



DATE: March 20, 2018

CATEGORY: Consent

DEPT.: Public Works

TITLE: **East Whisman Area Transit-Oriented Development (TOD) Improvements, Phase I: Middlefield Road Improvements, Project 16-48 – Approve Plans and Specifications, Authorize Bids, and Authorize Award**

RECOMMENDATION

1. Approve plans and specifications for East Whisman Area Transit-Oriented Development (TOD) Improvements, Phase I: Middlefield Road Improvements, Project 16-48, and authorize staff to advertise the project for bids.
2. Authorize the City Manager to award the construction contract to the lowest responsible bidder if the bid is within the Phase I project budget.

BACKGROUND

The project includes improvements in two locations (see Figure 1) in the East Whisman Area that will be completed in phases. Phase I is along Middlefield Road between North Whisman Road and Bernardo Avenue and Phase II is along Ellis Street between Fairchild Drive and the Bayshore/NASA Light Rail Transit Station.

Phase I of the project proposes bicycle and pedestrian improvements, including construction of median islands where there are gaps, construction of Americans with Disabilities Act (ADA)-compliant curb ramps, installation of landscape and irrigation in wide medians and concrete interlocking pavers in narrow medians, installation of lighting under the Highway 237 overpass, and installation of green bike lanes in conflict areas such as intersections and driveways.

Phase II of the project proposes to improve bicycle and pedestrian access on Ellis Street between Fairchild Drive and the Bayshore/NASA Light Rail Transit Station. The proposed improvements involve coordination with the Santa Clara Valley Transportation Authority (VTA), the National Aeronautics and Space Agency (NASA), the California Public Utilities Commission (CPUC), the California Department of Transportation (Caltrans), and Google, which is considering funding bicycle and

pedestrian improvements between Ellis Street and Sunnyvale along Manila Drive. While staff is still working with these organizations to develop an acceptable concept for the Phase II project, the plans for the Phase I Middlefield Road improvements are complete. The recommended actions would allow the Middlefield Road improvements to proceed while design of the Ellis Street improvements progresses.

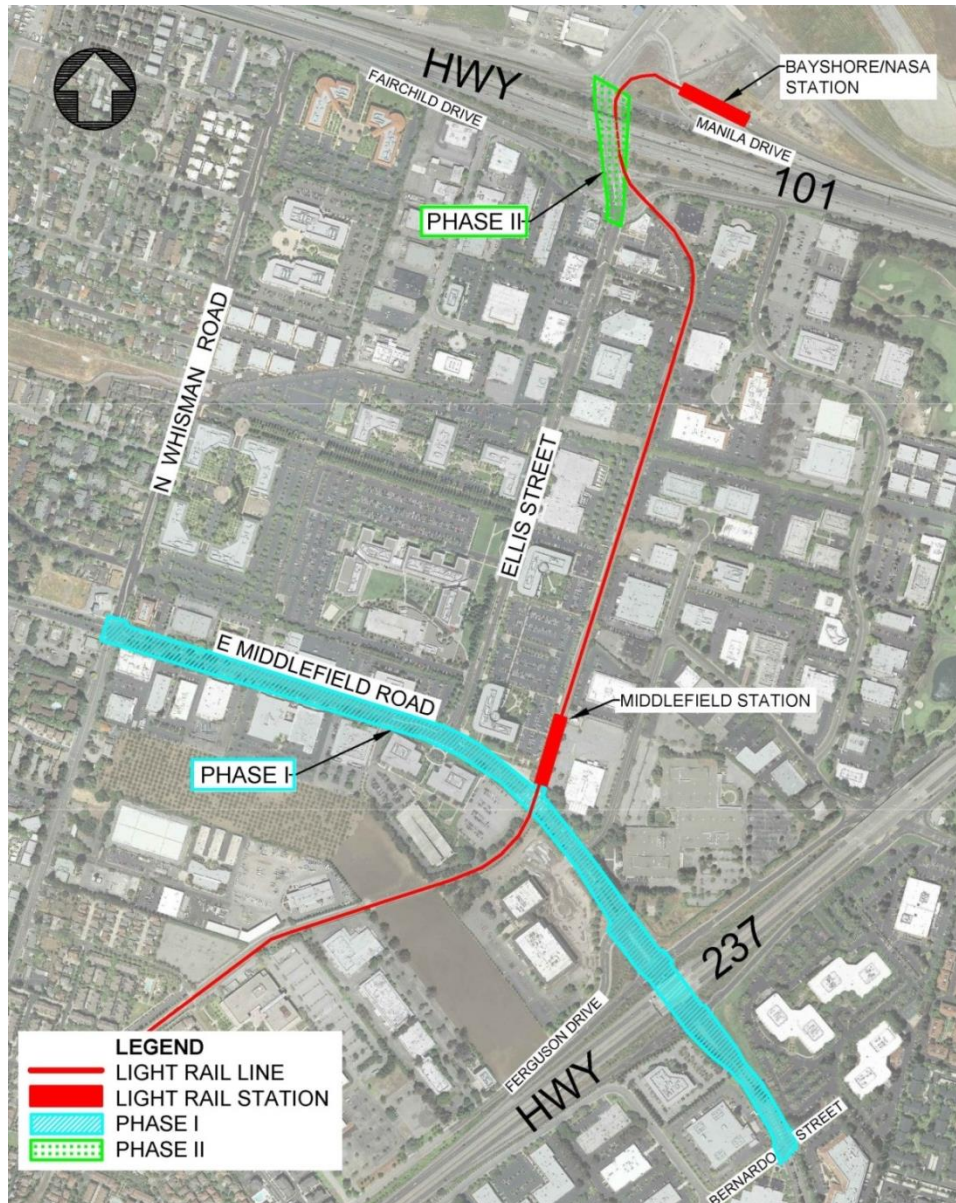


Figure 1 – Project Location Map

ANALYSIS

The estimated project cost is as follows:

Description	Phase I	Phase II
Construction (including Contingency)	\$1,400,000	\$ 730,000
Consultant Services	250,000	267,000
City Project Management	45,000	40,000
Construction Inspection and Testing	35,000	35,000
Miscellaneous	<u>5,000</u>	<u>8,000</u>
Subtotal	\$1,735,000	\$1,080,000
City Administration @ 6.5%	<u>112,775</u>	<u>70,200</u>
TOTAL PROJECT COST	\$ <u>1,847,775</u>	\$ <u>1,150,200</u>
TOTAL COMBINED PROJECT COST	\$<u>2,997,975</u>	

Plans and specifications for Phase I: Middlefield Road Improvements are complete and available for viewing in the Public Works Department. If the recommended actions are approved and a responsive bid within the Phase I project budget is received, construction of the Phase I project is expected to begin summer 2018 and be completed in fall 2018.

California Environmental Quality Act

In accordance with the requirements of the California Environmental Quality Act (CEQA), Phase I of the project has been determined to be categorically exempt because the project consists of construction of median islands, pavement rehabilitation, and striping that do not expand the use beyond the existing conditions.

FISCAL IMPACT

East Whisman Area Transit-Oriented Development (TOD) Improvements, Project 16-48, is funded with \$3.0 million from the TOD Fund.

Sufficient funding is available to complete Phase I of the project based on the current cost estimate. The remaining funding will be used for improvements on Ellis Street

between Fairchild Drive and the Bayshore/NASA Light Rail Transit Station (Phase II). Pending the outcome of the interagency coordination and with Google, staff anticipates returning to Council in spring 2019 to seek approval of the plans and specifications for Phase II of the project.

ALTERNATIVES

1. Defer construction of Phase I until design of Phase II is complete.
2. Provide other direction.

PUBLIC NOTICING – Agenda posting.

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