



STAFF REPORT

To the Honorable Mayor and City Council
From the City Manager

DATE: April 25, 2022

SUBJECT

Award of contract for the Hopkins Avenue Traffic Calming Project

RECOMMENDATION

By motion, approve and authorize the City Manager to execute the standard form construction contract documents and award a contract for the Hopkins Avenue Traffic Calming Project to the lowest responsive and responsible bidder, O’Grady Paving, Inc. of Mountain View, for their low bid of \$3,889,576; and authorize the City Manager, or their designee, to increase the contract amount, if necessary, up to 15% of the original contract amount, for a not to exceed total in the amount of \$4,473,013.

STRATEGIC PLAN GUIDING PRINCIPLE

Transportation

BACKGROUND

Hopkins Avenue is a “collector street” that goes through the Canyon, Eagle Hill and Mt. Carmel residential neighborhoods. This street connects residents to local destinations (e.g. Stafford Park) and to roads that access other local and regional destinations (e.g. Alameda de las Pulgas and El Camino Real). The segment of Hopkins between Alameda de las Pulgas and El Camino Real (see Figure 1 below and Attachment A: Project Area Map) has generated numerous resident requests to reduce speeds, discourage illegal driving behavior, and increase safety for roadway users. To manage the volume of traffic calming requests received, staff evaluated and prioritized all the requests based on vehicle speed, volume, and street layout. In early 2017, Hopkins Avenue was the highest ranked location and the City initiated a formal traffic calming process to develop a conceptual street design to reduce vehicle speeds and to increase safety for all road users on Hopkins Avenue.

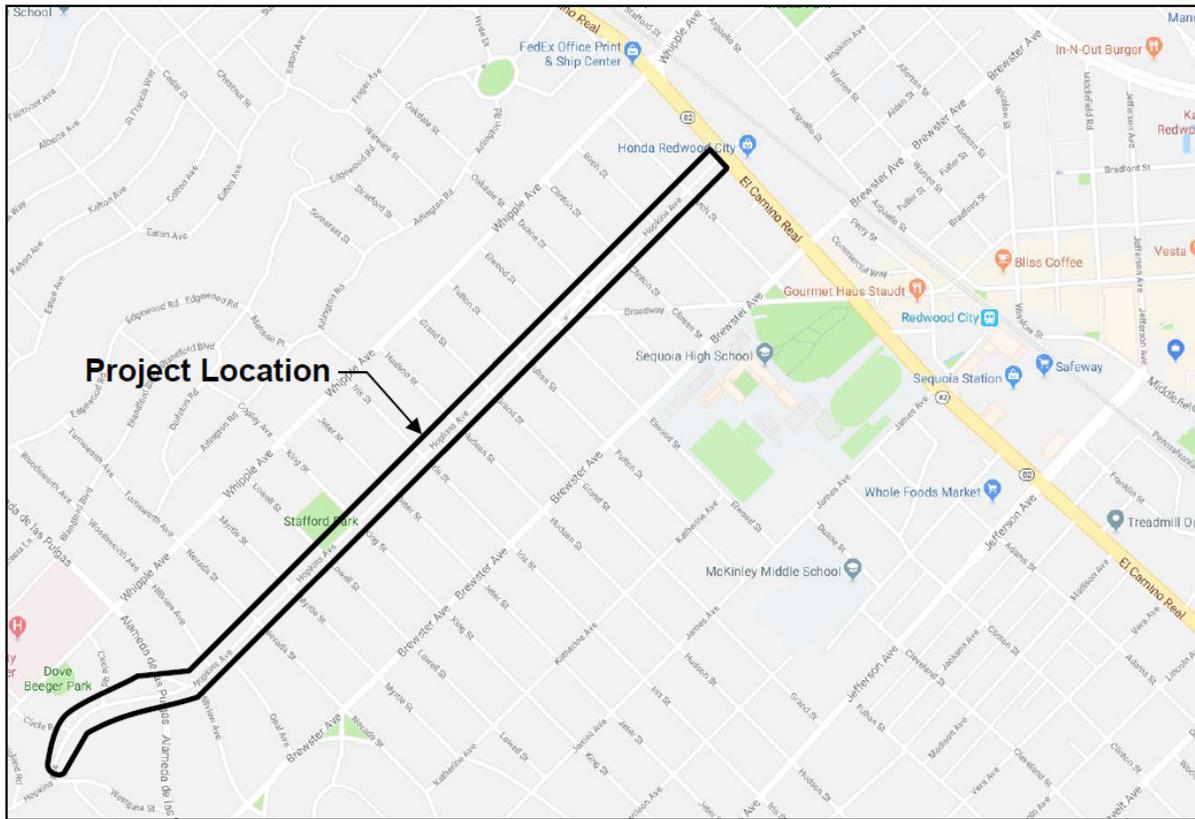


Figure 1: Project Location Map

Over a period of two years, the City’s consultant, Kimley-Horn, in conjunction with City staff, developed a preferred conceptual design for Hopkins Avenue between Alameda de las Pulgas and El Camino Real through a community-driven process which included opportunities for community feedback through online surveys, paper surveys, and community meetings. Ultimately, the City Council decided to implement the project on a pilot basis – providing the community and staff with the ability to observe the design in real life, modify the design in response to those observations and feedback and to evaluate its performance before committing to permanent improvements. A pilot project was built in 2019 and adjustments were made to the design in response to observations and community feedback. Due to the uncertainty caused by the Covid-19 pandemic, and its impact on funding and staff resources, the project was put on hold for the majority of 2020. In early 2021, a final design was presented to the community for a vote. There was broad community support for this design.

The following is a high-level summary of the project development and pilot process:

- 2016-2018 Developed conceptual design through a community-driven process
- April 2018 City Council approved the project as a pilot project
- February 2019 Community meeting to address some remaining design concerns
- Feb.– March 2019 Collected speed and volume data for the “before” pilot condition
- April 2019 City Council awarded the construction contract for the Hopkins Traffic Calming Pilot Project to Golden Bay Construction (final contract amount of \$161,568.50)

- July – Nov. 2019 Built the pilot project
- November 2019 Collected speed and volume data for the “after” pilot condition
- Dec. – Jan. 2020 Survey collected input on rating the effectiveness of various portions of the pilot installation and receiving feedback on the design of elements
- February 2020 City Council accepted the construction (final cost of \$149,451.78) and directed staff to evaluate the pilot project and to engage the public on making the project permanent
- February 2020 Community meeting to present the pilot evaluation and revised design
- March – Dec. 2020 Project was put on hold due to the Covid-19 pandemic
- Jan. – April 2021 Kimley-Horn revised design to reflect community input
- April 2021 Community survey - 313 (70%) of the survey respondents in the project area supported making the project permanent
- May 2021 Transportation Advisory Committee recommended approval
- June 2021 City Council approved the design of the Hopkins Avenue Traffic Safety (Calming) Project and authorized staff to put the project out to bid for construction (see staff report [here](#) and in Attachment B)
- June 2021 – Feb. 2022 Staff worked with Kimley-Horn to revise the design to address utility conflicts and Americans with Disabilities Act (ADA) compliance issues before putting the project out to bid.

This project also includes spot repairs and a pavement overlay on Hopkins Avenue between El Camino Real and Upland Road. The Roadway Management Program inventories, assesses, and tracks maintenance of the City’s roadways. Roadway segments are prioritized for resurfacing based on the needs of the entire street network. It is more economical to preserve pavements in good condition rather than delaying repairs, because as they age, pavements deteriorate faster and associated repair costs increase rapidly. The traffic calming improvements require reconstruction of the pavement at intersections that have crosswalk improvements in order to meet ADA requirements. Also, the traffic calming project will change the pavement striping throughout the entire corridor. For these reasons, combining the pavement overlay project with the traffic calming project is the most cost-effective approach to completing these two projects.

Concerning the City Council’s foundational principle of equity, staff are continuing work to incorporate equity considerations in the traffic calming program and future projects. The project is the result of multiple years of community engagement and prioritization through quantitative analysis. As this is a legacy project, an equity analysis was not conducted in the early phases of project development. In the last year, staff did evaluate the residents served by the project. While the Hopkins Avenue Traffic Calming Project is not located in a Metropolitan Transportation Commission (MTC)-defined Equity Priority Community,¹ the project does connect to the El Camino Real Priority Development Area (PDA), and the surrounding census tract has a California Healthy Places Index² score of 31%, meaning that this tract has healthier community conditions than only 31% of other California census tracts. Project development

¹ <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>

² <https://map.healthyplacesindex.org/>

costs, including staff time and consultant contracts, would be forfeited if the project were not advanced to construction.

ANALYSIS

The City advertised the invitation to bid for three weeks on February 16, 2022. Four (4) bids were received for the Hopkins Avenue Traffic Calming Project by the bid deadline on March 9, 2022. The bid amounts are summarized in the table below.

Table 1: Bids Received for Hopkins Avenue Traffic Calming Project	
Bidder	Bid Amount
O’Grady Paving, Inc.	\$3,889,576.35
JMB Construction, Inc.	\$4,543,062.00
Golden Bay Construction, Inc	\$4,757,166.00
Redgwick Construction Co.	\$4,976,192.25
Engineer’s Estimate	\$4,400,000.00

As mandated by Municipal Code section 2.64.2.C, the lowest responsive and responsible bidder shall be awarded the contract. The low bid was determined based on the total base bid. The low bid of \$3,889,576.35 submitted by O’Grady Paving, Inc. is 12% lower than the engineer’s estimate of \$4,400,000 for the cost of construction. Based on the bids received, staff believes that the O’Grady Paving, Inc.’s bid is reasonable and responsive, and recommends awarding the contract to O’Grady Paving, Inc.

Due to the complexity of the project, staff recommends authorizing the City Manager, or their designee, to increase the contract amount, if necessary, up to 15% of the original contract amount rather than the standard 10%. Additional effort was made during the design phase to pothole to positively identify underground utilities and to survey locations where grading could be challenging. In spite of these extra efforts, unforeseen conditions and additional grading may be necessary to meet the Americans with Disabilities Act slope and cross-slope requirements, which could increase the construction cost above the standard 10% construction contingency.

Construction is anticipated to begin in late May 2022 and conclude by January 2023. Notification of the proposed work will be distributed to nearby property owners and occupants, Neighborhood Associations and nearby schools in advance of the start of work. Notification strategies will include direct mailers, changeable message signs, temporary No Parking signs, and coordination with City’s communication team.

FISCAL IMPACT

Funding for this project was included in previous fiscal years’ Capital Improvement Program budgets. The table below outlines the fund programs and amounts. The San Mateo County Transportation Authority awarded the project \$1.2M in grant funding for construction; which is comprised of

\$360,000 in Measure A/W funds and \$840,000 in State Local Partnership Program funds.

Table 2: Project Funding	
Fund Program	Fund Amount
Various Transportation Grants (264)	\$1,200,000
Capital Outlay Fund (357)	\$1,104,407
Measure A Fund (262)	\$157,499
Traffic Mitigation Fees Fund (285)	\$5,586
Road Maintenance & Rehabilitation Act Fund (SB 1)	\$1,600,000
Measure W	\$600,000
Total	\$4,667,492

ENVIRONMENTAL REVIEW

The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) Guidelines per Section 15301 (c) (Class 1) because the project consists of maintenance repair of existing pavement and modifications to the existing roadway with no expansion of the existing use or capacity.

PUBLIC NOTICE

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting and by sending an email to the Project's stakeholder list.

ALTERNATIVES

The City Council may choose not to award the contract and direct staff to redesign and or rebid this project. Delaying the project could jeopardize previously-awarded and accepted grant funding. The construction contract using the \$840,000 Local Partnership Program grant must be awarded by June 30, 2022.

ATTACHMENTS

Attachment A – Project Location Map

Attachment B – Staff Report from the June 28, 2021 City Council Meeting

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