



City Council Agenda Item Staff Report

CITY OF SAN BRUNO

DATE: March 22, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Jovan Grogan, City Manager

PREPARED BY: Matthew Lee, Director

SUBJECT: Adopt Resolution:

- Approving the Design;
- Authorizing the City Manager to Execute a Construction Contract with Golden Bay Construction for the Huntington / San Antonio Bicycle Corridor Project in the Amount of \$1,123,104;
- Approving a Construction Contingency of \$285,000;
- Approving a Total Budget in the Amount of \$1,588,104; and
- Appropriating \$843,467 from the Gas Tax Fund

BACKGROUND: The City's Capital Improvement Program (CIP) includes an approved capital project to improve the pedestrian and bicycle network along Huntington Avenue and San Antonio Avenue. Adopted by City Council in 2016, the Walk 'N Bike Plan identifies Huntington / San Antonio Avenue as part of the overall bicycle network providing north-south connections and is utilized by residents traveling between downtown San Bruno and the southern City limits at the Millbrae border. Providing safe, convenient, and comfortable connections for pedestrians and bicyclists along this corridor would encourage residents to embrace active transportation modes and contribute to a reduction in vehicle emissions. These improvements are being partially funded in the amount of \$385,200 by the TDA Article 3 grant which City staff successfully applied for and received in 2017. These grant funds can be used towards direct pedestrian/bicycle improvements while ancillary work related to pavement rehabilitation will be funded by a mixture of Gas Tax and General Capital Reserve Funds.

The scope of work for the project includes implementation of an enhanced Class 3 bicycle route along Huntington Avenue / San Antonio Avenue from Kains Avenue to the Millbrae border through utilization of greenbacked sharrows, installation of traffic calming measures such as radar speed feedback signs and curb extensions, construction of accessible curb ramps, relocation of storm drains and pavement rehabilitation consisting of asphalt concrete overlay. In order to provide maximum flexibility for pavement rehabilitation based on bids received, the project was packaged into a base bid and bid additive. The base bid includes the pedestrian and bicycle improvements identified above in addition to the pavement rehabilitation of San Antonio Avenue between San Felipe Avenue and Santa Helena Avenue. The bid additive includes the repaving of Santa Helena Avenue between San Antonio Avenue and San Anselmo Avenue along with incidental items such as additional accessible curb ramps and storm drain relocations necessary to complete that work.

The pavement condition along the proposed bike corridor would be in fair condition or better upon completion of the base bid and bid additive work except from San Antonio Avenue between San Felipe Avenue to Santa Dominga Avenue. This stretch of roadway is currently in poor condition but was not included in the original scope of work during the project planning phase as it was to have been repaved after a near term water main replacement work as prioritized by the 2012 Water Master Plan. That Water Master Plan is currently in the process of being updated and while that document has not yet been finalized, the replacement of water mains and subsequent repaving of that roadway is no longer being considered a near term priority and may not be completed for 5+ years.

In order to fully realize the benefits of an enhanced Class 3 bike corridor, staff is recommending that all asphalt surfaces on which greenback sharrows are to be placed should be in the fair condition or better. This provides bicyclists with a smoother surface to ride on and would enhance the visibility of the greenback sharrows to passing motorists. Providing sufficient funding to repave this additional three block stretch of San Antonio Avenue would require an additional \$100,000 beyond the base bid and bid additive cost. This would require that an additional \$100,000 be included in the construction contingency for a total contingency amount of \$285,000. The additional scope of work includes only a mill and fill pavement operation to stretch the remaining life of the asphalt in this area and provide a solid surface for the placement of greenback sharrows. No concrete work such as the replacement of curb and gutter replacement will be done. Full pavement reconstruction and curb and gutter replacement will be performed as part of a future project to replace underground utilities in this area.

DISCUSSION: In February 2022, staff issued a notice inviting bids for the construction of the Huntington / San Antonio Bicycle Corridor Project. A Notice to Bidders was sent to contractors, posted on the City's website, and provided to construction distribution plan rooms. The project was also advertised twice in the San Mateo Daily Journal newspaper on February 14, 2022 and February 21, 2022. Staff held a non-mandatory pre-bid meeting on February 23, 2022. On March 7, 2022, staff conducted the bid opening for the project and received three (3) bids which are as follows:

No.	Contractor Name	Base Bid (Basis of Award)	Bid Additive #1
1	Golden Bay Construction	\$918,231.00	\$204,872.50
2	McKim Corporation	\$955,971.82	\$259,461.50
3	CF Contracting, Inc.	\$1,166,860	\$280,660.00
	Engineer's Estimate	\$673,040.00	\$145,465.00

The basis of award is determined by the lowest base bid which was received from Golden Bay Construction in the amount of \$918,231. The bid received from Golden Bay Construction was responsive but the amount exceeded the engineer's estimate of \$673,040 by approximately 35%. The engineer's estimate was derived using the unit bid prices from previous concrete and paving projects. Upon bid evaluation of the bidders, total bid prices received were within approximately 10% of each other. The higher construction prices received are likely due in part to rapid inflation resulting in higher labor and material costs.

The bid additive work includes the pavement rehabilitation of Santa Helena Avenue between San Antonio Avenue and San Anselmo Avenue. Within these limits, half of Santa Helena Avenue is within San Bruno while the remaining half of Santa Helena Avenue is within Millbrae. Staff from San Bruno have discussed the possibility of cost sharing the Santa Helena Avenue pavement rehabilitation work with staff from Millbrae. Millbrae appears to be open to entering into an agreement with San Bruno and staff will continue to work towards an agreement between our two cities. Due to grant funds expiring by the end of August 2022, staff is recommending that City Council award and authorize sufficient funds, assuming a 50/50 share with Millbrae on Santa Helena Avenue, to complete both the base bid, bid additive work and additional paving work on San Antonio Avenue between San Felipe Avenue and Santa Dominga Avenue. To avoid jeopardizing the grant funds, should a funding agreement with Millbrae not be reached in time, then the project will construct only the base bid work and additional paving on San Antonio Avenue between San Felipe Avenue and Santa Dominga Avenue.

Staff reviewed the bid materials and determined that the submitted bid is complete and accurate. Golden Bay Construction has satisfactorily completed numerous concrete construction and paving projects for public agencies such Fremont, Menlo Park, San Bruno and South San Francisco. Based on their experience and performance with other public agencies, staff determined that Golden Bay Construction meets the qualifications to perform the work for the Huntington / San Antonio Bicycle Corridor Project as specified in the contract documents and recommends awarding the construction contract for the base bid to Golden Bay Construction.

Construction of the project will have impacts on residents in the project vicinity such as temporary roadway closures, noise, dust, and accessibility in and out of private properties. Parking will also be restricted within the roadway as construction work is occurring. At the end of each day, access to driveways will be re-established. As directed by City Council, all capital improvement projects shall limit construction equipment and materials stored within the public right-of-way to what is needed for five days of construction and will also require equipment/materials to be removed over the weekend (Attachment 4).

This requirement effectively requires that the contractor remobilize their equipment/materials every week to the project site. Residents living along the roadways leading from the off-site staging areas to the project site should expect additional trips of construction equipment and trucks laden with materials as the contractor will now be mobilizing and demobilizing on a weekly basis. Should the project be awarded, staff anticipates starting construction in April 2022, and taking approximately thirty-five (35) working days to complete.

FISCAL IMPACT: The FY 2021-22 CIP budget for the project includes the allocations identified below to complete the design, bid and construction phases:

TDA Article 3 Grant	\$ 385,200
General Fund Capital Reserve	\$ 157,000
Measure A Fund	\$ 100,000

The total allocation of \$642,200 is insufficient to fund the design, bid and construction

phases. An additional appropriation of \$843,467 from the Gas Tax Fund a cost sharing agreement with Millbrae in the amount of \$102,437 is needed to supplement the project budget for construction of the base bid and includes construction contingency, materials testing, construction management and inspection by City staff.

The estimated project costs are as follows:

Project Management and Civil Design	\$ 60,000
Construction Contract (Base Bid)	\$ 918,231
Construction Contract (Bid Additive)	\$ 204,872.50
Construction Contingency (15%)	\$ 285,000
Construction Materials Testing	\$ 60,000
Construction Management and Inspection	\$ 60,000
Estimated Total Project Cost	\$ 1,588,104

ENVIRONMENTAL IMPACT: The proposed project qualifies for a categorical exemption per CEQA Guidelines Section 15301(c) "Existing Facilities".

RECOMMENDATION:

Adopt Resolution:

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ALTERNATIVES:

1. Reject all bids and rebid the project. The grant requires that the project be complete by August 30, 2022 and this action may jeopardize grant deadline requirements.
2. Award the base bid only which would require additional funding in the amount of \$596,031.
3. Award the base bid and additional paving only which would require additional funding in the amount of \$711,031.
4. Award the base bid and bid additive only which would require additional funding in the amount of \$728,467.
3. Do not proceed with the project and allow the grant funds awarded to be returned.

ATTACHMENTS:

1. Resolution
2. CIP Budget
3. Location Map
4. Construction Staging Requirements