



DATE: April 18, 2017

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Stevens Creek Trail Temporary Detour**

RECOMMENDATION

1. Create a midyear capital improvement project, Stevens Creek Trail Temporary Detour, and appropriate and transfer \$175,000 from the CIP Reserve Fund to the project. (Five votes required)
2. Adopt a Resolution Awarding a Construction Contract to O'Grady Paving, Inc., to Construct the Stevens Creek Trail Temporary Detour in the Amount of \$129,070 as Authorized by Mountain View City Charter Section 1107. (Five votes required)

BACKGROUND

In January 2017, heavy flows in Stevens Creek caused a creek bank failure that undermined a section of Stevens Creek Trail between El Camino Real and Yuba Drive. The trail was closed and an on-street detour was established on El Camino Real and Yuba Drive. While the detour has allowed continued use of Stevens Creek Trail, there are no bike lanes on El Camino Real or Yuba Drive. Vehicle speeds and volumes are also relatively high on El Camino Real, creating a poor walking and cycling environment for trail users.

The Santa Clara Valley Water District (SCVWD) is evaluating the damage and planning for repair of the bank and restoration of the trail. While a schedule for the permanent repair has not yet been established, it is anticipated to take at least 12 months. The trail is heavily used by the public, both recreationally and for day-to-day transportation. There exists an urgent necessity to allow for continued safe use of the trail, and to protect the sensitive creek bank property which borders the trail by means of constructing a temporary bypass to be used until such time as a permanent repair solution can be constructed in coordination with SCVWD.

Staff developed a plan for a temporary detour on the adjacent Extended Stay Hotel property. The bypass, shown in Figure 1, provides an asphalt path, fenced on both sides, on the hotel property past the damaged section of bank. The existing trail width of 10' is maintained where possible, but the trail splits and narrows in one location to avoid removal of trees. The narrowed portion closest to the creek bank (shown as the "unpaved path" on Figure 1) will be decomposed granite and designated for pedestrian use only. Staff recommends not constructing asphalt on the portion closest to the creek bank to avoid further damaging the bank with construction activity.

Stevens Creek Temporary Detour



Figure 1

ANALYSIS

The SCVWD has issued a permit for the temporary bypass, and the hotel has agreed to a temporary trail easement allowing the construction of the bypass for a fee of \$20,000 for one year, with the right of the City to extend the term on a month-to-month basis at a rate of \$1,500 per month. The City will be responsible for construction and removal of the improvements. Staff believes the terms are fair and reasonable.

City Charter Section 1107 authorizes the City to award a contract for public works without following formal competitive bidding procedure if such work shall be deemed

by the Council to be of urgent necessity for the preservation of life, health, or property. Such award must also be authorized by resolution passed by at least five affirmative votes of Council and containing a declaration of the facts constituting such urgency. In the interest of expediting the temporary bypass, the Public Works Department, in reliance on Charter Section 1107, informally solicited bids from four (4) contractors (C2R Engineering, O'Grady Paving, Interstate Paving and Grading, and JJR Construction). Prospective contractors were provided with plans, graphical illustrations, and photos showing the proposed work of the project. Contractors were required to walk the site with staff prior to submitting bids. Bids were received from two (2) contractors, O'Grady Paving and C2R Engineering. After careful evaluation of the bids, qualifications, and availability, staff determined that O'Grady Paving is the lowest responsive and responsible bidder, and that O'Grady's bid is fair and reasonable.

The estimated project cost is as follows:

Construction	\$114,070
Construction Contingency	<u>15,000</u>
Subtotal Construction	129,070
Temporary Easement	20,000
City Administration (6.5%)	10,000
Project Contingency	<u>15,930</u>
TOTAL PROJECT BUDGET	<u>\$175,000</u>

The recommended actions would create a midyear capital improvement project to fund construction and right-of-way costs for the temporary bypass.

FISCAL IMPACT

Staff recommends funding the project with \$175,000 from the CIP Reserve Fund, which has a current available balance of \$11.6 million (net of the deferred revenue from the prepaid lease).

Additional funding may be needed to share costs with the SCVWD for the permanent restoration of the trail, though an estimate of such costs is not currently available.

ALTERNATIVES

1. Maintain the existing on-street detour.
2. Advertise the project to solicit formal bids

PUBLIC NOTICING – Agenda posting and copy to Extended Stay America Hotel.

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MAF/TS/7/CAM
905-04-18-17CR-E

Attachment: 1. Resolution