



Legislation Details (With Text)

File #: 22-428 **Version:** 1 **Name:** Roundabout CSA Amendment 5
Type: Staff Report **Status:** Filed
In control: City Council
On agenda: 7/18/2022 **Final action:** 7/18/2022
Enactment date: **Enactment #:** Reso 2022-122
Title: Adopt a Resolution to Authorize the City Manager to Approve Amendment No. 5 to an Existing Consulting Services Agreement with BKF Engineers for the Preparation of Construction-Ready Plans, Specifications and Estimates for the MacArthur/Superior Roundabout Design Project, Project No. 2014.0470 to Increase the Amount of Compensation by \$233,559 for a Total Not to Exceed Amount of \$397,859
Sponsors: Sheila Marquises
Indexes:
Code sections:
Attachments: 1. Att A - Reso Amendment 5 BKF Roundabout Design, 2. Att B - CSA Scope of Work for Amendment #5, 3. Att C - CSA Compensation Schedule for Amendment #5, 4. Att D - Original CSA between the City of San Leandro and BKF Engineers

Date	Ver.	Action By	Action	Result
7/18/2022	1	City Council	Received and Filed	Pass

Adopt a Resolution to Authorize the City Manager to Approve Amendment No. 5 to an Existing Consulting Services Agreement with BKF Engineers for the Preparation of Construction-Ready Plans, Specifications and Estimates for the MacArthur/Superior Roundabout Design Project, Project No. 2014.0470 to Increase the Amount of Compensation by \$233,559 for a Total Not to Exceed Amount of \$397,859

COUNCIL PRIORITY

- Public Safety
- Infrastructure

SUMMARY

The attached resolution is for the approval of a fifth amendment for a design contract with BKF Engineers related to the MacArthur/Superior Roundabout Design Project.

RECOMMENDATIONS

Staff recommends that the City Council approve and authorize the City Manager to execute a Consulting Services Agreement Amendment No. 5 with BKF Engineers to increase the amount of compensation by \$233,559 for a total not to exceed contract amount of \$397,859.

BACKGROUND

The intersection of MacArthur Boulevard and Superior Avenue operates at a Level of Service “F”, the lowest rating possible, which indicates that drivers wishing to cross the intersection experience

extremely long waits during the peak hours of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. In addition, the collision rate at this intersection is 0.24 collisions per million vehicles (observed in the three-year period from 2011 through 2014). This rate is three to four times higher than the statewide average collision rate for similar intersections.

Studies of the subject intersection indicate that a roundabout would provide the most improvement to traffic flow and traffic calming compared to other alternatives, such as a traffic signal. The conceptual design for the roundabout was completed in 2009, but due to a lack of funding, the City did not enter into a design contract with BKF Engineers for the development of construction-ready plans, specifications, and estimates (PS&E) for the roundabout until 2016.

The original 2009 roundabout design concept required bicyclists to either ride in the same lane as motor vehicles or to share the sidewalk with pedestrians. Based on comments received from the City Council Facilities and Transportation Committee, and public meetings, most individuals expressed a preference for a dedicated lane within the roundabout for bicyclists, so protected bike lanes were added to the conceptual design, which increased the project's footprint.

The project includes the construction of a roundabout at the intersection of MacArthur Boulevard/Foothill Boulevard and Superior Avenue that would improve safety for all users. The project also includes installation of protected bike lanes, as well as pedestrian crosswalks. The City has been working with Caltrans to decertify the additional right-of-way needed for the project, which has taken more time and effort than originally anticipated for NEPA environmental clearance and approval of PS&E documents.

A retaining wall approximately 220 feet long with a maximum retained height of 3 feet will be constructed as part of the subject project near the bottom of the existing Interstate 580 freeway embankment. The City and its civil design consultant, BKF Engineers, met with Caltrans in April 2022 and learned that the retaining wall will require an informal structural type selection process for Caltrans to approve the wall's design. As a result, additional field work for topographic surveying, coring of the existing embankment, and sampling and testing of the existing soil is necessary. Structural design of the retaining wall is also necessary, since a standard Caltrans retaining wall cannot be utilized due to the peak ground acceleration at the project site. Peak ground acceleration is the maximum ground acceleration that is expected to occur at a particular location in the event of an earthquake.

Analysis

The cost of \$233,559 for Amendment No. 5 with BKF Engineers represents the upper limit of what the additional field work and design costs could be. City staff is working with Caltrans and BKF Engineers to assess whether historical soil boring information from past State projects can be utilized to eliminate the need for new soil borings. It may also be possible that the record soil boring information will support the use of a standard Caltrans retaining wall, which would significantly reduce the amount of additional design work.

Alternatives to constructing a roundabout at this location were evaluated and rejected. A common solution, installation of a traffic signal, is not feasible because the high volume of traffic along MacArthur Boulevard would queue back onto the Interstate 580 offramp when the cross traffic has the right of way.

Another option would be to revert to the original design concept for the roundabout, which did not involve acquiring right-of-way from Caltrans or right-of-way from adjacent property at 650 MacArthur Boulevard. Doing so would reduce the complexity of the project and save costs in terms of design and construction and eliminate the need to acquire right-of-way and temporary construction easements. The original design proposed a shared sidewalk between bicyclists and pedestrians; however, Council and community preference is protected bike lanes.

Approval of CSA Amendment No. 5 for BKF Engineers will ensure that the project obtains all necessary permits and approvals required to advance the project to construction.

Current Agency Policies

Maintain and enhance San Leandro's infrastructure.

Previous Actions

- On April 4, 2016, by Resolution No. 2016-040, the City Council approved a consulting services agreement with BKF Engineers for \$97,490.00 for the preparation of construction-ready plans, specifications, and estimates for the subject project.
- On May 7, 2018, by Resolution No. 2018-039, the City Council approved Amendment No. 2 to a Consulting Services Agreement with BKF Engineers for surveying and mapping work associated with the acquisition of private right-of-way and easements from 650 MacArthur Boulevard.
- On December 14, 2020, by Resolution No. 2020-159, the City Council approved Amendment No. 4 to the Consulting Services Agreement with BKF Engineers for additional work related to acquiring right-of-way and easements from Caltrans that were not anticipated with the original design scope of work.

Committee Review and Actions

- On September 20, 2016, Engineering and Transportation (E/T) Department staff presented the roundabout project at the City Council Facilities and Transportation Committee meeting. The Committee expressed concerns regarding speeding and the high rate of collisions in the project vicinity. The Committee also recommended shared use of sidewalks between bicyclists and pedestrians due to limited right of ways. Staff was also directed to work with the City of San Leandro Arts Commission and the surrounding neighborhood regarding the landscaping and artistic design elements for the project.
- On April 5, 2017, E/T Department staff presented the roundabout project to the City Council Facilities and Transportation Committee. The Committee expressed concerns about how bicyclists and pedestrians would be in close proximity to each other on the sidewalk and suggested providing better accommodations for bicyclists in the design.
- At the June 7, 2017 City Council Facilities and Transportation Committee meeting, the Committee recommended not to include the design alternative without a roundabout as an option for public feedback, since such an option would not provide traffic calming, thereby missing an important goal of the project.
- On March 7, 2018, the City Council Facilities and Transportation Committee requested staff conduct outreach to the surrounding neighborhood prior to construction of the roundabout.
- On November 14, 2018, the Committee requested that staff consider a mitigation strategy for

street parking as part of the project. The Committee suggested adding a traffic camera to monitor speeds and/or installing a speed feedback sign directed at traffic approaching the roundabout from the freeway.

- On April 3, 2019, the Committee requested that the roundabout project be a priority project.
- On May 8, 2019, the Committee provided comments that Oakland City Council Member Larry Reid should be copied on a letter to be sent to Oakland Mayor Libby Schaff regarding the roundabout.
- On September 10, 2020, the Facilities and Transportation Committee requested that staff prepare an exhibit that can be forwarded to State Senator Nancy Skinner and State Assembly Member Rob Bonta regarding the State's decertification of the land needed for the MacArthur Roundabout project to expedite the decertification process.

Applicable General Plan Policies

- Goal T-3, Policy T-3.7.C - Pedestrian and Bicycle Crossing Improvements: Improve crossings for pedestrians and cyclists at intersections in the City through the use of variable pavement materials, small curb radii, bulb outs, street trees and landscaping near corners, and other measures which shorten pedestrian crossings or increase driver awareness of non-vehicle traffic
- Goal T-5, Policy T-5.4 - Traffic Flow Improvements: Use a variety of technology-driven measures to improve traffic flow at congested intersections
- Goal T-6, Policy T-6.1 - Traffic Calming Strategies: Use a variety of approaches to slow down or "calm" traffic on San Leandro streets, based on the specific conditions on each street. Emphasize approaches that improve conditions for pedestrians and bicyclists and enhance neighborhood aesthetics
- Goal T-7, Policy T-7.2 - Capital Improvements: Identify capital improvements and other measures which improve the safety of bicyclists, pedestrians, and motor vehicles on San Leandro streets

Environmental Review

This project is categorically exempt from CEQA per Section 15301 - Existing Facilities -- of the CEQA guidelines. A Notice of Exemption was filed with the Alameda County Recorder's Office on December 20, 2017.

This project also received a NEPA Categorical Exclusion under the 2021 Programmatic Agreement between FHWA and Caltrans for projects that do not meet the definition of "highway projects" under 23 CFR 773.103 and that qualify for a Categorical Exclusion under 23 CFR 771.117.

Summary of Public Outreach Efforts

- The first public meeting for the project was held on September 13, 2016, at 7:00 pm in the lecture hall of the San Leandro Main Library. Attendees were mostly supportive of the project but had numerous questions and recommendations on what should be included in the scope of work.
- The second public meeting was held on July 19, 2017, at the lecture hall of the San Leandro Main Library. Two design concepts were presented. One included protected bike lanes while the other did not. Most attendees favored the design concept with the protected bike lanes.

Fiscal Impacts

Sufficient funds are included in the Fiscal Year 2022-2023 budget for the subject contract amendment. However, additional appropriations from the Developer Fees for Street Improvement Fund will be requested when a contract for construction is presented for award.

• Capital Improvement Fund, Account 210-28-193	\$80,000
• Capital Improvement Fund, Account 210-38-290	\$10,000
• Capital Improvement Fund, Account 210-38-901	\$1,274,134
• <u>Capital Improvement Fund, Account 120-28-193</u>	<u>\$243,000</u>
Total	\$1,607,134

The estimated total cost of this multi-fund project is shown below.

Preliminary Design	\$4,910
Design and Bid with Amendment 5	\$656,213
Estimated cost of Decertification Area	\$20,000
Construction Contract	\$2,093,035
<u>Constr. Management, Insp. & Contingencies</u>	<u>\$348,208</u>
Total	\$3,122,366

This Council action will not impact fund balance because there are funds available in the FY2022-2023 adopted budget.

ATTACHMENTS

- Attachment A: Resolution approve amendment 5 to BKF Engineers Roundabout Design Project
Ex A 1: CSA Amendment 5 - BKF Engineers Roundabout Design Project
- Attachment B: CSA Scope of Work for Amendment #5
- Attachment C: CSA Compensation Schedule for Amendment #5
- Attachment D: Original CSA between the City of San Leandro and BKF Engineers

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