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Staff Report for a Resolution Accepting the Work for the Bancroft Avenue and 136th Avenue Traffic Signal Project, Project No. 11-150-38-330; State Project No. SR2SL-5041(038)

SUMMARY AND RECOMMENDATIONS

Staff recommends acceptance of the work, filing of the Notice of Completion for the subject project, release of performance and payment bonds, and authorizing the City Manager to release the Maintenance Bond for the subject project upon successful completion of the one-year maintenance period.

BACKGROUND

The intersection of Bancroft Avenue and 136th Avenue was a four-way stop-controlled intersection on a route connecting the San Leandro High School main campus and the 9th Grade campus. During school commute hours, a high number of pedestrians and vehicles converged at the intersection, creating a hazardous condition. Based on complaints received and staff observations, excessive delays and vehicle-pedestrian conflicts at the intersection during commute hours required attention. Since Bancroft Avenue is classified as a residential arterial, the tools adopted by the City’s Neighborhood Traffic Calming Program were not applicable. Staff determined that converting this intersection from a four-way stop-controlled intersection to a signalized intersection would be the appropriate method for control of vehicular, bicycle, and pedestrian traffic and to increase overall safety.

This project constructed a new traffic signal system with bicycle detection and pedestrian signal phasing. Construction included: 1) signing and striping; 2) installation of accessible curb ramps; and 3) a connection between the traffic signal and the Traffic Operations Center at City Hall. A traffic safety education program was also funded as part of this project.

Analysis

On February 6, 2012, Amland Corporation was awarded the construction contract. The work has been inspected and is in compliance with the construction documents and City Standards.

There remains a minor amount of change order work to be done. This work includes some materials and equipment that required a long lead time and have not yet arrived. To insure completion of this work, the City will withhold 150% of the value of the work (\$16,742.69) as permitted by the Public Contract Code. Upon its completion, inspection, and acceptance by the City Engineer, the funds held will be released to the contractor. The contractor has been made aware of our plans and concurs with the proposed approach.

Applicable General Plan Policies

- Policy 14.03-Funding: Aggressively pursue state and federal funding for bicycle and pedestrian improvements, while also including funding for bicycle and pedestrian improvements in the City's Capital Improvement Program
- Policy 18.03-Public Education: Increase public education on laws relating to parking, circulation, speed limits, right-of-way, pedestrian crossings, and other aspects of transportation safety in the city
- Action 18.03A-Safe Routes to School Program: Continue the Safe Routes to School Program and other bicycle, pedestrian, and non-motorized transportation safety programs for children and seniors
- Policy 18.06-Staff Education: Ensure that City staff is up-to-date and educated on the latest technology and/or methods of improving safety for all modes of transportation
- Action 18.06A-Staff Education: Facilitate the continuing education of City staff in state of the art transportation techniques, including traffic flow improvements, traffic calming, bicycle and pedestrian improvements, and safety and public education

Previous Actions

- On April 18, 2011, by Resolution No. 2011-078, the City Council approved Program Supplement Agreement No. OH92 Rev. 000 for the Safe Routes to School (SR2S) Program, and appropriated Grant and Developer Fees from Street Improvements [DFSI] Funds
- On November 7, 2011, by Resolution No. 2011-186, the City Council approved plans and specifications and called for bids for the subject project
- On February 6, 2012, by Resolution No. 2012-015, the City Council awarded a construction contract to Amland Corporation for the subject project
- On April 2, 2012, by Resolution No. 2012-027, the City Council appropriated Measure B Bicycle and Pedestrian Funds for the subject project

Applicable General Plan Policies

- Policy 18.02 - Capital Improvements: Identify capital improvements and other measures, which improve the safety of bicyclists, pedestrians, and motor vehicles on San Leandro streets.

Environmental Review

The project was Categorically Exempt under the California Environmental Quality Act (CEQA) section 15301(c), (5), and (13). The exemption was filed with the County on June 1, 2011.

Fiscal Impacts

The total cost of the project was \$509,500. The total costs include City-furnished signal equipment in the amount of \$26,209.60. The cost of the construction contract was as follows:

Original Contract \$313,934.00
Contract Change Orders \$23,639.76
Total Contract Amount \$337,573.76

Change order work included additional sidewalk and asphalt paving to improve drainage and comply with Americans with Disabilities Act (ADA) requirements, and additional traffic equipment mounting hardware to better fit field conditions.

Budget Authority

Funding allocations for the subject project were as follows:

- 1) \$421,250.00 in Grant Funds as part of the Safe Routes to School (SR2S) Program, Account No. 150-38-330, appropriated in fiscal year 10-11;
- 2) \$46,850.00 in Developer Fees for Street Improvements [DFSI] Funds, Account No. 120-38-330, appropriated in fiscal year 11-12;
- 3) \$55,000.00 in Measure B Bicycle and Pedestrian Funds, Account No. 144-36-330, appropriated in fiscal year 12-13

PREPARED BY: Nelson Lam, P.E., Assistant Engineer, Engineering and Transportation Department