



DATE: February 25, 2020

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Mission Boulevard Phase 2 Construction and Mission Boulevard Phase 3 Design: Receive an Update on the Construction and Design Phases of the Mission Blvd Project and Provide Comments

RECOMMENDATION

That Council reviews this report and comments on the update to the construction of the Mission Boulevard Phase 2 and to the design of the Mission Boulevard Phase 3 projects.

SUMMARY

The Mission Boulevard Corridor Improvements Phase 2 project is currently in the last stages of construction and is anticipated to be completed in the spring. The Phase 3 project is currently in final design stage with the construction bid documents anticipated to be completed at the end of April. The purpose of this report is to provide the Council updates on these projects and receive comments.

Over past couple of years, the Council Infrastructure Committee (CIC) have received oral updates on this project, with the latest oral update provided at the January 22nd CIC meeting, on the remaining work of this project (i.e., landscaping, walls and monuments at Blanche, Corrine, and Fairway Streets, and southbound curb and gutter).

BACKGROUND

The Mission Boulevard Corridor Improvement consists of three phases. Phase 1 construction on Mission Boulevard from A Street to Industrial Parkway was completed in January 2014. Phase 2 construction of Mission Boulevard from Industrial Parkway to the south City limits is currently under construction. The design of Phase 3 of Mission Boulevard from A Street to the north City limits is near completion.

Mission Boulevard Corridor Improvements Phase 2

On January 16, 2018, Council awarded the construction contract for the Mission Boulevard Corridor Improvements Phase 2 project. The improvements include:

- Repair or reconstruct existing sidewalks, curbs and gutters, median islands, valley gutters, and driveways that are in poor condition or deficient
- Add new curb, gutter, and sidewalk in sections with missing sidewalk
- Remove existing trees in poor health or adversely impacted by the improvements
- Add new street trees near the back of sidewalks
- Add new storm drain inlets to improve drainage
- Rehabilitate existing pavement using Cold In-place Recycling (CIR) and a new pavement overlay
- Upgrade intersections to comply with ADA accessibility standards
- Upgrade existing traffic signals to include Adaptive Traffic Management System technology
- Add new signage and modifications to bus stops
- Add new fiber optic lines within the project limits, including a link to Fire Station #3 and spare conduits for future fiber optic lines
- Add new dimmable LED street lighting
- Underground existing overhead utility lines
- Add new protected bike lanes, including buffered raised divider planter islands
- Add new landscaping in the median islands and divider planter strips
- Add a new traffic signal at the Mission Boulevard/Rousseau Street and a full traffic signal at Mission Boulevard/Blanche Street
- Add new gateway entry features at Blanche Street
- Add new metal fence along existing residential wood fence on the west side
- Replacement of Fairway Park signs
- Update of Corrine Street entry wall
- Replacement of irrigation mainline system on the eastside linear park
- Replacement of irrigation on the west side along the golf course

Mission Boulevard Corridor Improvements Phase 3

The design of Mission Boulevard Phase 3 will include:

- Reconstruction of existing sidewalks, curbs and gutters, valley gutters, and driveways
- New bike lanes (cycle track) next to sidewalk
- New street trees in between the curb and cycle track
- Adjust existing driveways to conform to the new sidewalks, curbs, and gutters
- New storm drain inlets to improve drainage
- Rehabilitate existing pavement using CIR and a new pavement overlay
- Upgrade intersections to comply with ADA accessibility standards
- Upgrade existing traffic signal at Sunset Boulevard with Adaptive Traffic Management System technology to improve signal timing by adapting to traffic conditions in real time
- Relocation of bus stops

- New fiber optic lines within the project limits
- New LED and dimmable street lighting
- Undergrounding of existing overhead utility lines
- Improve crosswalks at uncontrolled crossings with bulb outs and flashing beacons
- New gateway entry features at Rose Street

DISCUSSION

Mission Boulevard Corridor Improvements Phase 2

On January 16, 2018, Council awarded the construction contract to DeSilva Gates Construction. Construction started on March 26, 2018 and was estimated to be completed in the fall of 2019. Several factors caused delays to the project. The main ones adding time to the contract were: receiving final PG&E undergrounding drawings; securing public utilities easements; undergrounding work by PG&E; design changes; and weather. Currently, substantial completion is estimated to be achieved around the end of April with the assumption that there are no further weather-related or other delays.

While the majority of the work has been completed, there are remaining items currently in construction, including: the gateway entry features at Blanche Street; the Fairway Park signs; the new metal fence along existing residential wood fences on the west side and the remaining sidewalk, curb & gutter and streetlights along the new metal fence; and landscaping. The completion of the project is dependent on the construction of the metal fence since the remaining sidewalk, curb and gutter, and streetlights cannot be constructed until after metal fences are in place. The metal fences are long lead time items since each panel is custom built, then powder coated and baked.



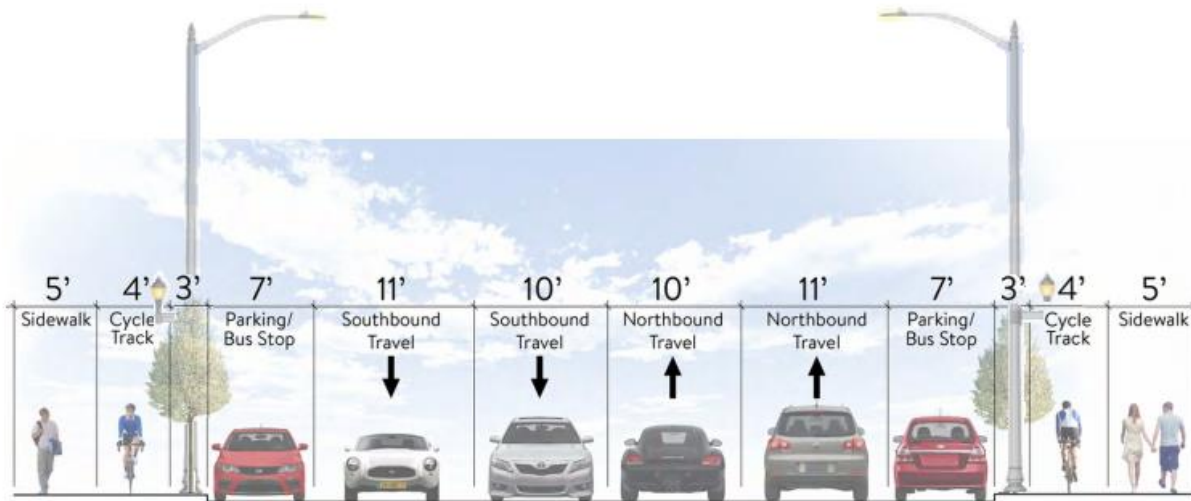
Metal Fence Color: At the community meeting on October 20, 2016 during the design phase of this project, staff presented the style and material of the fence. The colors shown were subdued dark tan and brown. The same options were presented during the Council work session on February 28, 2017. While Council expressed its preference for a metal fence, it did not specifically discuss the color. However, one Council member requested the “Hayward Green” color on the metal fence, and no discussion ensued. Based on that, the color currently used was chosen by the consultant to best match Hayward green. Approximately 45% of the total metal fence has been installed with this green color. Some area residents have expressed concerns about the color and indicated a preference for a darker green color to be consistent with the light standards throughout the rest of the project. Stopping the painting at this time would have resulted in significant project delays and delay costs. To avoid this, staff decided to continue the installation of the green fence and implement any different Council direction afterwards. If the Council would like to change the color of the fence, there is the option to paint the fence a different color or to remanufacture the panels in a different color. The second option would cause at least a 6-8 week delay and cost in excess of \$50,000 to make the change.

Protected Bike Lanes: A new improvement to this project and first of its kind to the City, is the protected bike lanes with the buffered raised divider planter islands. Some drivers have expressed that they have difficulty seeing the raised islands. This is understandable since most are not used to having these surface structures along the City streets. To make the islands more noticeable, especially at night, staff is taking several actions. While the raised divider planter islands include striping to delineate the edge of the travel way for the motorists per design, additional striping, reflective pavement and object markers will be added to make the planter islands more visible.



Mission Boulevard Corridor Improvements Phase 3

The final phase of Mission Boulevard is challenged by the limited right-of-way width. To accommodate all modes of travel and on-street parking, per area residents, businesses' desire, and Council direction, many design iterations were considered. The design options were presented on four occasions to the Council Infrastructure Committee and over three community meetings to the public. The cycle track was the design option that best balanced the needs of all users and businesses along this section of Mission Boulevard. The cycle track cross section is shown below:



This design is underway and is estimated to be completed by the end of March by the consultant Mark Thomas & Company. The final bid documents are anticipated to be completed around the end of April after staff review.

ECONOMIC IMPACT

Completion of the Mission Boulevard Improvement projects will make improvements to all modes of travel and should result in positive economic benefits for businesses along the corridor.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following projects:

- Project 5, Part 5a: Maintain Pavement Condition Index (PCI) at 70
- Project 7, Part 7a: Complete construction of Mission Boulevard Phase 2
- Project 7, Part 7c: Complete design of Mission Boulevard Phase 3 and Construction
- Project 8, Part 8a: Add 2 miles of sidewalks per year
- Project 8, Part 8b: Add 10 lane miles of bike lanes per year

FISCAL IMPACT

Both Phase 2 and 3 are funded by the Route 238 Corridor Improvement Fund. Currently, the adopted FY20 CIP includes \$32,520,000 and \$15,500,000 funding, respectively, for the projects.

The estimated project costs at award for Phase 2 were as follows:

DESCRIPTION	ESTIMATED COST
A. Construction Contract	\$22,675,106
B. Construction Contingency (ACO)	\$2,267,510
C. Design	\$2,107,384
D. Utility Undergrounding Contracts	\$2,000,000 estimated
E. Consultant Construction Administration	\$450,000
F. Staff Construction Administration, Inspection & Testing	\$3,000,000
TOTAL	\$32,500,000

Currently, the construction contingency has exceeded the budgeted amount; however, it is anticipated that the total project expenditures will not exceed the project budget of \$32,500,000, which is the limit that Council has authorized the City Manager to expend for construction, construction administration, inspection, testing, equipment, and project design and construction contingencies (ACO).

For Phase 3, the previous project cost estimate based on the 65% level design was \$15,500,000. A more accurate cost estimate will be provided with final design and ultimately with the actual bid amount when the Phase 3 project receives bids. Depending on actual bids received and if needed, staff will identify and propose additional funds, or appropriate measures, for Council consideration and approval to complete the Phase 3 project.

SUSTAINABILITY FEATURES

1. Water: Both projects include the installation of drought tolerant plants to reduce water usage.
2. Environment: Both projects include permeable pavers used to treat storm water runoff from the sidewalk and to filter pollution from the storm water before it enters the San Francisco Bay. These projects use CIR to rehabilitate the pavement. The CIR method reuses the existing pavement as base material, conserves on new raw material resources and reduces greenhouse gas emission because of reduced hauling.

PUBLIC CONTACT

For Phase 2, there were two community meetings held on November 12, 2015 and October 20, 2016.

For Phase 3, community meetings were held on October 12, 2016, July 12, 2018, and February 20, 2019.

NEXT STEPS

Staff will incorporate Council's comments into the projects. For Phase 3, the next item that will go to Council is for the approval of plans and specifications and call for construction bids.

Phase 2 is anticipated to be substantially completed by the end of April 2020 with the assumption that there are no further delays.

Phase 3's tentative schedule is as follows:

Complete Design	April 2020
Call for Bids	May 2020
Open Bids	June 2020
Award Construction Contract	July 2020
Begin Construction	Aug 2020
Complete Construction	Aug 2021

Prepared by: Dave Hung, Senior Civil Engineer
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Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager