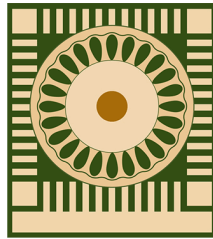


# **CITY OF HAYWARD**

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CITY OF  
**HAYWARD**  
HEART OF THE BAY

## **Agenda**

**Wednesday, October 28, 2020**

**4:00 PM**

**Remote Participation**

**Council Infrastructure Committee**

This meeting is being conducted utilizing teleconferencing and electronic means consistent with State of California Order No. 29-20 dated March 17, 2020, and Alameda County Health Officer Order No. 20-10 dated April 29, 2020, regarding the COVID-19 Pandemic.

To submit written comments: Send an email to [kathy.garcia@hayward-ca.gov](mailto:kathy.garcia@hayward-ca.gov) by 1 p.m. the day of the meeting.

Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the Council Infrastructure Committee and City staff, and published on the City's Meeting and Agenda Center under Documents Received After Published Agenda.  
<http://hayward.legistar.com/Calendar.aspx>

Please click the link below to join the webinar: <https://hayward.zoom.us/j/95685480054?pwd=THEzYUIvTG5ZMkRmRldRMWhuRXdZUT09> Password: cN8#7zp=

To join by phone: +1 669 900 6833 Meeting ID: 956 8548 0054 Password: 37555185

## **CALL TO ORDER**

## **ROLL CALL**

## **PUBLIC COMMENTS:**

## **APPROVAL OF MINUTES**

1. [MIN 20-103](#) Approve Minutes from the July 22, 2020 Council Infrastructure Committee (CIC) Meeting

**Attachments:** [Attachment I July 22, 2020 CIC Meeting Minutes](#)

## **REPORTS/ACTION ITEMS**

2. [RPT 20-114](#) Receive Update on Mission Boulevard Linear Park Landscape

**Attachments:** [Attachment I Staff Report](#)

3.     [RPT 20-122](#)     Update on the Hayward 21st Century Library and Community Learning Center Improvement Project

**Attachments:**   [Attachment I Staff Report](#)

4.     [RPT 20-123](#)     Main Street Complete Streets Update

**Attachments:**   [Attachment I Staff Report](#)  
                      [Attachment II Main St Complete St Concept 1](#)  
                      [Attachment III Original Grant Application Estimate from 2016](#)  
                      [Attachment IV Update Cost Estimate and Alternative](#)

5.     [ACT 20-070](#)     Review and Comment on the FY21 Pavement Improvement Project

**Attachments:**   [Attachment I Staff Report](#)  
                      [Attachment II Street List](#)  
                      [Attachment III Project Map](#)

#### **FUTURE AGENDA ITEMS**

6.     [ACT 20-074](#)     Review and Comment on the Proposed 5-Year Agenda Planning Calendar

**Attachments:**   [Attachment I Staff Report](#)

#### **COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS**

#### **ADJOURNMENT**

Next Scheduled Meeting: January 27, 2021



# CITY OF HAYWARD

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**File #:** MIN 20-103

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**DATE:** October 28, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT**

Approve Minutes from the July 22, 2020 Council Infrastructure Committee (CIC) Meeting

**RECOMMENDATION**

That the Council Infrastructure Committee reviews and approves the July 22, 2020 Council Infrastructure Committee meeting minutes.

**ATTACHMENTS**

Attachment I July 22, 2020 Council Infrastructure Committee (CIC) Meeting Minutes



COUNCIL INFRASTRUCTURE COMMITTEE MEETING  
Hayward City Hall – via Microsoft Teams Virtual Meeting  
777 B Street, Hayward, CA 94541-5007

July 22, 2020  
4:00 p.m.

MEETING MINUTES

**CALL TO ORDER:** Meeting called to order at 4:00 PM by Chair Elisa Márquez

**PLEDGE OF ALLEGIANCE:** Led by Chair Elisa Márquez

**ROLL CALL:**

Members Present:

- Elisa Márquez, Chair
- Al Mendall, City Council Member
- Mark Salinas, City Council Member

Staff Present:

- Alex Ameri, Director of Public Works
- Alex Tat, Associate Civil Engineer
- Ayeh Khajouei, Associate Transportation Planner
- Charmine Solla, Senior Transportation Engineer
- Fred Kelley, Transportation Manager
- Irene Perez, Senior Secretary (Recorder)
- Jorge Simbaqueba, Senior Transportation Engineer
- Kathy Garcia, Deputy Director of Public Works
- Maria Hurtado, Assistant City Manager
- Shabnam Yari, Associate Transportation Engineer

**PUBLIC COMMENTS:**

There were no public comments.

**COMMITTEE COMMENTS:**

There were no Committee comments.

**1. La Vista Park Project:**

Kathy Garcia, Deputy Director of Public Works, introduced the report. Alex Tat, Associate Engineer, and Tyler Jones-Powell of SurfaceDesign Inc. presented the information.

**Public Comments/Discussion**

Council Member Mendall had a question about the whether the additional fill on-site that the developer left behind is City's responsibility. Alex Tat responded that DeSilva

Gates removed the soil and the materials from that area. Council Member Mendall mentioned he would like to assure the top lot is an enclosed space to prevent children for wandering out. Council Member Mendall also addressed concern for the timing of the project and how it has been pushed from April of 2021 to start in 2022. He believes that if this delay is tied to Parcel 3 disposition then it would be a good idea for Council to consider acquiring that parcel to speed up the project timing. Alex Tat responded that the geotechnical report has been completed and the recommendations have had an impact to timing. He added that CEQA could not be completed until the geotechnical report was received which has also impacted the timing of the project.

Council Member Salinas commented that some of the park amenities were not addressed. He questioned at what phase would more specificity in the amenities be presented. Tyler Jones -Powell mentioned that in this round they were covering more of the bigger moves on-site as far as balancing earthworks and that amenities were something they would highlight in the next submission. Council Member Salinas added that in looking at other city parks he notices that the picnic areas are small. He mentioned that the barbeque grills are very small, and the tables only allow up to 4 to 6 people. He would like to include large grills and longer 8-foot tables where larger multi-generational families can cook and gather.

Council Member Marquez brought up the mention of updating the CEQA document and whether there were any significant measures that must be mitigated in turn further delaying the processing. She questioned if Staff were anticipating any other issues that could potentially delay the project. Alex Tat mentioned potential for existing wetlands that were preliminary shown from the parcel 3 assessment. He assured that the consultant would re-evaluate and provide an updated report in about 2 months. Chair Márquez questioned if that was going to be included in the next meeting. Director Ameri responded that it would be included in the next meeting. Chair Marquez added that there was no mention of the possibility of community events and festivals being held here in the future and whether the amphitheater space or parking area would be equipped with electrical outlets to meet the needs of the events. Director Ameri mentioned that those details have not been worked out yet, but these comments would be taken into consideration. Chair Marquez questioned if work were being done at the site currently and if the project would be completed in phases. Alex Tat responded that there is no work on site currently and when construction would begin it would be completed in one phase. Chair Marquez questioned if after the CEQA updated report was completed, whether this item would be back in December or January for an update. Director Ameri responded that it would be in December.

## **2. Main Street Complete Streets Design:**

Alex Tat introduced the report and provided background.

## **Public Comments/Discussion**

Carl Gorringer's written comment mentioned a desire for a concept that included diagonal parking as Staff had not yet presented one. Mr. Gorringer included a detailed plan with a diagonal concept. Director Ameri commented on the plan and noted that the sidewalk width on both sides remain at 10 feet which is not contributing to complete streets. He also noted that the bike lane was located behind the parked vehicles and adjacent to an 11-foot travel lane that can have buses and delivery vehicles, deeming it unsafe and inconvenient to bikers. He added that these features are also not contributing to a complete street. He added that Staff is not in support of this concept.

Nicholas Yoo, manager of Sapporo, commented that he is also in favor of Mr. Gorringer's diagonal concept plan that was presented earlier as he believes it offers more parking for customers.

Susie Hufstader from Bike East Bay suggested an approach for meeting the needs of street seating for restaurants and for the safety of the pedestrians walking and biking. She presented a design with building protected bikeways with temporary materials such as semi-permanent separation materials instead of concrete islands. This idea also includes fully built bulb outs and sidewalk features with planters or other separators that can be evaluated and adjusted in the future. Kathy Garcia mentioned this is very similar to the C-1 concept presented.

Council Member Mendall commented on C-1 with protected bike lane. He mentioned that he does not like that there the planters are spaced out as he believes it is not entirely clear to motorists that it is a protected bike lane and not a travel lane. He added that if C-1 is selected the separator needs to be in a continuous line. He would also like if those separators were semi-permanent with the ability to move to accommodate future sidewalk seating opportunities for business owners. Director Ameri responded that the plan is to have flexible separators that can be moved, like those seen on Mission Blvd. Phase 2 project. Council Member Mendall noted that he believes the visual aspect of those plastic separators is not ideal and would like Staff to consider other options to provide more visual appeal. Director Ameri responded that if Council were to move forward with C-1 Staff would bring forward ideas for designs and let the Committee pick what solution is best. Council Member Mendall concluded that he is comfortable moving forward with C-1. He acknowledged the desire for more parking, however, as Staff has demonstrated, it will not be a complete street design if parking is added.

Council Member Salinas commented that he has spoken with business owner of Sapporo who is looking to maximize space in front of his restaurant for a delivery truck. Council Member Salinas questioned whether if doing that it would still fall under a complete streets design. Director Ameri responded that it would not, however, he will discuss with owner of Sapporo to discuss their needs. He added that perhaps a loading zone in front of his business would function, however, Staff will have to look at design and see what is possible. Council Member Salinas added that he received positive feedback from business owners along Main Street about feeling included in this process

and having their voices heard. Council Member commended Staff on their efforts. Council Member Salinas added that he agrees with comments made by Bike East Bay regarding bike barriers with temporary materials. He stated that he would like to be able to accommodate outdoor seating for current and future restaurants given current climate. He expressed interest in C-1 due to its flexibility to move onto the sidewalk if needed and its bike barriers. He added that the bike barriers that will be added need to look great and would like to see those renderings in the next update.

Chair Márquez commended Staff for their responsiveness to hear business and community input. She agreed with Council Member Mendall's comment on the buffer being continuous and not spaced out and would like to see that as well. Chair Marquez wanted confirmation on the amounts of the grant amount being \$1.6M and the project cost coming at a little over \$2M and questioned if the grant was specifically for complete streets design. Director Ameri confirmed the amounts as well as the grant being specifically for a complete street design. Chair Marquez advised Staff to reiterate that information to the business community. She also added that she would like Staff to work strongly with Economic Development team to promote the various municipal parking lots available for parking. She advised Staff to investigate ways to partner with businesses to get ideas in conveying the actual parking lot counts.

### **3. Foothill Blvd & D Street Intersection Safety Analysis & Improvement:**

Transportation Manager, Fred Kelley, introduced the report and Associate Transportation Engineer, Shabnam Yari, presented the information.

#### **Public Comments/Discussion**

Council Member Salinas commented that the biggest complaint he hears from residents is that of the D St./Foothill Blvd./Jackson St. merge and after reviewing the presentation Staff has presented, he believes it looks smart and rational. He added that he is happy to see that Staff has added light covers so that motorists do not see multiple lights at once.

Council Member Mendall supports the change. He believes this idea is much safer for motorists and residents. He pointed out that currently the traffic light south of Mission where E Street use to be is counter synchronized with Mission Blvd & D Street traffic signal, therefore, when one signal is green the other is red. With this improvement, he would like to see that these two traffic signals be synchronized to both turn green simultaneously. Director Ameri responded that Staff will investigate this and follow his advice.

Chair Márquez commented that she is very excited about these changes as she usually avoids this area due to its numerous traffic issues. She thanked staff for making these changes and looks forward to seeing the right lane being a designated right turn from Foothill Boulevard to A Street.



#### **4. I-880/Winton Ave./A Street**

Transportation Manager, Fred Kelley, introduced the report and Scott Shephard, Project Manager at Alameda CTC and Parag Mehta, Project Manager at Kimley-Horn, presented the information.

##### **Public Comments/Discussion**

Susie Hufstader of Bike East Bay commented in favor of Option 2 for both interchanges. She added that she would like to see protected bike lanes and protected intersections with as few crossing points as possible.

Council Member Mendall commented on the A Street improvement bike and pedestrian lanes, noting that he would like to make sure that the separator is not just a solid wall that simulates a tunnel. He added that it should feel open and inviting to make pedestrians feel safe. On Winton Ave improvements he commented that he is unable to determine how this concept would alleviate the traffic issues this area has during the holiday shopping. Transportation Manager Kelley responded that the proposed concept is designed to eliminate the existing merge that occurs from I-880 southbound off-ramp traffic by the addition of creating more left turn capacity at Southland Drive and signalizing the Southbound I-880 off ramp. Council Member Mendall questioned if his last comment about adding a lane coming the Southbound I-880 off ramp exit ramp that flowed from the exit to westbound Winton Ave without having to stop at the light, in turn assisting big rigs from flowing freely. Parag Mehta from Kimley-Horn responded that this concept would affect bike and pedestrian safety in this intersection.

Council Member Salinas asked which concepts were greater in price and what the major differences in the concepts were. Director Ameri responded that A-1 and W-1 were higher-priced and the lower price concepts were more bike and pedestrian friendly. Parag Mehta added the major differences of both concepts are the tradeoff of having signals versus having no signals on W-1 and the real estate and relocation cost of businesses are what impacts the costs on A-1. Council Member Salinas questioned the option of having an on-ramp from La Playa Drive and whether that was going to be possible. Scott Shepard of Alameda CTC responded that although Caltrans has not given a formal rejection, the direction is that it is likely not to be approved. Council Member Salinas added that he favors W-1 and will wait until the next update to further comment on the A Street concepts.

Chair Marquez feels the attachment plans could be clearer in differentiating the two concepts presented. She would like Staff to be clear when performing outreach on which concepts are being referred to. She added that is in favor of W-2. She commented on the A Street concepts and agreed with Council Member Mendall's comment about the wall barriers creating an unsafe feeling for pedestrians. Scott Shepard responded that it is a vehicular barrier with columns that protect pedestrians and the wall is on the other side of pedestrians that prevent soil from falling into walkway. Chair Marquez showed support to A-2. She questioned if Staff were prepared to do outreach to residents in

affected areas regardless of city and county limits. Scott Shepard responded that at this preliminary stage they have not gathered the property information, but they will be prepared to gather that information and reach out to all property owners. Chair Marquez questioned whether funding has been secured for this project. Scott Shepard responded that only scoping and PADD funding was secured, which is roughly \$5.3M. He added that they will not apply to secure more funding until project is approved, and a total project cost is determined. Chair Marquez asked Staff if they were partnering with the Economic Development team to reach out to business owners in the Industrial area off Winton Ave. Transportation Manager Kelley responded that Staff is working with Paul Nguyen, Economic Development Manager, to reach out to all business owners in affected areas.

## **5. Safe Routes for Seniors:**

Transportation Manager, Fred Kelley, introduced the report and Senior Transportation Engineer, Jorge Simbaqueba, presented the information.

Susie Hufstader from Bike East Bay commented on Staff to consider implementing lane reduction to calm traffic and shorten crossing distances. She would also like Staff to consider planning for future bikeways with all curb and ramp designs even if the bikeway is not part of the pedestrian safety project.

Council Member Mendall agreed with Susie Hufstader's comment with making sure it coordinates with future changes. He added that the conversion of the loop to two-way should be long standing and not changed once the later phases are completed.

Chair Salinas also agrees with Susie Hufstader's comment about coordinating future changes. He is in favor of this concept and looks forward to this project.

Chair Marquez thanked Staff for the detailed analysis and data points. She looks forward to this project moving forward and securing funding in the future to also tackle A Street.

## **6. 5 Year Planning Calendar:**

Due to time constraints, the calendar was not presented. Director Ameri welcomed any comments from Council Members.

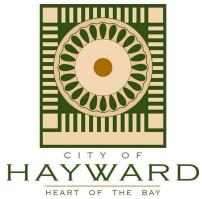
Council Member Mendall requested that the next conversation for La Vista Park be discussed before December.

## **7. Oral Updates:**

Council Member Marquez added that she received an email from Mimi in Fairway Park regarding lack of landscaping between the Fire Station and Fairway Park. Chair Marquez added that she has she drove by the area and stated it looks impressive. She

commended Staff for their amazing work on the landscaping. She added that we can address the landscape concerns and make sure the area is consistently maintained and completed. Director Ameri assured that Staff will complete the landscaping in this area and address resident concerns.

**ADJOURNMENT:** 6:09 PM



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**File #:** RPT 20-114

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**DATE:** October 28, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT**

Receive Update on Mission Boulevard Linear Park Landscape

**RECOMMENDATION**

That the Council Infrastructure Committee reviews and comments on this report on the Mission Boulevard Linear Park Landscape Project, including direction on implementation of public comments received to date.

**SUMMARY**

The Mission Boulevard Linear Park Landscape project will provide improvements to the linear park adjacent to portions of the Mission Boulevard Corridor Improvements Phase 2 project. The purpose of this report is to provide the Committee an update on the progress of the project and to receive comments.

**ATTACHMENTS**

Attachment I Staff Report



**DATE:** October 28, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT:** Receive Update on the Mission Boulevard Linear Park Landscape

## **RECOMMENDATION**

That the Council Infrastructure Committee reviews and comments on this report on the Mission Boulevard Linear Park Landscape Project, including direction on implementation of public comments received to date.

## **SUMMARY**

The Mission Boulevard Linear Park Landscape project will provide improvements to the linear park adjacent to portions of the Mission Boulevard Corridor Improvements Phase 2 project. The purpose of this report is to provide the Committee an update on the progress of the project and to receive comments.

## **BACKGROUND**

The Linear Park is on the east side of Mission Boulevard from approximately 600 feet south of Blanche Street to 500 feet north of Fairway Street and is approximately 5,000 feet long and varies in width from 50 to 65 feet. The Linear Park currently consists of an asphalt path, grasses, trees, and shrubs. The Mission Boulevard Corridor Improvements Phase 2 construction project removed trees that were in declining health, replaced the asphalt path, added new pedestrian lighting, and installed the main irrigation water line within the Linear Park. The landscape improvements were not included in the Phase 2 project because the cost estimate exceeded the project budget for the Phase 2 project.

Landscape design services are needed to develop all stages of design from concept to construction documents. On June 23, 2020<sup>1</sup>, Council adopted a resolution authorizing the City Manager to execute a Professional Services Agreement with SurfaceDesign, Inc., (SDI) for the design of the Mission Boulevard Linear Park Landscape Project.

## **DISCUSSION**

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<sup>1</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4576642&GUID=32D41BF8-52CB-4E7C-B048-08B61F8CB28D&Options=&Search=>

The design process started in August of this year. To date, SDI has completed data collection and survey of the linear park. SDI is in the process of updating the tree inventory and assessment. One of the goals of this project is to use the remaining trees that are suitable for the new landscape.

Another goal of this project is to engage the community to receive input for the design concepts of the park. The first community meeting was held on September 25, 2020 at 5:30 pm via a virtual Zoom meeting, to present the project and to receive design input. This meeting was attended by fifteen community members. Two tent events were held following the virtual meeting on September 28, 2020 from 7:00 a.m. to 10:00 a.m., at the corner of Blanche Street and Mission Blvd and from 4:00 p.m. to 8:00 p.m., at the corner of Corrine Street and Mission Blvd. This event provided in-person opportunities to look at exhibits and to receive design input. Approximately 100 people attended the in-person events.

Below is a summary of the comments and input received:

- Need upkeep and ease of maintenance both interim and after construction
- Need to resolve trash issues, have retail responsibility, install more garbage cans
- Provide privacy to adjacent properties, consider what to do with chain link fence, trim trees (not all residents want this), install higher fence
- Block noise from roadway with shrubs, sound wall
- Keep existing trees healthy, plant more trees for shade, consider cedar, crape myrtle. No palm trees. Install lush, green landscape, native plants
- Install more exercise equipment with muted colors
- Keep oleanders. Some residents want them removed or at least trimmed and maintained
- Need to include landscape at the south end on the westside
- Continue green metal fence on westside south of Blanche Street
- Install more benches throughout and at bus stops
- Install dog stations (water, waste bag dispensers), dog park, different walking surface for dogs
- Plant no mow grass. Keep grass but more maintenance. Do not install grass.
- Add Rousseau crosswalk
- Remove invasive species
- Do not install structures or landscape that encourage graffiti
- Address light pollution
- Install more boulders strategically placed for a natural look
- Include feature for contemplation, meditation, and reflection
- Have neighborhood volunteering to pick up trash on regular basis for sense of ownership/adopt a block
- Install artwork to discourage graffiti
- Install educational landscape, connection with neighborhood schools for field trips

In addition to the community meetings, there will be continued opportunities to provide comments through a survey that can be found in the project webpage:

<https://hayward-ca.gov/Linear-Park>.

## ECONOMIC IMPACT

Completion of the landscape improvements will provide the final aspect of the complete streets total project for this portion of Mission Boulevard, provide additional pedestrian and bicycle facilities, recreation facilities, resulting in positive economic benefits for nearby businesses and residential areas adjacent to the Linear Park.

## FISCAL IMPACT

This landscaping project is funded by the Route 238 Corridor Improvement Fund. Currently, the adopted FY20 CIP includes \$2,813,000 funding for the project.

The estimated project costs are as follows:

	Estimated Cost
Construction	\$2,200,000
Design	\$400,000
Construction Admin, Inspection, Testing	\$213,000
<b>Project Total</b>	<b>\$2,813,000</b>

Should additional funding be available, the estimated project costs are as follows:

	Estimated Cost
Construction	\$3,800,000
Design	\$400,000
Construction Admin, Inspection, Testing	\$320,000
<b>Project Total</b>	<b>\$4,520,000</b>

Another potential source of funding could be from a possible future Federal Stimulus package. The completion of the design services will result in construction bid documents that will make this project shovel-ready should Federal Stimulus funds become available.

## SUSTAINABILITY FEATURES

1. Water: The project will include the installation of drought tolerant plants to reduce water usage.
2. Environment: This project will implement Bay-Friendly Landscaping techniques to use native and climate appropriate plants for the linear park. The project will be reviewed for Bay-Friendly certification after the project design is complete.
3. Bike and Ped: The project will provide a pleasant, safe, and inviting environment for walking, jogging, casual biking, and exercise.

## STRATEGIC ROADMAP

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

Project 7                      Improve Mission Boulevard as a key 'Gateway to the City'

## PUBLIC CONTACT

As part of the design process, staff and the design consultant held the first of three community meetings and will engage the community for further input when the conceptual design is completed.

## SCHEDULE

The following is the tentative schedule for this project:

Complete Conceptual Design	November 2020
Community Meeting No. 2	November 2020
Complete Design Development	January 2021
Community Meeting No. 3	April 2021
Complete Construction Documents	May 2021
Begin Construction	Fall 2021
Complete Construction	Summer 2022

## NEXT STEPS

Staff will incorporate the Committee's comments into the conceptual design, which will be presented to the community during following community meetings.

*Prepared by:*                Dave Hung, Senior Civil Engineer  
                                 Kathy Garcia, Deputy Director of Public Works

*Recommended by:*      Alex Ameri, Director of Public Works

Approved by:



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Kelly McAdoo, City Manager





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**File #:** RPT 20-122

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**DATE:** October 28, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT**

Update on the Hayward 21st Century Library and Community Learning Center Improvement Project

**RECOMMENDATION**

That the Council Infrastructure Committee reviews this report and comments on the progress of the construction of the Library building and the Library Plaza Project.

**SUMMARY**

The 21st Century Library and Community Learning Center and Heritage Plaza project was approved by Council in May 2015. The project includes a new Main Library, deconstruction of the old Main Library, and construction of the Heritage Plaza. The Library building and related facilities were commissioned in September 2019 and are nearly complete. The Library Plaza is under construction and expected to be completed by late December.

**ATTACHMENTS**

Attachment I Staff Report



**DATE:** October 28, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT:** Update on the Hayward 21<sup>st</sup> Century Library and Community Learning Center Improvement Project

## **RECOMMENDATION**

That the Council Infrastructure Committee reviews this report and comments on the progress of the construction of the Library building and the Library Plaza Project.

## **SUMMARY**

The 21st Century Library and Community Learning Center and Heritage Plaza project was approved by Council in May 2015. The project includes a new Main Library, deconstruction of the old Main Library and construction of the Heritage Plaza. The Library building and related facilities were commissioned in September 2019 and are nearly complete. The Library Plaza is under construction and expected to be completed by late December.

## **BACKGROUND**

On May 26, 2015, the Council approved the plans for the Measure C-funded 21st Century Library and Community Learning Center and Heritage Plaza project. On September 15, 2015, the City entered into an agreement with T.B. Penick & Sons, Inc., (TBP) for a construction contract in a not-to-exceed amount of \$52,550,000. Phase 1 of the project, construction of the new Main Library, began on January 4, 2016. A “soft opening” ceremony with ribbon cutting was held on October 27, 2018. After obtaining a “Temporary Occupancy Permit,” the library opened to the public on September 14, 2019. Due to construction issues, this temporary occupancy did not allow public access to the children’s story time and homework rooms.

Phase 2 of the project began in October 2018 and included deconstruction of the old main library and construction of the Heritage Plaza. The Heritage Plaza encompasses a full city block in downtown Hayward. Staff presented concepts for the Plaza design to Council on November 9, 2010 and on July 16, 2013, and a more detailed design on October 18, 2014. An overview and refresher of the Heritage Plaza restoration and construction project plans and

specifications was presented to Council in a work session on July 10, 2018. On May 14, 2019, Council accepted a \$398,516 Housing Related Parks Program (HRPP) grant from the State to reimburse construction costs related to the Heritage Plaza. On July 2, 2019, Council received an update on the plaza construction and appropriated \$30,000 towards public heritage art and interpretive signage.

The Library Plaza also houses an underground cistern in the basement of the old main library. The cistern will collect rainwater from the library, garage, and plaza areas for use in irrigating plaza landscape and for the library toilets.

## **DISCUSSION**

### **LIBRARY STATUS**

As of September 30, the overall project is 90.6% complete. The library is approximately 99.7% percent complete and is operating under a Temporary Occupancy Permit. Recent significant progress includes work on a structural roof repair, green wall installation, and the garage elevator installation. Investigation into a report by Novum, the subcontractor who installed the cable supported glass wall along C Street, that one of their cables had lost tension led to the discovery of an unauthorized modification to a structural support beam. The cables have been re-tensioned, the beam re-strengthened, and rooftop concrete and waterproofing removed and replaced as needed to effectuate repairs and the glass windowpanes adjusted. Marina Landscaping has installed the green wall in the children's patio area. Replacement of dead or diseased plants around the library will occur with planting at the Plaza. Otis Elevator returned to the project site to install the garage elevator and support installation of other electrical, framing, and waterproofing activity.

Five major items of work remain in the library. These are millwork, HVAC, garage access, atrium stairs, and solar panels.

- 1) Millwork - After repeated attempts to install the wood ceiling and wall panels, book stacks, shelves, cabinets, and countertops, TBP terminated their subcontract with Providence Ventures Inc. (PVI), and began looking for a local contractor to repair or remove and replace the unacceptable millwork. These subcontractors indicated that the corrective repair efforts might take up to nine months to complete. However, before PVI's surety would fund any corrective actions by a replacement subcontractor, they demanded that TBP allow PVI another opportunity to repair the millwork. During September, PVI began work on identified punch list items on the third floor. A third-party inspector from Woodwork Institute (WI) looked at the repairs on October 2 to determine if the repair efforts are worth continuing or in vain. The WI report indicates that much of the repaired work still does not meet project specifications.

- 2) HVAC - After numerous attempts to resolve HVAC system cooling problems, Helwig, the mechanical subcontractor, believes that they have identified an intake/exhaust air conflict and provided a temporary fix. Noll + Tam, the City's architect, is working on the design for a permanent fix. Helwig is also fabricating a louver for the atrium at the smoke exhaust fans. This louver may be available for installation during early November. After its installation, Helwig should complete their air balancing in the library, conduct a final smoke exhaust air test, and complete the HVAC system commissioning.
- 3) Garage Access - The garage stairway and elevator work has made some recent progress noted above. Besides subcontractor payment issues, there have been issues with unhoused individuals occupying and damaging elevator cabs and other elevator materials. Now, the siding subcontractor must finish their work on the remaining exterior wall, additional lighting must be installed, and the fire alarm controls connected to the existing garage system, before Otis Elevator can complete their work on the elevator and the stairway subcontractor can complete the guardrail installation at the stairway perimeter. Once the stairway is complete, the State elevator inspection can be scheduled, the temporary stairway on Mission Boulevard removed, and the temporary concrete wall openings repaired. A large "PARKING" sign will also be installed at the Mission Boulevard entrance to the City Hall garage.
- 4) Atrium Stairs - The atrium stairs have developed unsightly cracks on most stair treads and landings. N+T and the stair tread fabricator, Stepstone, have determined that these cracks do not affect the structural integrity of the stairway. Stepstone has denied responsibility for the cracks and has offered to provide repair kits but has refused to attempt any repairs themselves. TBP has stated that they are still looking for a subcontractor or vendor to make repairs.
- 5) Solar Panels - The solar panels have been complete for some time but have not been approved for connection to the PG&E grid. Initially, the Collins Electric/Sun Light & Power application to connect the solar system to PG&E's grid was delayed while PG&E resolved internal documentation issues. Then, PG&E found that they had incorrectly designed the library's transformer by using the electrical demand for the library rather than the total electrical power that could be generated by the current and future PV system. Once PG&E redesigned the system and installed the correctly sized transformer, a PG&E inspector developed a punchlist for the PV system interconnect. All but one item on that punchlist were quickly resolved. The remaining item was related to exterior access through the gate at the garage entrance. TBPs subcontractors had missed a card reader required at that gate and spent some time obtaining materials to do the work and coming to an agreement about who was responsible for the electrical connections to the card reader. The City's building facilities vendor recently completed the electrical connections as a back charge to TBP. A final PG&E interconnect inspection was requested on October 6 and completed on October 21, 2020 with no reported issues.

## PLAZA STATUS

As of September 30, the plaza is approximately 80% percent complete. Four major items of work remain in the plaza. These are completion of paver installations, irrigation and landscaping, PG&E transformer installation, which impacts the cistern commissioning and pedestrian lighting, and signage.

- 1) Paver Installations - Alpha Omega began pathway paver installation August 17. Their work is expected to be complete during early November.
- 2) Irrigation and Landscaping - Marina Landscape has installed the irrigation main water lines. They are currently working on valves and sprinkler/drip distribution lines. Plants and trees will arrive after removal of unacceptable soils and placement of soils amendments.
- 3) PG&E Transformer - The PG&E plaza transformer pad concrete was placed shortly after PG&E approvals were received on October 1. The PG&E transformer is scheduled for installation on November 3. Once the transformer and meter are installed, Collins Electric can complete the pedestrian lighting and convenience power hook ups adjacent to pathways and Phoenix Electric can begin work to commission equipment in the cistern mechanical rooms.
- 4) Signage - Plaza information signs will be installed concurrent with or just after landscape installation. Details have not yet been worked out for the Japanese memorial, the Yrgin (Ohlone tribelet) memorial, the Russell City commemorative sign, or the Guillermo Castro sign. The Hayward Chamber of Commerce and the Hill and Valley Club have asked the City to donate the Mission (or El Camino Real) Bell to the Hayward Area Historical Society, who has agreed to accept the bell as part of their collection. They have also asked if it would be practical to schedule a holiday tree lighting ceremony for the plaza.

## DELAYS

The library project has been plagued by delays related to General Contractor management staff turnover and work stoppages related to subcontractor payment issues. Some delays have been related to the pandemic and wildfire smoke concerns. TBP has assigned at least five different project managers and eight superintendents to this project. The project's initial superintendent left after his assistant was laid off. She was brought back as the second superintendent but left after a few months because she was concerned about being laid off again. The next superintendent was on site for less than one week. He was followed by another superintendent who was laid off due to management style differences. On May 30, 2019, Jim Scates and Jeni Gray ended their employment with T.B. Penick. Jim Scates humorously noted that he was TBPs third, fifth, and seventh superintendent on this project. Jeni Gray had been the project engineer since the beginning of the project and took all TBPs remaining institutional knowledge of the project with her when she voluntarily departed in May. Jeff Diamond took over the project

supervision and engineering functions upon Jim Scates' departure. Jeff had some support from Ed Evans during November and December 2019. Jeff left the project in mid-June 2020. Juan Heredia is the current superintendent.

Steve Meek, TBP's initial project manager, left in early March 2019, Amanda Sebastian left in early July 2019, Alana Cirami left in mid-October 2019, and Shane Willis left in mid-September 2020. TBP staff has indicated during conversations that two or three other project managers had been assigned in the home office that were not introduced to City staff since the beginning of this project. Aaron Luecht is the current project manager for TBP.

Subcontractors have had a difficult time getting progress payments from TBP or their surety. After City staff began investigating the cause for numerous payment complaints early in the project, monthly progress payments were transmitted to the surety company to ensure payment to the subcontractors. Unfortunately, this did not guarantee timely payment for two reasons. First, the surety required an authorization from TBP indicating that each subcontractor had submitted their monthly documentation and detailing the progress payment due to that subcontractor. Second, with the rapid turnover of TBP's project management staff, TBP stopped submitting monthly billing statements. Because of the abrupt departure of TBP's staff in May 2019, City staff prepared the May billing statement for TBP and helped prepare the next few statements. Since August 2019, the billing statements, which are required to be submitted monthly, have been submitted for two- or three-month periods. Since June 2016, seventeen subcontractors have filed stop payment claims against this project. Most of these subcontractors refused to work or provide needed material for a period of time beginning prior to filing their claim until their claims were resolved. In some instances, TBP has had to locate other subcontractors, who were still willing to work with TBP, to complete the work. When a stop payment notice is received, the City must withhold 125% of the claimed amount from the next progress payments until a stop notice release or surety bond is received. This mandatory withholding of payments has created even more problems getting timely payments to subcontractors who are still working on the project.

During July 2019, City Council considered an action to remove Collins Electric from the project because of their negative impact on the project's progress. Since that time, Collins Electric has provided reasonable support to the project, while still complaining about overall project delays and the lack of timely payment and adequate TBP supervision on the project.

The project was shut down per the Alameda County Health Department's pandemic directive on April 1, 2020. A return to work letter was provided on May 4 and a pandemic protocol was in place to allow work to begin again on May 11. Although there has not been a complete job shut down because of recent record number of consecutive "spare the air" days, some subcontractors did decide to refrain from working outdoors during days when wildfire smoke was a major health concern.

## **ECONOMIC IMPACT**

The 21<sup>st</sup> Century Community Learning Center project is a significant asset for residents and

visitors in downtown Hayward, a rapidly developing area for major new housing and other urban uses, where the need for library services and indoor homework, training, and community gathering spaces, is projected to grow significantly in the coming years.

Similarly, the Heritage Plaza restoration project will be a significant asset providing a large outdoor space for community gatherings, recreation, and celebration activities.

## **FISCAL IMPACT**

At contract award on September 15, 2015, this project was estimated to take twenty-five months to complete and cost \$65,680,000, which included a construction contract of \$49,290,599 and a construction contingency of \$3,259,401 for a total of \$52,550,000. The project has been funded with Measure C financing proceeds, as well as with some corporate and developer contributions.

On May 14, 2019, City Council authorized an additional appropriation of \$398,516 from a Housing Related Parks Program grant offered by the State Department of Housing and Community Development. And, on July 2, 2019, City Council authorized another \$30,000 for Heritage Plaza art and interpretive signage from Measure C funds.

After processing the July-August-September 2020 billing statement from TBP, the City will have authorized payment of \$51,279,383.03 for the library and plaza work. Of that amount, \$48,747,094.45 has been paid to TBP or its surety and \$2,487,272.58 is being held in a retention account.

The construction contract includes a liquidated damages provision requiring contractor payment of \$8,500 per calendar day for each day that library construction completion is delayed beyond 370 working days and \$2,500 per day for each calendar day that plaza construction completion is delayed beyond 115 working days. The number of allowable working days is increased when work is impacted by any event outside the contractor's control that affects the critical path schedule. These events include things such as rain delay days, change orders, and health department closures (Covid-19 and smoke).

An additional appropriation will be required to complete the project. The need to issue change orders for unforeseen conditions, such as lead soil contamination, and for extended administrative costs will require some budget adjustments that will be presented in a future report to this Committee and Council when staff has a better picture of the cost and delay impacts. Any liquidated damages paid by the contractor as a result of delays may help to offset additional appropriations needed.

## **STRATEGIC ROADMAP**

This agenda item supports the Strategic Priority of Support Quality of Life as it improves the quality of life for residents, business owners, and community members in all Hayward neighborhoods, and fosters a sense of place and supports neighborhood pride.

Project 6      Plan library operations and hours to leverage the new facility

The 21<sup>st</sup> Century Learning Center project is substantially complete. Staff is working with the general contractor to complete remaining punchlist items with the least possible impact on library operations.

**SUSTAINABILITY FEATURES**

The project has been designed to achieve Net Zero Energy and LEED Platinum eligible status. Solar panels have been constructed on the roof of the library and municipal parking garage and the Heritage Plaza features a water catchment and storage system that will provide irrigation water for plaza landscape and gray water for the library's restroom toilets.

**NEXT STEPS**

Next steps for the project include a continuation of efforts to complete library punch list items, to complete plaza construction activities, and to prepare a report on anticipated additional project costs and delays, as well as the accounting for the liquidated damages due to the contractor delays.

*Prepared by:*                      Kevin Briggs, Senior Civil Engineer

*Recommended by:*          Alex Ameri, Director of Public Works

*Approved by:*

A handwritten signature in black ink, appearing to read 'K. McAdoo', is written over a horizontal line.

Kelly McAdoo, City Manager





# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

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**File #:** RPT 20-123

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**DATE:** October 28, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT**

Main Street Complete Streets Update

**RECOMMENDATION**

That the Council Infrastructure Committee (CIC) reviews the updated cost estimate, potential scope and cost reduction options, and provides direction to move forward with final design for the Main Street Complete Street project.

**SUMMARY**

Staff has updated the cost to support design, construction, inspection, and construction management for the development of Concept 1 of the Main Street complete streets project. The current cost is approximately \$5.1 million (\$4.4 million construction cost) and includes a 5% contingency. The grant that funds the project provides approximately \$1.7 million. Thus, there is a budget shortfall of approximately \$3.4 million.

The Safe Routes for Seniors (SR4S) project is currently contemplating improving the intersections of A Street and Main Street, and C Street and Main Street, among other intersections in the Downtown. Staff is proposing to construct these two intersections as part of the Main Street Project, with funding, currently estimated at \$1M, paid for by the SR4S project. This will reduce the budget shortfall to \$2.2M. Staff recommends limiting the scope of the project as outlined in the report to further reduce the cost.

**ATTACHMENTS**

Attachment I	Staff Report
Attachment II	Main St Concept 1
Attachment III	Original Grant Application Estimate 2016
Attachment IV	Update Cost Estimate and Alternative



**DATE:** October 28, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT:** Main Street Complete Streets Update

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## **BACKGROUND**

On June 22, 2020,<sup>1</sup> a virtual community meeting was held with residents, businesses, and interested parties, such as Bike East Bay, where staff presented Concepts 1 and 2 for public comment and discussion. The feedback received was in favor of Concept 1. Concept 1 separates the bicyclists from vehicular traffic with a 2-foot buffer while providing a 15-foot wide sidewalk for potential outdoor seating (Attachment II). This option includes other streetscape features such as green infrastructure, street lighting, and trees.

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<sup>1</sup> <https://www.hayward-ca.gov/content/main-street-complete-street-c-street-mckeever-avenue>

At the July 22, 2020<sup>2</sup> CIC meeting, staff presented additional community feedback for the Committee's consideration. The Committee was in favor of proceeding with Concept 1 but suggested installing a moveable median barrier instead of a fixed concrete median.

After the July 22 CIC meeting, staff continued the design consultant's contract review process with the grant funding agency. In addition, with approved Concept 1 (Attachment II), staff updated the grant application's construction cost estimate as prepared in 2016 (Attachment IV). The updated construction cost estimate (Attachment IV) is significantly higher than the original estimate used for the grant application (Attachment III).

In 2016, the grant application's construction cost estimate (Attachment III) was developed before the concept plan was developed but included general concepts to improve bicycle and pedestrian access for Main Street. This estimate was about \$1.6 million or \$1.8 million with a 10% contingency. The estimate included re-using the existing 10-foot wide sidewalks. In addition, pavement rehabilitation and green infrastructure improvements were not included in the estimate. Furthermore, comparing construction prices from 2016 to today, they have substantially increased.

## **DISCUSSION**

To support funding the project, staff sought additional funding as well as strategically reducing the scope of the project while still meeting the intent of creating a vibrant complete street.

Staff asked the Metropolitan Transportation Commission who issued the original funding if additional funds are available; however, they responded that they have no additional funding. Staff submitted a pre-application to the California Natural Resources Agency for an Urban Greening grant, but the application was not successful.

To further reduce the overall construction cost, staff proposes to reduce the scope of improvements on Main Street from A Street to McKeever Avenue as well as between C and D Streets as these segments do not share the same Downtown characteristics as Main Street from A Street to C Street. The reduction in the scope could include not widening the sidewalks, not installing the concrete bicycle barrier, and no green infrastructure. To note, a portion of Main Street has a substantial frontage area across the vacant Maple and Main Street project property. Staff anticipates the developer will be responsible for completing frontage improvements.

The updated cost to complete these improvements, including design and construction support, is about \$3.25 million (Attachment IV), which includes a 10% contingency. As the project is funded by a grant, this proposed change to the project scope would need to be reviewed by Caltrans.

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<sup>2</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=4310995&GUID=957AD8FE-3EE0-4510-80A3-3D76CC284F53&Options=&Search=>

In order to experiment with the proposed lane reductions and bicycle lanes, staff proposes a pilot program that would re-stripe Main Street to mimic the proposed reduction of travel lanes, addition of a separated bike lane with buffer, and swapping of parking stalls and bike lane locations ahead of actual construction. This would allow the City to monitor the public feedback and overall function and character before proceeding with permanent construction of the improvements.

**ECONOMIC IMPACT**

The proposed Main Street Complete Street project improvements will help revitalize the core Downtown area, which offers a wide range of housing choices (existing and planned future), including affordable housing options, retail stores, and services in close proximity to BART and other public transit services.

**FISCAL IMPACT**

This project is partially funded by the One Bay Area Grant (OBAG) program from the Metropolitan Transportation Commission, which provides \$1.7 million for the project. As required by the grant, the City’s contribution is a 25% match (\$550,000). The \$550,000 City match was allocated (\$175,000 in FY18 and \$375,000 in FY19) in the Adopted FY18 Capital Improvement Program (CIP) for the design and construction phases.

As discussed, staff recommends transferring \$1M of the Safe Routes for Seniors project to this project budget. Thus, the total funding for the project is:

OBAG Grant	\$1.7 million
City of Hayward Contribution	\$550,000
Safe Route for Seniors	\$1.0 million
<hr/>	
Total Funds Available	\$3.25 million

During the detailed design phase, staff will continue to update the current construction cost estimate and to align the scope of improvements with the available budget.

**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
- Project 5: Maintain and improvement pavement

## **SUSTAINABILITY FEATURES**

The Main Street Complete Streets project increases pedestrian and bicycle transportation options which, among other benefits, will lead to a reduction in greenhouse gas emissions related to single occupancy vehicle use and will address green infrastructure and storm water treatment technology through street design.

Green Infrastructure (GI) refers to a sustainable system that slows runoff by dispersing it to vegetated areas, harvests and uses runoff, promotes infiltration and evapotranspiration, and uses bioretention and other low impact development practices to clean stormwater runoff. This project will explore the potential for incorporating green infrastructure improvements as part of the City's GI plan.

## **PUBLIC CONTACT**

Existing businesses and residents have been notified of this meeting through the project webpage and social media outreach.

## **NEXT STEPS**

Staff will take direction from the Committee on the recommended option to move forward with construction documents. If additional analysis is required, staff will work on updating the construction cost estimate and any alternatives.

*Prepared by:* Alex Tat, Associate Civil Engineer  
Kathy Garcia, Deputy Director of Public Works

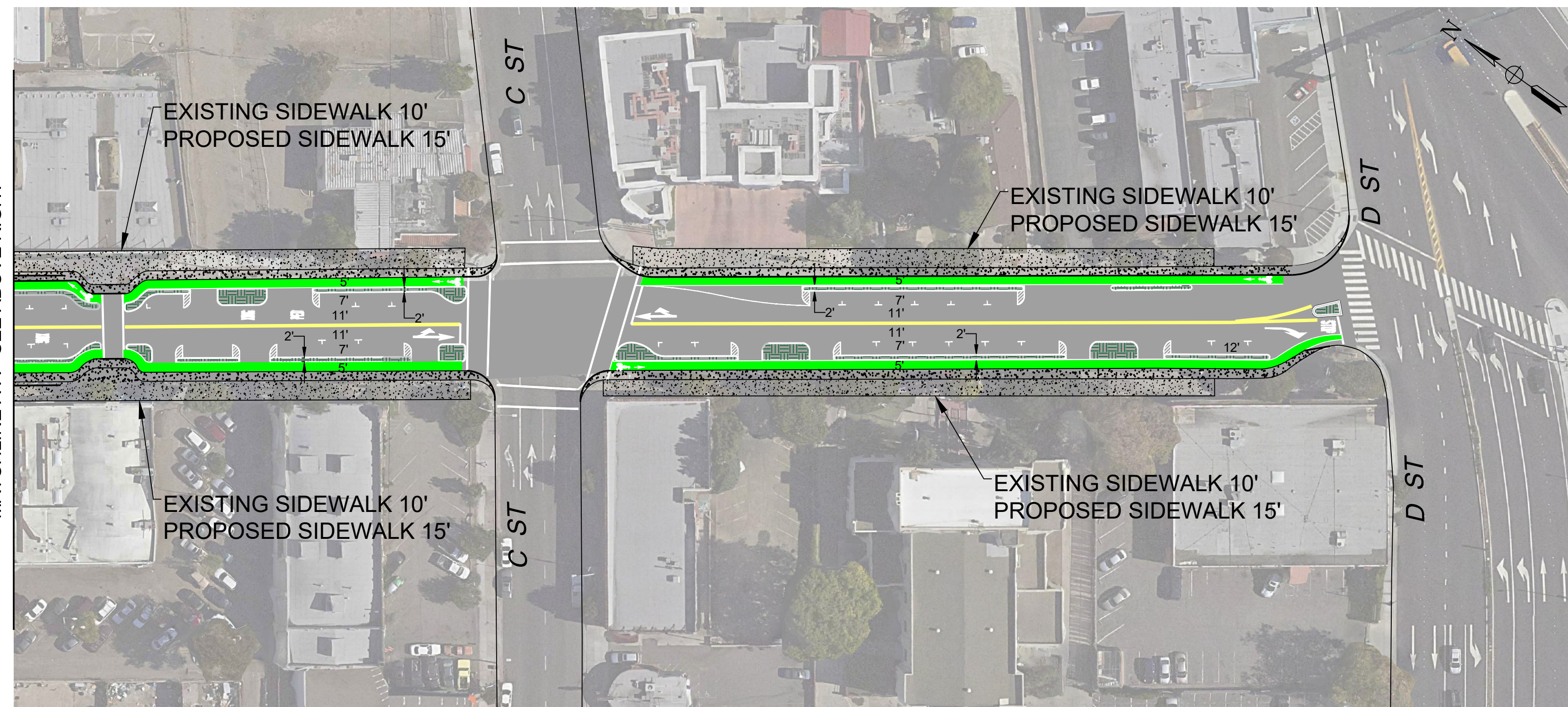
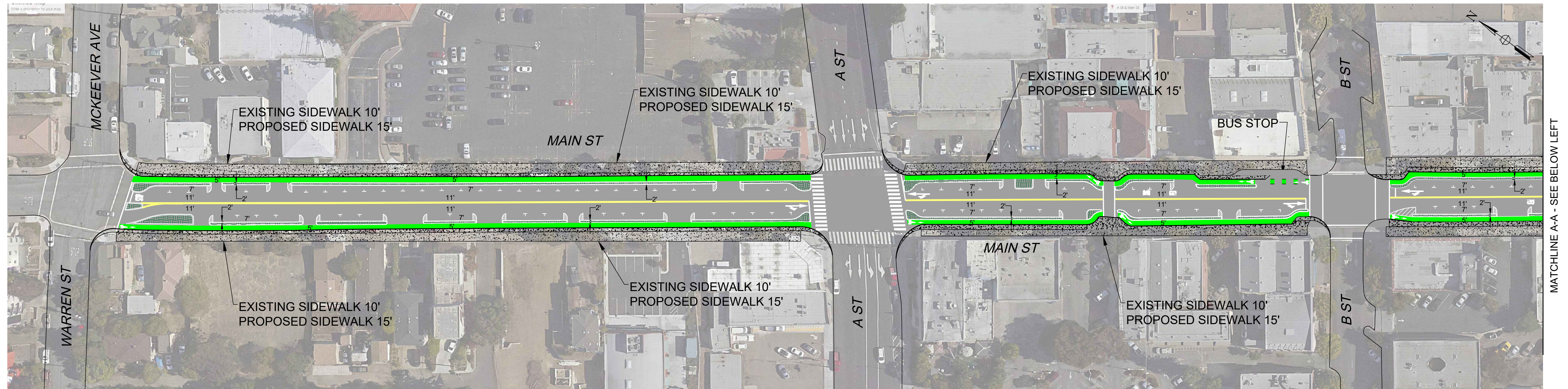
*Recommended by:* Alex Ameri, Director of Public Works

*Approved by:*

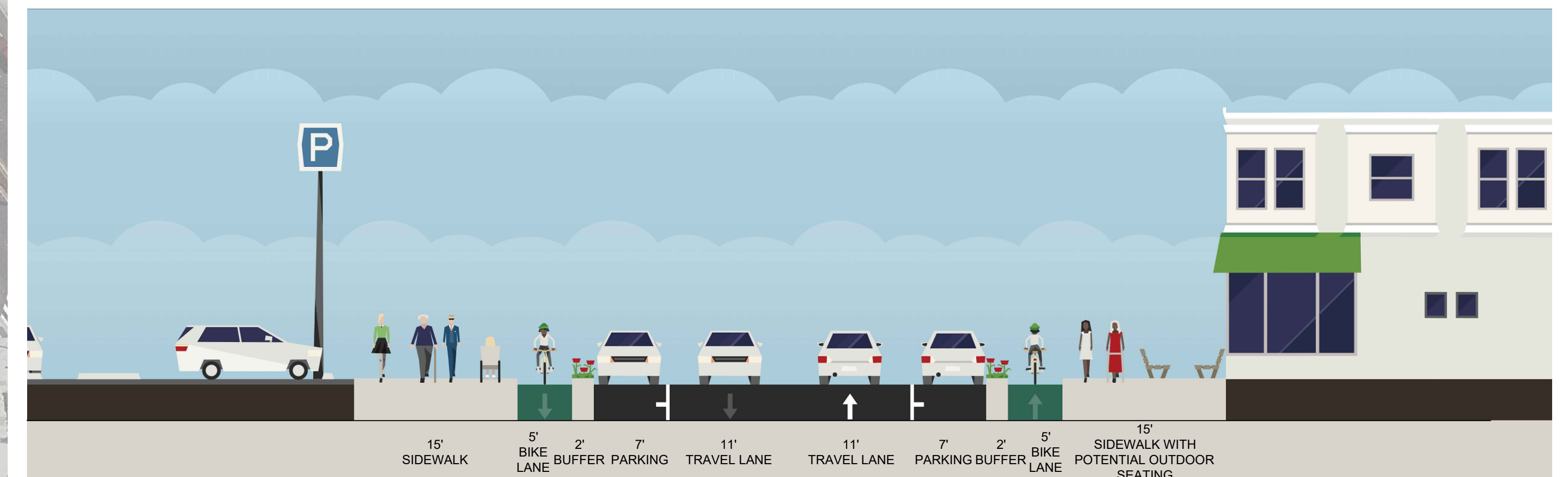
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Kelly McAdoo, City Manager





PROPOSED CROSS SECTION



NOTE: CROSS SECTION IS BETWEEN A STREET AND B STREET.



<b>CONSTRUCTION COST ESTIMATE:</b>	<b>SIGNING AND STRIPING AND ESTIMATE OF LIGHTING AND CONST</b>
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Jurisdiction: CITY OF HAYWARD  
 Segment: Main Street between McKeever

Date: 10/24/2016  
 Prepared: LH

ITEM		UNIT	UNIT COST	QUANTITY	TOTAL
<b>General Items</b>					
Traffic Control System		LS	\$20,000.00	1	\$20,000.00
<b>Signs/Markings</b>					
Removal	Exist. Striping	LS	\$10,000.00	2	\$20,000.00
	Exist. Markings	LS	\$2,500.00	2	\$5,000.00
Striping Install	Detail 22	LF	\$3.00	2005	\$6,015.00
	Detail 39 (Paint)	LF	\$2.50	4708	\$11,770.00
	4" White Stripe (Paint)	LF	\$1.25	4200	\$5,250.00
	6" White Stripe (Paint)	LF	\$2.00	3600	\$7,200.00
Marking Install	Bike Lane Marking	EA	\$500.00	16	\$8,000.00
	Type II Arrow (Lt)	EA	\$500.00	4	\$2,000.00
	Type III Arrow (Rt)	EA	\$500.00	2	\$1,000.00
	Type I Arrow	EA	\$500.00	1	\$500.00
	Green Bike Lane Marking	SF	\$10.00	25140	\$251,400.00
Bulb-Out	Sidewalk, Concrete Work	SF	\$10.00	28463	\$284,630.00
	Curb Work, Face of Curve	LF	\$17.00	5233	\$88,961.00
	Landscape, Hardscape	SF	\$10.00	8690	\$86,900.00
Lanscaping	Landscaping sidewalks and curb	LS	\$250,000.00	1	\$250,000.00
Street Lighting	Street lighting	EA	\$5,000.00	64	\$320,000.00
Ramp	ADA Complaint Ramp	EA	\$5,000.00	38	\$190,000.00

<b>Total: \$1,559,726.00</b>
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Prepared: 10/9/2020  
By: AT

Title:  
**MAIN STREET COMPLETE STREET CONSTRUCTION COST  
SUMMARY**

PROJECT NO.  
5283  
Sheet 1 of 4

<b>Alternative</b>	<b>Project Limits</b>	<b>Construction Cost</b>	<b>Construction Cost with 10% Contingency</b>	<b>Total Project Cost with 10% contingency and design, surveying, inspection, admin</b>
<b>Grant</b>	<b>D Street to McKeever Ave - Construction Costs</b> (2016 Grant Application Estimate - No bike barrier, green infrastructure, roadway rehab and excavation, re-use old sidewalk)	<b>\$1,559,726</b>	<b>\$1,715,699</b>	<b>\$2,415,699</b>
<b>Updated</b>	<b>D Street to McKeever Ave - Construction Costs</b> (With roadway rehab, green infrastructure)	<b>\$4,029,910</b>	<b>\$4,432,901.0</b>	<b>\$5,132,901.0</b>
<b>1</b>	<b>A Street to C Street - Construction Costs</b> (With road pavement rehab, green infrastructure)	<b>\$1,764,545</b>	<b>\$1,940,999.50</b>	<b>\$2,640,999.50</b>



# CONSTRUCTION COST ESTIMATE

Prepared by: AT  
 Date: 10/9/2020  
 Checked: \_\_\_\_\_

Title:  
MAIN STREET COMPLETE STREET (D STREET TO MCKEEVER  
AVENUE)

PROJECT NO.  
 5283  
 Sheet 2 of 4

Item No.	Quantity	Unit	Description	Unit Price	Total
1	1	LS	Mobilization	\$50,000.00	\$50,000.00
2	2	LS	Traffic Control	\$50,000.00	\$50,000.00
4	38,100	SF	Remove Existing Concrete (10' Sidewalk)	\$5.00	\$190,500.00
5	21,030	SF	Remove Existing Concrete (6' Parking Areas)	\$5.00	\$105,150.00
6	4,220	LF	Remove Existing Concrete Curb and Gutter (1.5' Wide)	\$60.00	\$253,200.00
7	23	EA	Remove Existing Streetlights and Foundations	\$5,000.00	\$115,000.00
8	27	EA	Remove, Salvage, Relocate and Reinstall Existing Signs	\$300.00	\$8,100.00
9	20	EA	Remove Existing Tree and Root (Small)	\$2,000.00	\$40,000.00
10	10	EA	Remove Existing Tree and Root (Large)	\$5,000.00	\$50,000.00
11	11	EA	Protect Existing Oak Trees and Prune	\$450.00	\$4,950.00
12	7,050	SF	Minor Concrete (Curb Ramp with Detectable Warning Surface)	\$20.00	\$141,000.00
13	49,400	SF	Minor Concrete (Sidewalk - 4" Thick)	\$15.00	\$741,000.00
14	3,080	LF	Minor Concrete (Curb and Gutter-City Standard)	\$60.00	\$184,800.00
15	4,200	SF	Minor Concrete (Commerical Driveway - 6" Thick)	\$17.00	\$71,400.00
16	4,160	LF	2' Wide Moveable Bike Lane Barrier	\$50.00	\$208,000.00
17	300	CY	Roadway Excavation	\$150.00	\$45,000.00
18	47,000	SF	6" Deep AC Conform (10' Wide)	\$10.00	\$470,000.00
19	107,250	SF	2" Grind and HMA Overlay	\$3.00	\$321,750.00
20	1,900	LF	Striping Detail 22 (Thermo and Markers)	\$3.50	\$6,650.00
21	7,340	LF	Striping Detail 39 (Thermo)	\$2.50	\$18,350.00
22	620	LF	4" White Line (Paint) - Parking Tees	\$1.00	\$620.00
23	1,970	LF	12" White Crosswalks and Limit Lines (Thermo)	\$3.00	\$5,910.00
24	8	EA	Arrow Type II (Left or Right)	\$200.00	\$1,600.00
25	300	SF	Pavement Marking "PED" Legend (Thermo)	\$3.50	\$1,050.00
26	300	SF	Pavement Marking "XING" Legend (Thermo)	\$3.50	\$1,050.00
27	80	SF	Pavement Marking "STOP" Legend (Thermo)	\$3.50	\$280.00
28	20,825	SF	Preformed Green Thermoplastic for Bike Lanes	\$10.00	\$208,250.00
29	12	EA	Preformed Thermoplastic Bike Symbol and Arrow for Bike Lanes	\$500.00	\$6,000.00
30	41	EA	Arborist Supervision	\$300.00	\$12,300.00
31	44	EA	Ornamental Street Lights (100 Feet Apart)	\$10,000.00	\$440,000.00
32	30	EA	24-Inch Box Tree (75 Feet Apart)	\$1,200.00	\$36,000.00
33	8,000	SF	Green Infrastructure	\$30.00	\$240,000.00
34	1	LS	Recycling Implementation	\$2,000.00	\$2,000.00
			<b>Total</b>		<b>\$4,029,910.00</b>

# CONSTRUCTION COST ESTIMATE

Prepared by: AT  
 Date: 10/9/2020  
 Checked: \_\_\_\_\_

Title:  
MAIN STREET COMPLETE STREET (A STREET TO MCKEEVER  
AVENUE ONLY)

PROJECT NO.  
 5283  
 Sheet 3 of 4

Item No.	Quantity	Unit	Description	Unit Price	Total
1	15,600	SF	Remove Existing Concrete (10' Sidewalk)	\$5.00	\$78,000.00
2	7,860	SF	Remove Existing Concrete (6' Parking Bay)	\$5.00	\$39,300.00
3	1,475	LF	Remove Existing Concrete Curb and Gutter (1.5' Wide)	\$60.00	\$88,500.00
4	6	EA	Remove Existing Streetlights and Foundations	\$5,000.00	\$30,000.00
5	11	EA	Remove, Salvage, Relocate and Reinstall Existing Signs	\$300.00	\$3,300.00
6	4	EA	Remove Existing Tree and Root (Small)	\$2,000.00	\$8,000.00
7	4	EA	Remove Existing Tree and Root (Large)	\$5,000.00	\$20,000.00
8	1	EA	Protect Existing Oak Trees and Prune	\$450.00	\$450.00
9	1,000	SF	Minor Concrete (Curb Ramp with Detectable Warning Surface)	\$20.00	\$20,000.00
10	18,900	SF	Minor Concrete (Sidewalk - 4" Thick)	\$15.00	\$283,500.00
11	1,475	LF	Minor Concrete (Curb and Gutter-City Standard)	\$60.00	\$88,500.00
12	3,600	SF	Minor Concrete (Commerical Driveway - 6" Thick)	\$17.00	\$61,200.00
13	1,350	LF	2' Wide Moveable Bike Lane Barrier	\$50.00	\$67,500.00
14	105	CY	Roadway Excavation	\$150.00	\$15,750.00
15	15,600	SF	6" Deep AC Conform (10' WIDE)	\$10.00	\$156,000.00
16	37,600	SF	2" Grind and HMA Overlay	\$3.00	\$112,800.00
17	800	LF	Striping Detail 22 (Thermo and Markers)	\$3.50	\$2,800.00
18	3,050	LF	Striping Detail 39 (Thermo)	\$2.50	\$7,625.00
19	155	LF	4" White Line (Paint) - Parking Tees	\$1.00	\$155.00
20	540	LF	12" White Crosswalks and Limit Lines (Thermo)	\$3.00	\$1,620.00
21	1	EA	Arrow Type II (Left or Right)	\$200.00	\$200.00
22	75	SF	Pavement Marking "PED" Legend (Thermo)	\$3.50	\$262.50
23	75	SF	Pavement Marking "XING" Legend (Thermo)	\$3.50	\$262.50
24	20	SF	Pavement Marking "STOP" Legend (Thermo)	\$3.50	\$70.00
25	7,800	SF	Preformed Green Thermoplastic for Bike Lanes	\$10.00	\$78,000.00
26	2	EA	Preformed Thermoplastic Bike Symbol and Arrow for Bike Lanes	\$500.00	\$1,000.00
27	9	EA	Arborist Supervision	\$250.00	\$2,250.00
28	11	EA	Ornamental Street Lights (100 Feet Apart)	\$10,000.00	\$110,000.00
29	11	EA	24-Inch Box Tree (75 Feet Apart)	\$1,200.00	\$13,200.00
30	2,800	SF	Green Infrastructure	\$30.00	\$84,000.00
			<b>Total</b>		<b>\$1,374,245.00</b>

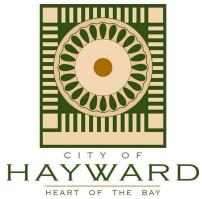
# CONSTRUCTION COST ESTIMATE

Prepared by: AT  
 Date: 10/9/2020  
 Checked: \_\_\_\_\_

Title: MAIN STREET COMPLETE STREET (C STREET TO D STREET  
ONLY)

PROJECT NO.  
 5283  
 Sheet 4 of 4

Item No.	Quantity	Unit	Description	Unit Price	Total
1	7,400	SF	Remove Existing Concrete (10' Sidewalk)	\$5.00	\$37,000.00
2	4,800	SF	Remove Existing Concrete (6' Parking Bay)	\$5.00	\$24,000.00
3	835	LF	Remove Existing Concrete Curb and Gutter (1.5' Wide)	\$60.00	\$50,100.00
4	4	EA	Remove Existing Streetlights and Foundations	\$5,000.00	\$20,000.00
5	9	EA	Remove, Salvage, Relocate and Reinstall Existing Signs	\$300.00	\$2,700.00
6	5	EA	Remove Existing Tree and Root (Small)	\$2,000.00	\$10,000.00
7	4	EA	Remove Existing Tree and Root (Large)	\$5,000.00	\$20,000.00
8	4	EA	Protect Existing Oak Trees and Prune	\$450.00	\$1,800.00
9	1,000	SF	Minor Concrete (Curb Ramp with Detectable Warning Surface)	\$20.00	\$20,000.00
10	8,000	SF	Minor Concrete (Sidewalk - 4" Thick)	\$15.00	\$120,000.00
11	835	LF	Minor Concrete (Curb and Gutter-City Standard)	\$60.00	\$50,100.00
12	3,000	SF	Minor Concrete (Commerical Driveway - 6" Thick)	\$17.00	\$51,000.00
13	530	LF	2' Wide Moveable Bike Lane Barrier	\$50.00	\$26,500.00
14	105	CY	Roadway Excavation	\$150.00	\$15,750.00
15	8,350	SF	6" Deep AC Conform (10' WIDE)	\$10.00	\$83,500.00
16	21,000	SF	2" Grind and HMA Overlay	\$3.00	\$63,000.00
17	420	LF	Striping Detail 22 (Thermo and Markers)	\$3.50	\$1,470.00
18	1,600	LF	Striping Detail 39 (Thermo)	\$2.50	\$4,000.00
19	130	LF	4" White Line (Paint) - Parking Tees	\$1.00	\$130.00
20	350	LF	12" White Crosswalks and Limit Lines (Thermo)	\$3.00	\$1,050.00
21	2	EA	Arrow Type II (Left or Right)	\$200.00	\$400.00
22	20	SF	Pavement Marking "STOP" Legend (Thermo)	\$3.50	\$70.00
23	4,000	SF	Preformed Green Thermoplastic for Bike Lanes	\$10.00	\$40,000.00
24	2	EA	Preformed Thermoplastic Bike Symbol and Arrow for Bike Lanes	\$500.00	\$1,000.00
25	13	EA	Arborist Supervision	\$250.00	\$3,250.00
26	6	EA	Ornamental Street Lights (100 Feet Apart)	\$10,000.00	\$60,000.00
27	14	EA	24-Inch Box Tree (75 Feet Apart)	\$1,200.00	\$16,800.00
28	1,750	SF	Green Infrastrcuture	\$30.00	\$52,500.00
			<b>Total</b>		<b>\$776,120.00</b>



# CITY OF HAYWARD

Hayward City Hall  
777 B Street  
Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

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**File #:** ACT 20-070

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**DATE:** October 28, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT**

Review and Comment on the FY21 Pavement Improvement Project

**RECOMMENDATION**

That the Council Infrastructure Committee reviews and comments on the FY21 Pavement Improvement Project.

**SUMMARY**

The FY21 Pavement Improvement Project (PIP) is currently under design and tentatively calls for the rehabilitation of fifty-eight street sections and preventive maintenance of thirty street sections for a total of eighty-eight street sections. Please see Attachment II for the list of streets. The proposed improvements will repair failed pavement sections and improve street surfaces.

The project budget is \$10,465,000. The funding comes from Gas Tax, Measure BB, Measure B, Vehicle Registration Fees and anticipated Road Repair and Accountability Act (SB1) funds.

**ATTACHMENTS**

Attachment I	Staff Report
Attachment II	Street List
Attachment III	Project Map



**DATE:** October 28, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT:** Review and Comment on the FY21 Pavement Improvement Project

### **RECOMMENDATION**

That the Council Infrastructure Committee reviews and comments on the FY21 Pavement Improvement Project.

### **SUMMARY**

The FY21 Pavement Improvement Project (PIP) is currently under design and tentatively calls for the rehabilitation of fifty-eight street sections and preventive maintenance of thirty street sections for a total of eighty-eight street sections. Please see Attachment II for the list of streets. The proposed improvements will repair failed pavement sections and improve street surfaces.

The project budget is \$10,465,000. The funding comes from Gas Tax, Measure BB, Measure B, Vehicle Registration Fees and anticipated Road Repair and Accountability Act (SB1) funds.

### **BACKGROUND**

The PIP involves one of four types of treatments:

Pavement Rehabilitation:

- 1) Standard overlay of the existing street pavement with new Hot Mix Asphalt surfacing.
- 2) Cold-In-Place Recycling (CIR), which involves removing the top layer of asphalt, mixing the removed aggregates with a recycling agent and other additives on-site, replacing this pavement material onto the same roadway, then applying a Hot Mix Asphalt overlay.
- 3) Full Depth Reclamation (FDR), which consists of pulverizing and mixing distressed asphalt and underlying pavement materials with or without the addition of stabilizing agents, using the resulting material as a base for the renewed pavement structure and adding a new Hot Mix Asphalt cap.

Preventive Maintenance:

- 4) Varying combinations of: crack sealing, 6" spot repair, and micro-surfacing.

Street selections for the PIP are based on staff's analysis using several criteria described below:

- **Technology** – The Pavement Management Program (PMP)<sup>1</sup> evaluates current and predicts future roadway conditions. It provides logical and efficient methods of identifying street rehabilitation needs. It also determines the most cost-effective allocation of funds to the street segments needing preventive maintenance, rehabilitation, or reconstruction. Staff utilized the PMP to compile an initial list of recommended streets. This list is then revised to consider other criteria and project budget allocation parameters.
- **Internal Reports** - Reports from the City's Maintenance Services staff on streets needing repair were considered.
- **Council Member Input** – Council member requests for selecting streets were considered.
- **Public Input** - Public requests for selecting streets were considered.
- **Geographic Location** – Selecting streets in close vicinity to help lower construction bids was considered.
- **Funding Availability** – Available funding and potential for obtaining outside grant funding was evaluated.

The Pavement Condition Index (PCI) is an overall rating of road conditions. The PCI of each arterial and collector street segment is evaluated by an independent third-party every other year, and each residential street segment is evaluated every five years.

<u>PCI Rating</u>	<u>Description</u>
100	This rating is given to newly constructed or rehabilitated roadways.
85 - 99	Highly functional roadway. No action required.
70 - 85	Roadway can be maintained ("preventive maintenance") with crack sealing, slurry seals, micro-surfacing, and some minor, localized pothole repairs. As the roadway pavement ages, preventive maintenance may not be effective after a few maintenance cycles.
40 - 70	Extensive "dig-outs," grinding, fabric, or asphalt overlays may be required to maintain (or "rehabilitate") roadway.
0 - 40	Roadway requires complete reconstruction using full depth reconstruction, cold in place recycling, or hot in-place recycling methods. If a street deteriorates beyond certain points, it

<sup>1</sup> The PMP is a Metropolitan Transportation Commission (MTC) recommended software program.

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becomes progressively more expensive to bring that street back to the desired standard.

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As part of the 2018 Capital Improvement Program (CIP) agenda item at the November 29, 2017<sup>2</sup> CIP meeting, the committee reviewed and agreed to the following budget allocations for annual pavement improvement projects:

- Minimum 20% for preventive maintenance (streets with PCI of 70-85).
- Minimum 10% for deteriorated streets (streets with PCI of 0-30).
- Minimum 15% for streets located in Industrial Hayward as recommended by the Economic Development Strategic Plan in 2014.

## DISCUSSION

The plans and specifications for the FY21 PIP are currently in design and expected to be complete in February 2021. Based on staff's analysis using the criteria described above, the project parameters are as follows:

<b>Project Budget Allocation</b>	<b>Goal</b>	<b>Current Performance</b>	<b>Difference</b>
Preventive Maintenance Treatment	20% minimum	11%	-9%
Streets Located in Industrial Hayward	15% minimum	10%	-5%
Streets with PCI Less than 30	10% minimum	45%	35%

The project budget allocation is skewed towards streets in very poor condition (PCI less than 30) less towards preventive maintenance and streets located in industrial areas of the City due to various reasons:

- Including streets in very poor condition with high number of resident requests in order to improve and increase equity in distribution of City services (Roxanne Ave, Tulip Ave, Hermes Ct, Carroll Ave, Medinah St, & Arden Rd).
- Focus on selecting streets in neighborhoods adjacent to the Mission Blvd Corridor Phase 2 project. These streets have a high number of deteriorated streets and may have been further impacted by drivers using them as traffic detour routes for the Mission Blvd Corridor Phase 2 project.
- The establishment of the Old Highlands (OHHA) Assessment District requires the inclusion of streets from the area (Cotati St & Tribune Ave).

This selection requires both judgement and experience. Staff has engaged an experienced consultant, Pavement Engineering, Inc., to confirm the selection of streets sections, the approximate level of treatment for each, and to provide engineering support services.

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<sup>2</sup> <https://hayward.legistar.com/LegislationDetail.aspx?ID=3216497&GUID=3338D0E9-5E80-437E-8EC8-CDEFA3459426&Options=&Search=>

Seven (7) miles of bike lane striping will be installed at the following locations:

- Arden Rd, from Eden Landing Rd to Baumberg Ave (2.4 miles)
- Arrowhead Wy, Industrial Pkwy to Mission Blvd (1.5 miles)
- Clawiter Rd, from Industrial Pkwy to Winton Ave (1.8 miles)
- Gresel St, Brae burn Ave to Mission Blvd (0.6 miles)
- Pulaski Dr, Revere Ave to City Limits (0.9 miles)

## **ECONOMIC IMPACT**

This project is fully funded by the City's Capital Improvement Program.

## **FISCAL IMPACT**

The estimated project funding sources are as follows:

- |   |                    |
|---|--------------------|
| • 210 - Gas Tax                           | \$1,050,000        |
| • 212 - Measure BB – Local Transportation | \$2,340,000        |
| • 215 - Measure B – Local Transportation  | \$3,050,000        |
| • 218 – Vehicle Registration Fee          | \$1,025,000        |
| • 211 – RRAA (SB1)                        | <u>\$3,000,000</u> |

*Total:* \$10,465,000

## **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 5, Part 5a: | Maintain Pavement Condition Index (PCI) at 70. |
| Project 5, Part 5c: | Construct various OHHA Pavement Improvements   |

## **SUSTAINABILITY FEATURES**

The project requires the contractor to recycle all construction and demolition debris generated from the project.

This project is consistent with City's Complete Streets Policy and improves travel for all users including:

- Improved pavement for motorists
- Additional bike lanes and sharrows for bicyclists
- More visible pavement markings for pedestrians, including near school zones
- New or upgraded curb ramps to meet the recently revised Caltrans standards for pedestrians





The project satisfies the following General Plan policies:

- PFS-7.10 Recycled Products or Processes for Capital Projects
- HQL-2.5 Safe Routes to School
- HQL-2.6 Education on Sharing the Road
- M-1.7 Eliminate Gaps (in pedestrian networks)
- M-3.1 Serving All Users
- M-5.1 Pedestrian Needs
- M-5.6 Safe Pedestrian Crossings
- M-6.2 Encourage Bicycle Use

## **PUBLIC CONTACT**

There has been no public contact related to this project to date.

## **NEXT STEPS**

Submit approval of plans, specifications, and call for bids for Council's approval	February 2021
Bid Opening	March 2021
Award of Contract	April 2021
Start of Construction	May 2021
End of Construction	September 2021

*Prepared by:* Yama Farouqi, Associate Civil Engineer  
Kathy Garcia, Deputy Director of Public Works

*Recommended by:* Alex Ameri, Director of Public Works

Approved by:



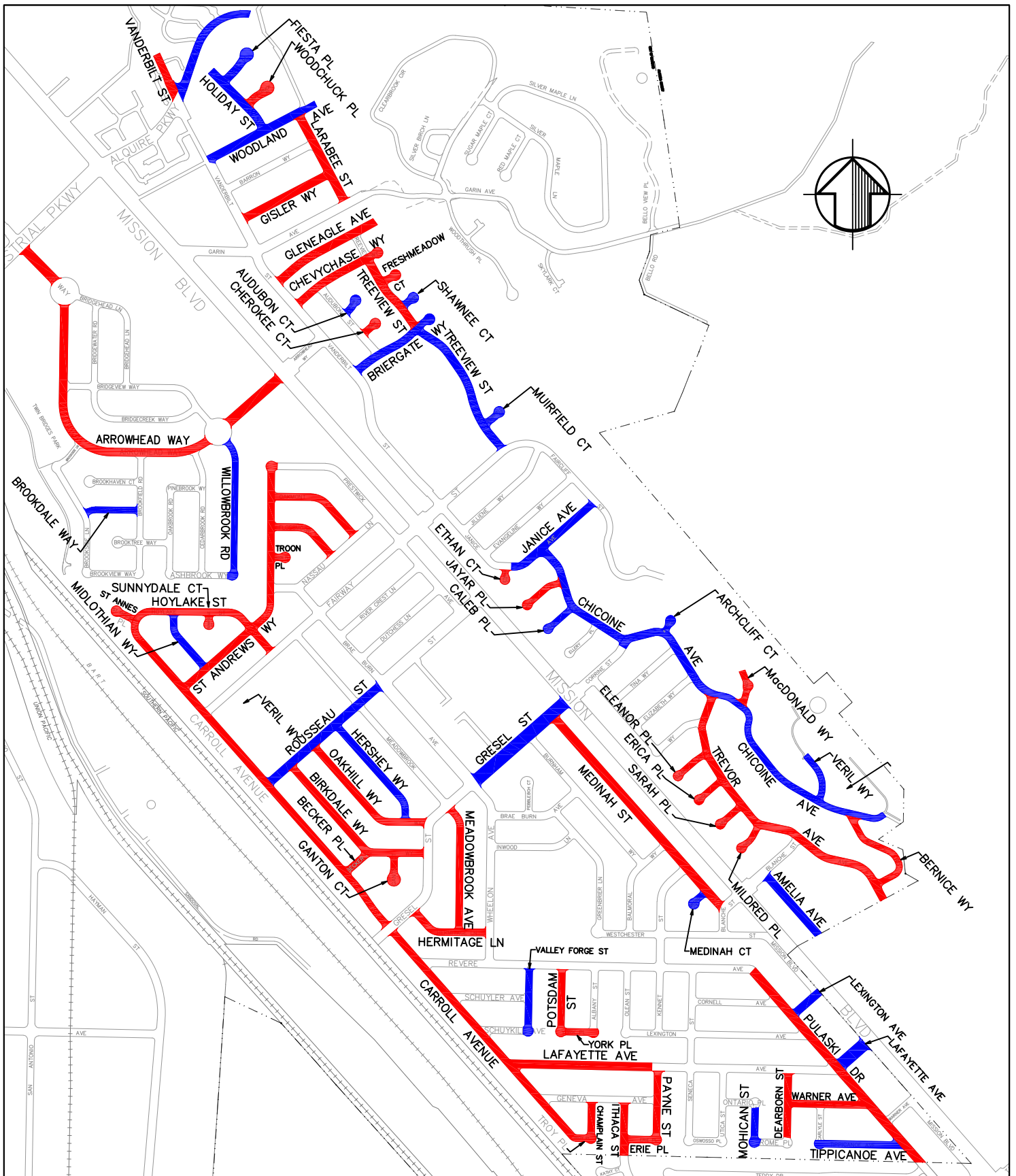
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Kelly McAadoo, City Manager

PREVENTIVE MAINTENANCE			
#	Street Name	Begin Location	End Location
1	ALQUIRE PKWY	VANDERBILT ST	BARRICADE
2	AMELIA AVE	BLANCHE ST	DEAD END
3	ARCHCLIFF CT	CHICOINE AVE	END
4	ARDEN RD	CORPORATE AVE	BAUMBERG AVE
5	AUDUBON ST	AUDUBON ST	END
6	BRIERGATE WY	VANDERBILT ST	DEADEND
7	BROOKDALE WY	BROOKSIDE LN	BROOKFIELD RD
8	CALEB PL	CHICOINE AVE	END
9	CHICOINE AVE	JANICE AVE	CORRINE ST
10	CHICOINE AVE	CORRINE ST	END
11	CLAWITER RD	INDUSTRIAL BLVD	W WINTON AVE
12	FIESTA PL	HOLIDAY ST	CDS
13	GRESEL ST	MISSION BLVD	BRAE BURN AVE
14	HERSHEY WY	OAKHILL WY	ROUSSEA ST
15	HOLIDAY ST	WOODLAND DR	BARRICADE
16	JANICE AVE	ETHAN CT	FAIRCLIFF ST
17	LAFAYETTE AVE	MISSION BLVD	PULASKI DR
18	LEXINGTON AVE	MISSION BLVD	PULASKI DR
19	MEDINAH CT	MEDINAH ST	END
20	MIDLOTHIAN WY	ST ANDREWS	HOYLAKES ST
21	MOHICAN ST	ROME PL	ONTARIO PL PL
22	MUIRFIELD CT	TREEVIEW ST	END
23	ROUSSEA ST	CARROLL AVE	BRAE BURN AVE
24	SHAWNEE CT	TREEVIEW ST	CDS
25	TIPPICANOE AVE	CARLYLE ST	PULASKI DR
26	TREEVIEW ST	FAIRWAY ST	BRIERGATE WY
27	VALLEY FORGE ST	SCHYUKILL AVE	REVERE AVE
28	VERIL WY	CHICOINE AVE	DEAD END
29	WILLOWBROOK RD	ARROWHEAD WY	ASHBROOK WY
30	WOODLAND DR	VANDERBILT ST	BARRICADE

REHABILITATION TREATMENT			
#	Street Name	Begin Location	End Location
31	ALPINE WY	CLAWITER RD	AMERICAN AVE
32	ARDEN RD	EDEN LANDING RD	CORPORATE AVE
33	ARROWHEAD WY	MISSION BLVD	INDUSTRIAL BLVD
34	BECKER PL	CARROLL AVE	BIRKDALE WY
35	BERNICE WY	TREVOR AVE	CHICOINE AVE
36	BIRKDALE WY	GRESEL ST	ROUSSEA ST
37	CARROLL AVE	GRESEL ST	HOYLAKE ST
38	CARROLL AVE	GRESEL ST	TROY PL
39	CHAMPLAIN	TROY PL	GENEVA AVE
40	CHEROKEE CT	AUDUBON ST	END
41	CHEVY CHASE WY	VANDERBILT ST	DEAD END
42	COMMERCE PL	CLAWITER RD	END
43	COTATI ST	GRANDVIEW AVE	DOBBEL AVE
44	DEARBORN ST	ROME PL	LAFAYETTE AVE
45	ELEANOR PL	TREVOR AVE	END
46	ERICA PL	TREVOR AVE	END
47	ERIE PL	ITHACA ST	PAYNE ST
48	ETHAN CT	JANICE AVE	END
49	FLOSSMOOR WY	ST ANDREWS	NASSAU LN
50	FRESHMEADOW CT	TREEVIEW ST	CDS
51	GANTON CT	BIRKDALE WY	CDS
52	GISLER WY	VANDERBILT ST	LARRABEE ST
53	GLENEAGLE AVE	VANDERBILT ST	DEAD END
54	HERMES CT	SOTO RD	END
55	HERMES CT CT	HERMES CT	END
56	HERMITAGE LN	GRESEL ST	WHEELON AVE
57	HOYLAKE ST	ST ANNES	FAIRWAY ST
58	ITHACA ST	CITY LIMITS	GENEVA AVE
59	JAYAR PL	CHICOINE AVE	END
60	LAFAYETTE AVE	PAYNE ST	CARROLL AVE
61	LARRABEE ST	GARIN AVE	WOODLAND DR
62	MACDONALD WY	CHICOINE AVE	DEAD END
63	MEADOWBROOKE AVE	HERMITAGE LN	GRESEL ST
64	MEDINAH ST	BLANCH ST	GRESEL ST
65	MILDRED	CORRINE ST	END
66	OAKHILL WY	GRESEL ST	ROUSSEA STU ST
67	OAKMONT WY	ST ANDREWS ST	NASSAU LN
68	PAYNE ST	ERIE PL	LAFAYETTE AVE
69	PEBBLE BEACH CT	LA MESA DR	END
70	POTSDAM ST	YORK PL	REVERE AVE
71	PULASKI DR	CITY LIMITS	REVERE AVE
72	ROXANNE AVE	TIEGEN DR	MARIE DR
73	SARAH PL	CORRINE ST	END
74	ST ANDREWS	CARROLL AVE	PRESTWICK

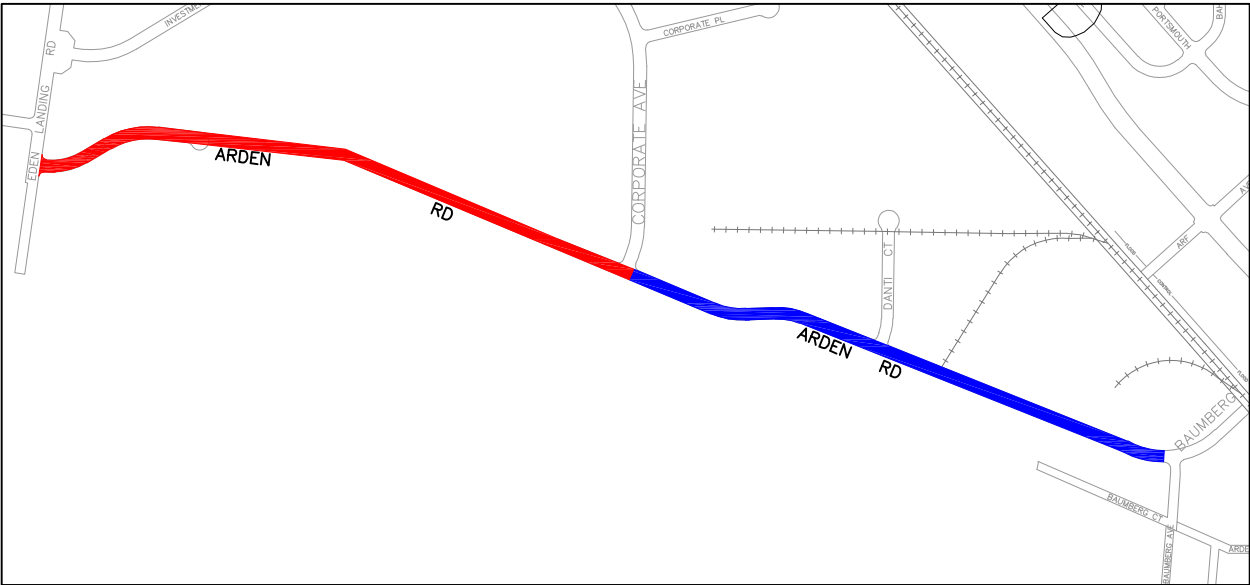
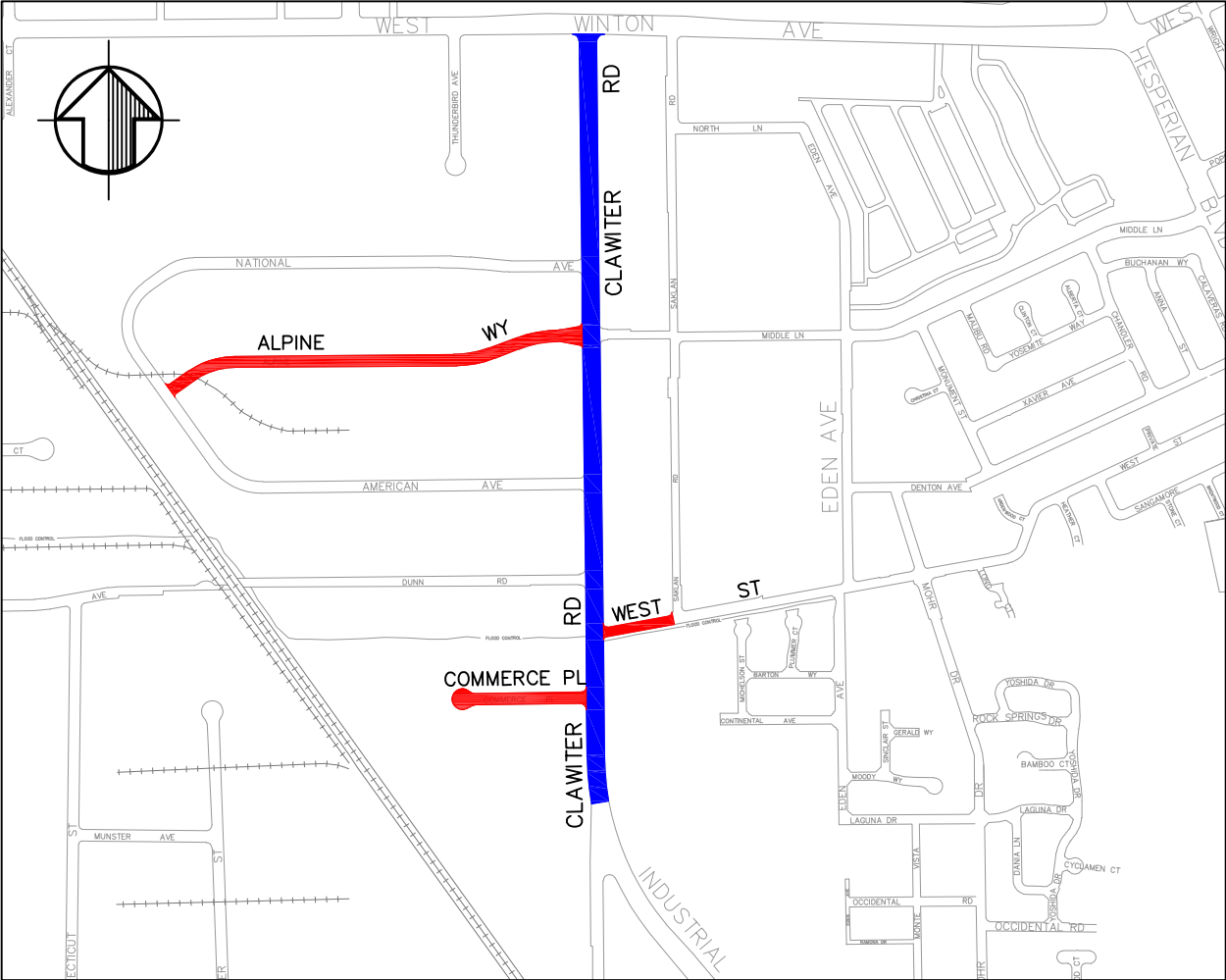
REHABILITATION TREATMENT			
#	Street Name	Begin Location	End Location
75	ST ANNES	CARROLL AVE	CDS
76	SUNNYDALE CT	HOYLAKES ST	CDS
77	TREEVIEW ST	BRIERGATE WY	GLENEAGLE AVE
78	TREVOR AVE	CHICOINE AVE	MILDRED
79	TREVOR AVE	MILDRED	END
80	TRIBUNE AVE	HAYWARD BLVD	PARKSIDE DR
81	TROON PL	ST ANDREWS ST	CDS
82	TROY PL	CARROLL AVE	CHAMPLAIN CT
83	TULIP AVE	BUNTING ST	EUGENIA AVE
84	VANDERBILT ST	ALQUIRE PKWY	NORTH END
85	WARNER AVE	DEARBORN ST	PULASKI DR
86	WEST	CLAWITER RD	SAKLAN RD
87	WOODCHUCK PL	HOLIDAY ST	CDS
88	YORK PL	POTSDAM ST	ALBANY ST



**FY21 PAVEMENT IMPROVEMENT PROJECT**  
**PROJECT NOS. 05222, 05224, 05226, 05232, 05289**

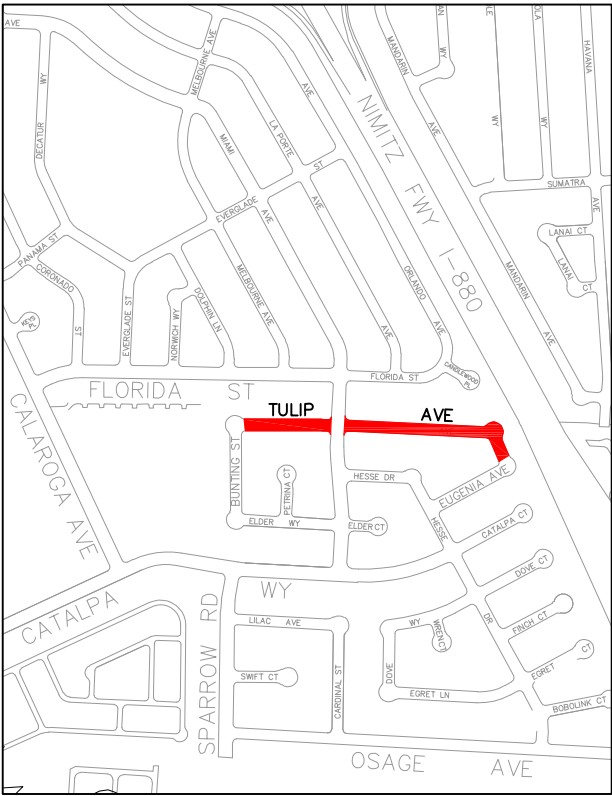
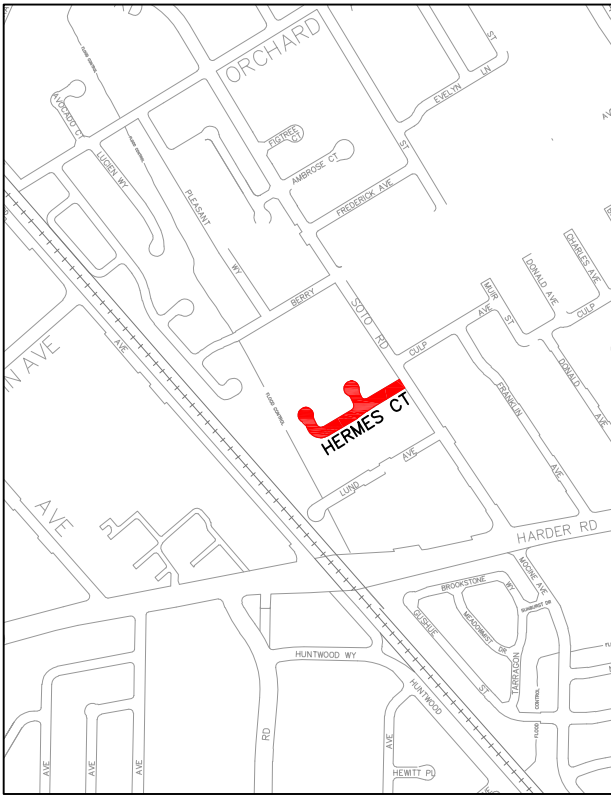
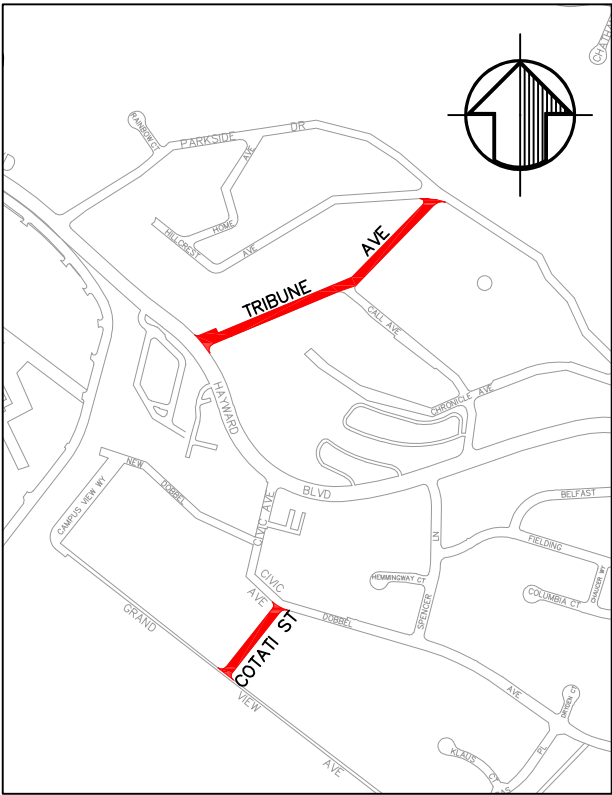
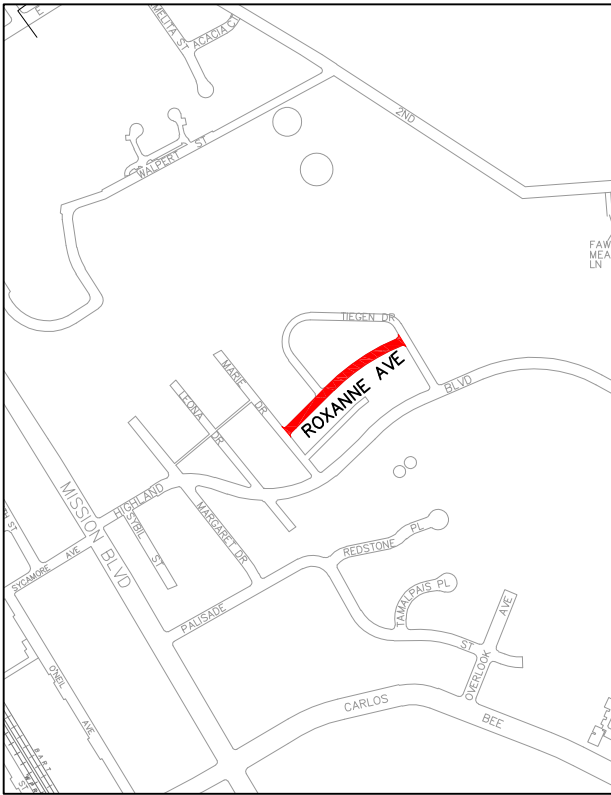
PAVEMENT REHABILITATION  
 PREVENTIVE MAINTENANCE





FY21 PAVEMENT IMPROVEMENT PROJECT  
PROJECT NOS. 05227, 05236, 05238, 05295, 05297

PAVEMENT REHABILITATION	
PREVENTIVE MAINTENANCE	



**FY21 PAVEMENT IMPROVEMENT PROJECT**  
**PROJECT NOS. 05227, 05236, 05238, 05295, 05297**

PAVEMENT REHABILITATION	
PREVENTIVE MAINTENANCE	





# CITY OF HAYWARD

Hayward City Hall  
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Hayward, CA 94541  
[www.Hayward-CA.gov](http://www.Hayward-CA.gov)

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**File #:** ACT 20-074

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**DATE:** October 28, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT**

Review and Comment on the Proposed 5-Year Agenda Planning Calendar

**RECOMMENDATION**

That the Council Infrastructure Committee reviews the 5-Year Agenda Planning Calendar and provides comments.

**SUMMARY**

The proposed 2020 agenda planning calendar contains planned agenda topics for the Council Infrastructure Committee meetings for the Committee's consideration. This agenda item is included in every Council Infrastructure Committee agenda and will reflect any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

**ATTACHMENTS**

Attachment I Staff Report



**DATE:** October 28, 2020

**TO:** Council Infrastructure Committee

**FROM:** Director of Public Works

**SUBJECT:** Review and Comment on the 5-Year Agenda Planning Calendar

### **RECOMMENDATION**

That the Council Infrastructure Committee reviews the 5-Year Agenda Planning Calendar and provides comments.

### **SUMMARY**

The proposed 2020 agenda planning calendar contains planned agenda topics for the Council Infrastructure Committee meetings for the Committee's consideration. This agenda item is included in every Council Infrastructure Committee agenda and will reflect any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items

### **DISCUSSION**

For the Council Infrastructure Committee (CIC) consideration, staff has revised the proposed 5-Year Agenda Planning Calendar with Agenda topics and dates listed below. This calendar will be agendized at each CIC meeting for review and to ensure any updates are incorporated.

UNDERLINED – Added

~~TEXT~~ Rescheduled or removed

<b>Council Infrastructure Committee 5-Year Agenda Planning Calendar</b>	
<b>FY 2021</b>	
<b>January 27, 2021</b>	
1.	Review and Approve the Meeting Minutes from October 28, 2020
2.	Review and Comment on the Long-Range Planning for the WPCF Upgrades 2020 – 2030 (1 of 4) (U&ES)
3.	Review and Comment on the Ten-Year Plan for Water, and Sewer (U&ES)

<b>Council Infrastructure Committee 5-Year Agenda Planning Calendar</b>	
4.	Review and Approve the 5-Year Agenda Planning Calendar
5.	CIP Oral Update
<b>April 28, 2021</b>	
1.	Review and Approve the Meeting Minutes from January 27, 2021
2.	Review and Comment on the Long-Range Planning for the WPCF Upgrades 2020 – 2030 (2 of 4) (PW)
3.	Review and Comment on the Funding Mechanisms for Transportation (PW)
4.	Review and Approve the 5-Year Agenda Planning Calendar
5.	<del>Review and Comment on the FY 2022 Pavement Rehabilitation Project (PW)</del>
6.	CIP Oral Update
<b>July 28, 2021</b>	
1.	Review and Approve the Meeting Minutes from April 28, 2021
2.	Work Session: Policy Discussion Regarding Bicycle and Pedestrian Infrastructure Improvements
3.	Review and Comment on the Long-Range Planning for the WPCF Upgrades 2020 – 2030 (3 of 4) (PW)
4.	Review and Comment on the Funding Mechanisms for Sidewalks (PW)
5.	Review and Approve the 5-Year Agenda Planning Calendar
6.	CIP Oral Update
<b>FY 2022</b>	
<b>October 27, 2021</b>	
1.	Review and Approve the Meeting Minutes from July 28, 2021
2.	Review and Comment on Bicycle and Pedestrian Infrastructure Improvements from the 4/28/21 CIC Work Session Discussion
3.	Work Session: Policy Discussion Regarding the Implementation of Solar Projects (PW)
4.	Review and Comment on the FY 2022 Pavement Rehabilitation Project (PW)
5.	Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2020 – 2030 (4 of 4) (PW)
6.	Review and Approve the 5-Year Agenda Planning Calendar
7.	CIP Oral Update
<b>January 26, 2022</b>	
1.	Review and Approve the Meeting Minutes from October 27, 2021
2.	Review and Comment on the Implementation of Solar Projects Resulting from the 7/28/21 CIC Work Session Discussion (PW)
3.	Work Session: Policy Discussion Regarding the Planned Implementation for Equity
4.	Receive Update on the I-880 Winton/A Street Interchange Project (PW)
5.	Review and Approve the 5-Year Agenda Planning Calendar
6.	CIP Oral Update
<b>April 27, 2022</b>	
1.	Review and Approve the Meeting Minutes from January 26, 2022

<b>Council Infrastructure Committee 5-Year Agenda Planning Calendar</b>	
2.	Review and Comment on the Planned Implementation for Equity from the 10/27/21 CIC Work Session Discussion (PW)
3.	Review and Comment on the FY 2023 Pavement Rehabilitation Project (PW)
4.	Receive Final Report on the completed Mission Blvd. Phase 3 Project (PW)
5.	Review and Approve the 5-Year Agenda Planning Calendar
6.	CIP Oral Update
<b>July 27, 2022</b>	
1.	Review and Approve the Meeting Minutes from April 27, 2022
2.	Receive Update on the Whipple/Industrial Interchange Project (PW)
3.	Review and Approve the 5-Year Agenda Planning Calendar
4.	CIP Oral Update
<b>FY 2023</b>	
<b>October 26, 2022</b>	
1.	Review and Approve the Meeting Minutes from July 27, 2022
2.	Review and Approve the 5-Year Agenda Planning Calendar
3.	CIP Oral Update
<b>January 25, 2023</b>	
1.	Review and Approve the Meeting Minutes from October 26, 2022
2.	Review and Approve the 5-Year Agenda Planning Calendar
3.	CIP Oral Update
<b>April 26, 2023</b>	
1.	Review and Approve the Meeting Minutes from January 25, 2023
2.	Receive the Final Report on the Completed Fire Station 6 & Training Center Construction Project (PW/Fire)
3.	Receive Update on the Clawiter/92 Interchange Project (PW)
4.	Receive Update on the Winton/A Street Interchange Project (PW)
5.	Review and Approve the 5-Year Agenda Planning Calendar
6.	CIP Oral Update
<b>Unscheduled and/or Future Topics</b>	
	Receive Update on New CIP Project: Corporation Yard and Potential Funding Options (PW/FIN)

## **NEXT STEPS**

Upon consideration and approval by Council Infrastructure Committee, staff will schedule items accordingly for future CIC meetings.

*Prepared by:* Kathy Garcia, Deputy Director of Public Works

*Recommended by:* Alex Ameri, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', written in a cursive style.

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Kelly McAdoo, City Manager