parking on the west side of Jackson from 8 to 7 feet. The reductions in the southbound lanes and parking moves the centerline three feet to the west. This will result in a northbound through lane that is 15 feet wide. Allowing 2 feet for the drain inlet, the resulting lane width is essentially the same as that which existed before the project. Also, an advance stop bar will be added on the south leg to give bicyclists some advantage when crossing this intersection. The new striping proposal is attached with this staff report.

Since MBEC has already demobilized from the job, City staff would like to close the contract with MBEC and hire a stripping contractor under a separate contract to perform this minor re-striping job.

SUSTAINABILITY IMPACT

The project increased safety to the area around Ocean View School. Safer routes to school encourage students, and their families, to walk to school and other nearby destinations (e.g., Ocean View Park), thereby reducing carbon emissions. The project dovetails with the Buchanan Bicycle and Pedestrian Path project which will provide an alternative means of travel to driving.

FINANCIAL IMPACT

The following is a summary of the revenues and costs for this project revised to include the updated expenditures:

Project Revenues

Measure F-2002	\$ 40,973.00
Measure B-ACTIA	\$ 35,731.00
State Safe Routes 2 School	\$ 276,300.00
Measure F 2006 (December 13, 2010)	\$ 31,936.00
Measure B FY 09-10 (added)	\$ 12,488.00
TDA FY 11-12 (added)	\$ 11,804.00
Supplemental Measure F 2006 (April 4, 2011)	\$ <u>58,075.25</u>
Total	\$ 467,307.25

Project Expenses

Design and Adm. Costs

Includes ROW/ Design Eng.	\$ 78,534.32
Educations elements costs	\$ <u>20,912.89</u>
Subtotal	\$ 99,447.21

Construction costs

Construction Costs	\$ 316,213.00
Project Change orders	\$ <u>19,588.25</u>
Subtotal	\$ 335,801.25

Construction Management Costs	\$ 25,816.25
PG&E costs for relocation of pole	\$ 5,000.00
Potholing of 24" gas line	\$ <u>2,149.00</u>
Subtotal	\$ 368,766.50

Re-Striping costs	\$ <u>4,700.00</u>
Total	\$ 472,913.71

SUMMARY

City staff recommends using \$ 5,606.46 from Measure F-06 to close the remaining gap and to cover for costs of the re-striping of the north bound lanes.

Attachment

Resolution No. 2011-50

Proposed north leg re-striping plan