



DATE: March 22, 2022

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT Adopt Resolutions 1) Awarding a Contract to Sposeto Engineering, Inc., for the Safe Routes for Seniors Project, Project No. 05309, in the Amount of \$2,366,608, and Authorizing a Contingency Budget of \$233,000 for Administrative Change Orders; 2) Appropriating Measure BB Paratransit Funds, in the Amount of \$250,000, to Project No. 05309; and, 3) Transferring Funds, in the Amount of \$400,000, from the Main Street Complete Streets Project, Project No. 05283, to SR4S Project No. 05309

RECOMMENDATION

That Council adopts the attached resolutions (Attachment II, III, and IV):

1. Approving Addendums No. 1 and 2 consisting of revisions to the plans and specifications for the Safe Routes for Seniors (SR4S) project, and awarding the contract for the project to Sposeto Engineering, Inc., (Sposeto) in the amount of \$2,366,608 and authorizing a contingency budget of \$233,000 for administrative change orders;
2. Appropriating previously authorized Measure BB Paratransit funding, in an amount of \$250,000, to the SR4S, Project No. 05309; and
3. Transferring \$400,000 from Main Street Complete Streets Project, Project No. 05283, to the SR4S Project, Project No. 05309.

SUMMARY

The Safe Routes for Seniors (SR4S) Project implements pedestrian improvements designed to improve accessibility for senior residents and individuals with disabilities. Given the concentration of facilities serving senior residents in and around the Downtown, this project focuses primarily on the Downtown area of Hayward. The proposed improvements will increase walkability by improving safety and increasing accessibility for all. The Project includes four intersections located in Downtown Hayward.

On February 15, 2022, five (5) bids were received for the project, all of which were below the Engineer's estimate. The low bid was \$2,366,608, which is \$382,552, or approximately 14%, below the Engineer's estimate. Staff recommends that Council award the contract to the lowest bidder, Sposeto, in the amount not-to-exceed \$2,366,608, and authorize a contingency budget of \$233,000, for administrative change orders.

The project budget is \$2,740,608 coming from Measure BB infrastructure improvements funds and is included in the FY 2019-2022 Capital Improvement Program (CIP).

Council Infrastructure Committee Review

An update for this item was last presented to the Council Infrastructure Committee (CIC) on April 28, 2021¹ and received positive feedback and recommendation to present to Council for consideration.

This project is categorically exempt under Section 15301(c) of the California Environmental Quality Act Guidelines for the operation, repair, maintenance, or minor alteration of existing facilities.

BACKGROUND

After receiving approval from the Alameda County Transportation Commission (ACTC), the City's Community Services Division and Public Works & Utilities Department worked together to utilize \$2,740,608 of ACTC's Direct Local Distribution (DLD) funds from Measure BB for the SR4S project. After considering feedback from the community meetings and analyzing collision data, staff prioritized the intersections located in the study area and narrowed down the scope to five signalized and one unsignalized intersections. The selected six intersections are shown below:

1. Hazel Ave./City Center Dr. and Foothill Blvd.
2. A St. and Montgomery Ave.
3. B St. and Montgomery Ave. (Unsignalized)
4. Watkins Ave. and D St.
5. A St and Main St.
6. C St and Main St.

To increase efficiency and prevent disturbing the area twice, both A Street/Main Street, and C Street/Main Street intersection improvements will be included in the design and construction of the Main Street Complete Streets Project.

Below is a list of major milestones for the SR4S project:

- May 29, 2019²: Staff presented the SR4S project to the CIC.
- July 2 and 27, 2019: With the help of local senior housing facilities and senior centers, Staff engaged in two outreach meetings. The meetings included a presentation, two design activities, and a survey. Staff introduced the project and possible pedestrian safety improvements. Senior residents engaged via passive mapping activities in which they selected which intersections are difficult to cross.

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4923165&GUID=906AD478-B718-4988-9657-461997B2F1D9&Options=&Search=>

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=3957521&GUID=DE0BC635-A9CB-49C9-9251-39C46E502CED&Options=&Search=>

- June 26, 2020: A Request for Proposals (RFP) was issued to solicit Engineering Design Consultants. W-Trans, Inc., was selected to perform the engineering design.
- July 22, 2020³: Staff presented project updates to the CIC.
- March 8, 2021: Following the development of conceptual design improvements, the team conducted public outreach to receive community feedback regarding proposed improvements for each intersection. An online community meeting was held to expand outreach beyond the meeting.
- April 28, 2021⁴: Staff presented the Phase I engineering design and proposed improvements to the CIC. Phase I focused on the existing conditions, evaluation, community outreach, and culminate in the selection of preferred concept plans.
- November 15, 2021: Phase II, including the engineering design plans, specifications, and estimates was completed.
- January 17, 2022⁵: Plans and Specifications were approved.
- January 20, 2022: Project was advertised and called for construction bids.
- February 15, 2022: Bids were received and opened, and the apparent low bidder was introduced.

DISCUSSION

From the Project inception through the end phases of design, the process for making improvements to the selected intersections included collaboration with community members through three outreach meetings. After each community meeting, staff provided updates to the CIC and received comments and direction. The proposed improvements include the following features for each intersection:

Foothill Boulevard/Hazel Avenue-City Center Drive intersection:

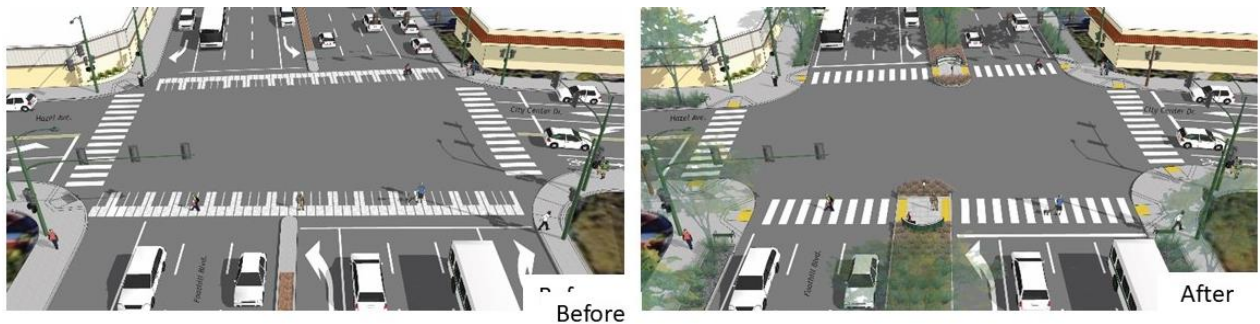
- Remove northbound and southbound right-turn lanes.
- Allow enough room for future bike lanes on Foothill Blvd.
- Extend curbs on all four corners facing Foothill Boulevard.
- Extend curb towards Hazel Avenue on the northeast corner.
- Widen medians on Foothill Blvd for pedestrian refuge including seating and ped push buttons.
- Install directional Americans with Disabilities Act (ADA) ramps with high visibility yellow or similar color on all four corners.

³ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4595746&GUID=9F8EF13D-EC8D-4F25-8F1E-17BB86078DB5&Options=&Search=>

⁴ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4923165&GUID=906AD478-B718-4988-9657-461997B2F1D9&Options=&Search=>

⁵ <https://hayward.legistar.com/LegislationDetail.aspx?ID=5382580&GUID=15E9CEE7-48E8-4D11-832D-54CC341FC16E&Options=&Search=>

- Setback advance stop bar further in advance of crosswalks.
- Reposition existing crosswalks as needed to accommodate new directional ADA ramps.
- Signal poles to be moved to accommodate bi-directional ramps.
- Relocate pedestrian push buttons to new poles closer to ADA ramps.
- Install pedestrian push buttons in Foothill Boulevard median refuge islands.
- Install larger pedestrian signal heads.
- Include a lead pedestrian phase for all pedestrian calls (4 seconds included).
- Maintain protected left-turn phasing on all four signal approaches.
- Increase pedestrian crossing time to serve a slower pedestrian speed.
- Install 'No Right Turn on Red' extinguishable message signs on all four approaches which would activate during ped calls.
- Restripe continental crosswalks with high visibility thermoplastic including consideration of themed design to call attention to crosswalks.



Montgomery Avenue/A Street Intersection

- Remove westbound right turn lane.
- Extend curbs on the North-East corner facing south, but still allow for future bike lanes, east of Montgomery Avenue.
- Install directional ADA ramps with high visibility yellow or similar color on all four corners
- Install advance stop bar in advance of crosswalks.
- Redesign north leg crosswalk so that it is perpendicular to roadway.
- Reposition existing crosswalks as needed to accommodate new directional ADA ramps.
- Proposed protected left-turn phasing with four new signal pole mastarms plus four new Type 1 poles.
- Relocate ped push buttons poles closer to ADA ramps.
- Install larger pedestrian signal heads for North-South pedestrian movements.
- Include a lead pedestrian phase for all pedestrian calls (4 seconds included).
- Convert all phases to include protected left-turn phasing.
- Increase pedestrian crossing time to serve a slower pedestrian speed.
- Install 'No Right Turn on Red' extinguishable message signs on all four approaches which would activate during ped calls.
- Restripe continental crosswalks with high visibility thermoplastic.
- Enhanced pedestrian warning signs.



Montgomery Avenue/B Street Intersection

- Extend bike lanes on D Street from the west to the intersection with Montgomery Avenue.
- Allow enough room for future bike lanes on B Street to the east.
- Redesign south leg with raised crosswalk.
- Install directional ADA ramps with high visibility yellow or similar color on all four corners.
- Install advance stop bar in advance of crosswalks.
- Redesign east and west leg crosswalks so that they are perpendicular to roadway.
- Reposition existing crosswalks as needed to accommodate new directional ADA ramps.
- Restripe continental crosswalks with high visibility thermoplastic.
- Enhanced pedestrian warning signs.



Watkins Avenue/D Street

- Eliminate southern eastbound through lane between Watkins Street to Francisco Street and extend curb to narrow D Street.
- Reconstruct driveway curb cuts and sidewalks on South-East corner to be more ADA compatible.
- Install directional ADA ramps with high visibility yellow or similar color on all four corners.
- Install advance stop bar in advance of crosswalks.
- Redesign south leg crosswalk so that it is perpendicular to roadway.
- Reposition existing crosswalks as needed to accommodate new directional ADA ramps.
- Proposed protected left-turn phasing (North-South) with two new signal pole mastarms. Five other poles to be relocated to accommodate bi-directional ramps.

- Relocate ped push buttons poles closer to ADA ramps.
- Install larger pedestrian signal heads for pedestrian movements.
- Increase intensity lighting to ensure full coverage of pedestrian crosswalks and corners.
- Include a lead pedestrian phase for all pedestrian calls (4 seconds included).
- Convert N-S phases to include protected left-turn phasing.
- Install 'No Right Turn on Red' extinguishable message signs on all four approaches which would activate during ped calls.
- Restripe continental crosswalks with high visibility thermoplastic.
- Enhanced pedestrian warning signs.



On February 4, 2022, Staff published Addendum No. 1 which included revisions to the technical specifications and responses to questions from the contractors.

On February 10, 2022, Staff published Addendum No. 2 which included minor revisions to the bid sheets and provided additional design information for the contractor through responses to their questions.

On February 15, 2022, the City received five (5) bids for the project, ranging from \$2,366,608 to \$2,737,471. Sposeto Engineering, Inc., of Livermore, submitted the lowest bid in the amount of \$2,366,608, which is 13.9% lower than the Engineer's Estimate of \$2,749,160. Ray's Electric, of Oakland, submitted the second lowest bid in the amount of \$2,507,365, which is 8.7% lower than the Engineer's Estimate. All bid documents and licenses for the apparent low bidder, Sposeto, are in order. Staff recommends award of the contract to Sposeto in the amount of \$2,366,608, and approval of a contingency budget of \$233,000 for administrative change orders in the event additional funds are required for unforeseen conditions and changes during construction.

On November 15, 2016^[1], Council passed a resolution authorizing a Community Workforce Agreement (CWA) with the Alameda County Building Trades Council (BTC), which applies to City projects with construction costs of \$1,000,000 or more. The agreement requires contractors to use local union hiring halls, encourages contractors to employ Hayward residents or Hayward Unified School District graduates, and requires hired workers to pay

^[1] <https://hayward.legistar.com/LegislationDetail.aspx?ID=2882111&GUID=118B2EF9-1D2C-471F-999E-4BE0929706A0&Options=&Search=>

union dues and other benefit trust fund contributions, etc. Because the construction cost estimate for the Project is more than \$1,000,000, the CWA agreement applies to this project.

ECONOMIC IMPACT

The SR4S project fosters economic activities by making walking in the Downtown safer and more pleasant, and increasing accessibility for all. It can result in a reduction of single lane occupancy vehicles, reduced congestion, and reduce costs related to automobile-related infrastructure maintenance and contributes to the overall efficiency of the transportation system.

FISCAL IMPACT

The estimated costs for the Safe Routes for Seniors Project are as follows:

Construction Contract	\$2,366,608
Administrative Construction Contingency	\$233,000
Design Administration – City Staff	\$10,000
Construction Administration – City Staff (Estimated)	<u>\$131,000</u>
Total	\$2,740,608

Appropriation of Additional Funds

The SR4S project will not have a direct fiscal impact on the General Fund. The SR4S project solely utilizes the City’s Measure BB Paratransit special revenue fund derived from Measure BB sales tax revenues administered by ACTC. The FY 2019-2021 Annual Paratransit Program Plan allocated \$2.7 million of Measure BB infrastructure improvements funds toward SR4S project. As part of the FY 2022 Measure B/BB Annual Paratransit Program Plan⁶, Council approved an additional allocation, up to \$1,000,000, to continue and expand the SR4S project. The adopted FY 2022 CIP budget includes \$750,000 for the Project in Fund 219. Staff is requesting that Council appropriate the remaining \$250,000 in Fund 214, and authorize a transfer to Fund 219 to support the construction of Project (Attachment II). There is sufficient fund balance to support this recommendation. Furthermore, staff is requesting to transfer \$400,000 from the Main Street Complete Streets Project, which is currently delayed due to community feedback, to SR4S to fully fund the project in FY 2022. This also ensures that funds will be utilized in a timely manner. Staff is proposing to allocate \$400,000 of the FY 2023 SR4S project budget towards the Main Street Complete Streets project, which will be more aligned with the project timeline.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following project(s):

Project 1: Improve Access and Mobility in Downtown Hayward

⁶ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4900847&GUID=BAE704F2-77BC-4917-BC87-B4EC2D0075F5&Options=&Search=>

- Project 8, Part 8e: Implement the Bike & Ped Master Plan; Assess SR4S in the downtown area
- Project 8, Part 8f: Implement the Bike & Ped Master Plan; Implement SR4S in the downtown area

SUSTAINABILITY FEATURES

The plan will be a comprehensive effort to improve connectivity, public health, physical activity, and recreational opportunities. By applying best practices, the project will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. The goal of the project is to make walking in Downtown Hayward safe, pleasant, and accessible for all while prioritizing senior community residents. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

PUBLIC CONTACT

Immediately after the construction contract is awarded, a preliminary notice explaining the project will be posted and distributed to all residents and businesses along the affected intersections. After the construction work has been scheduled, signs on barricades will be posted seventy-two hours prior to commencement of work indicating the date and time of work for each intersection. Residents will be advised to take alternative routes to avoid any possible traffic due to construction activities during the construction period.

SCHEDULE

Award of Construction Contract	March 22, 2022
Notice to Proceed	April 2022
Construction Completion	November 2022

NEXT STEPS

If Council approves, the City Manager will execute the awarded construction contract with Sposeto Engineering, Inc., for the bid amount of \$2,366,608, appropriate Measure BB Funds, and initiate a transfer of funds from the Main Street Complete Streets Project.

Prepared by: Saeed Saebi, Associate Civil Engineer
Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager