


Agenda Report Reviewed by:
City Manager: 

CITY OF SEBASTOPOL
CITY COUNCIL
AGENDA ITEM

Meeting Date: July 20, 2021
To: Honorable Mayor and Honorable City Councilmembers
From: Toni Bertolero, Consultant, GHD
Subject: Phasing Plan for Bodega Avenue Bike Lanes and Pavement Rehabilitation Project
Recommendation: Discuss and Approve Phasing Plan for the Project
Funding: Currently Budgeted: Yes No N/A
Net General Fund Cost: \$ none

Account Code/Costs authorized in City Approved Budget (if applicable) AK (verified by Administrative Services Department)

INTRODUCTION/PURPOSE:

This item is to discuss scaling down the cost by phasing the construction of the Bodega Avenue Bike Lanes and Pavement Rehabilitation Project (Project) to match available funds. By doing so, the proposed project limits from North High Street to Pleasant Hill Road will be segmented into two phases, with Phase 1 optimizing the use of OBAG 2 grant funding of \$1.2 million.

BACKGROUND:

The Bodega Avenue project consists of roadway stabilization, repaving, adding sidewalks to eliminate gaps, and bicycle lane striping between Pleasant Hill Avenue on the west and North High Street on the east. Due to the cost of the total project, it is necessary to phase the project to match available grant funding of \$1.2 million. Phase 2 would be the balance of the project from Nelson Road to Pleasant Hill Road and the estimated cost is \$1.6 million for that segment. Phase 2 would be constructed when additional grant funding can be secured.

DISCUSSION:

Wood Rodgers, the design consultant, prepared a memo dated July 7, 2021 (see attachment) evaluating the advantages and disadvantages of starting Phase 1 easterly from North High Street versus westerly starting from Pleasant Hill Road. Based on the evaluation, it is recommended that Phase 1 be the segment on Bodega Avenue from North High Street to Nelson Road. This Phase 1 segment will avoid right of way schedule constraints that would be difficult to meet given grant funding scheduling constraints as further summarized below:

- Postpones right of way impacts at the Sebastopol Memorial Lawn cemetery to Phase 2 and reduces the risk of delays in the right of way certification with Caltrans;
- Postpones potential environmental impact mitigations to the cemetery to Phase 2; and
- Allows additional time for developer funded improvements on the Phase 2 frontage to be completed in advance of the roadway reconstruction project along that segment. This will likely allow for a somewhat wider road section, and ultimately, better bicycle facilities.

PUBLIC COMMENT:

As of the writing of this staff report, the City has not received any public comment. However, staff anticipates receiving public comment from interested parties following the publication and distribution of this staff report.

Such comments will be provided to the City Council as supplemental materials before or at the meeting. In addition, public comments may be offered during the public comment portion of the agenda item.

PUBLIC NOTICE:

This item was noticed in accordance with the Ralph M. Brown Act and was available for public viewing and review at least 72 hours prior to schedule meeting date.

FISCAL IMPACT:

The current Engineer’s Estimate for Phase 1 is \$1.2 million. The OBAG 2 grant is \$1.2 million and requires a local match of 11.47 percent (\$174,000). The fiscal impact is summarized in the tables that follow. Table 1 includes the entire project (Phase 1 and Phase 2) in the recently approved Capital Improvement Program (CIP). Table 2 shows Phase 1 as proposed. Table 2 also includes updated Engineer’s Estimate for the project.

Table 1 Approved CIP - Phase 1 and Phase 2 Bodega Avenue Rehabilitation

<u>Expenditures (\$)</u>	<u>FY 2021-22</u>	<u>FY 2022-23</u>
Project Management	5,000	
Construction/Inspection		2,484,830
<u>Funding Sources (\$)</u>	<u>FY 2021-22</u>	<u>FY 2022-23</u>
Unsecured grant		1,248,470
OBAG 2 grant		1,062,360
Road Maintenance & Rehab	5,000	174,000
Phase 1 and 2		
Expenditures/Funding	5,000	2,484,830

Table 2 Proposed - Phase 1 Bodega Avenue Rehabilitation

<u>Phase 1 Expenditures (\$)</u>	<u>FY 2021-22</u>	<u>FY 2022-23</u>
Project Management	5,000	
Construction/Inspection		1,200,000
<u>Phase 1 Funding Sources (\$)</u>	<u>FY 2021-22</u>	<u>FY 2022-23</u>
OBAG 2 grant		1,062,360
Road Maintenance & Rehab	5,000	174,000
Phase 1		
Expenditures/Funding	5,000	1,200,000

Note: Phase 2 is currently estimated to be \$1.6 million. Total (current) estimated cost of Phase 1 and Phase 2 is \$2.8 million.

RECOMMENDATION:

Adopt Minute Order approving the Phasing Plan for Bodega Avenue Rehabilitation Project with Phase 1 being the segment from North High Street to Nelson Road and Phase 2 being the segment from Nelson Road to Pleasant Hill Road; and directing staff to coordinate with SCTA and MTC to modify the project phasing as approved by Council.

Attachment(s):

Exhibits for Bodega Avenue Phasing
Memo from Wood Rodgers dated June 7, 2021

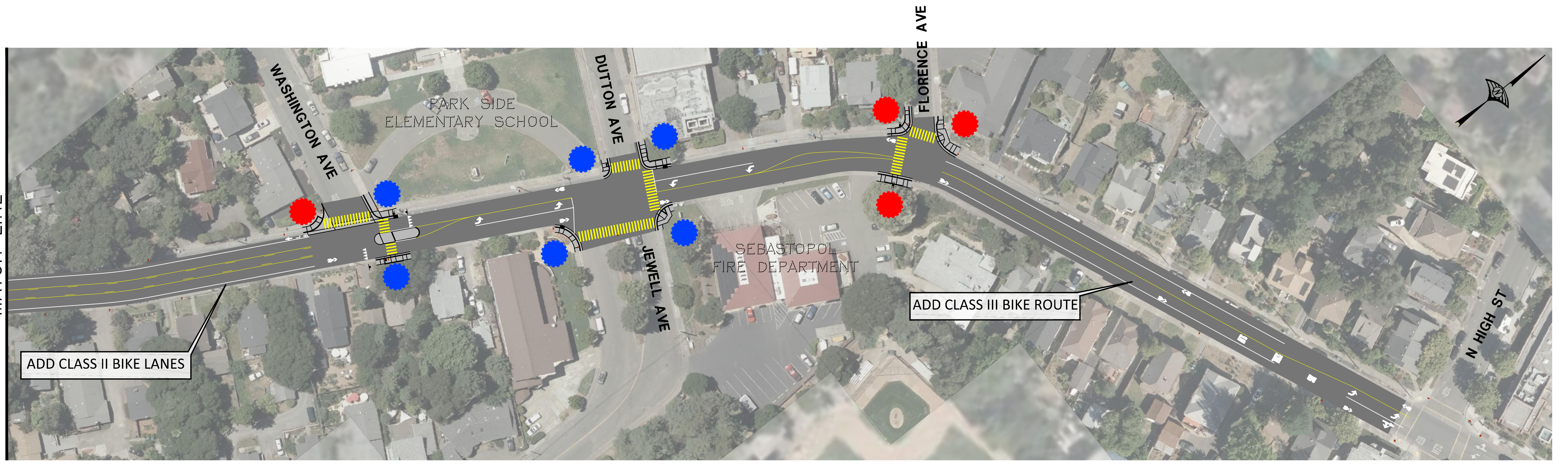
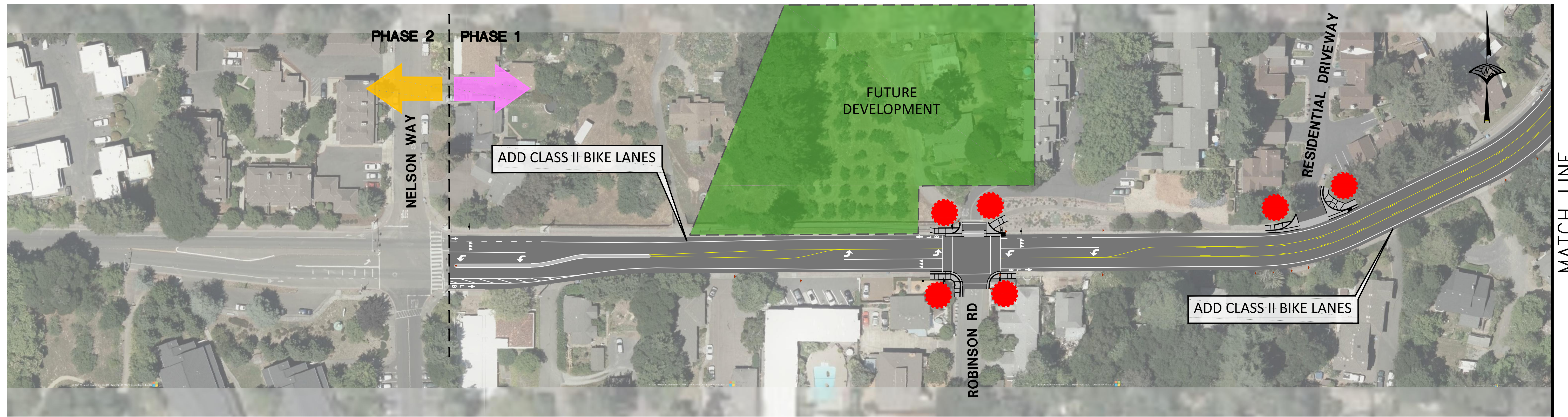


BODEGA AVENUE RECONSTRUCTION



LEGEND

- Replace Curb Ramp
- Replace Curb Ramp and Replace/Relocate Pedestrian Push Button

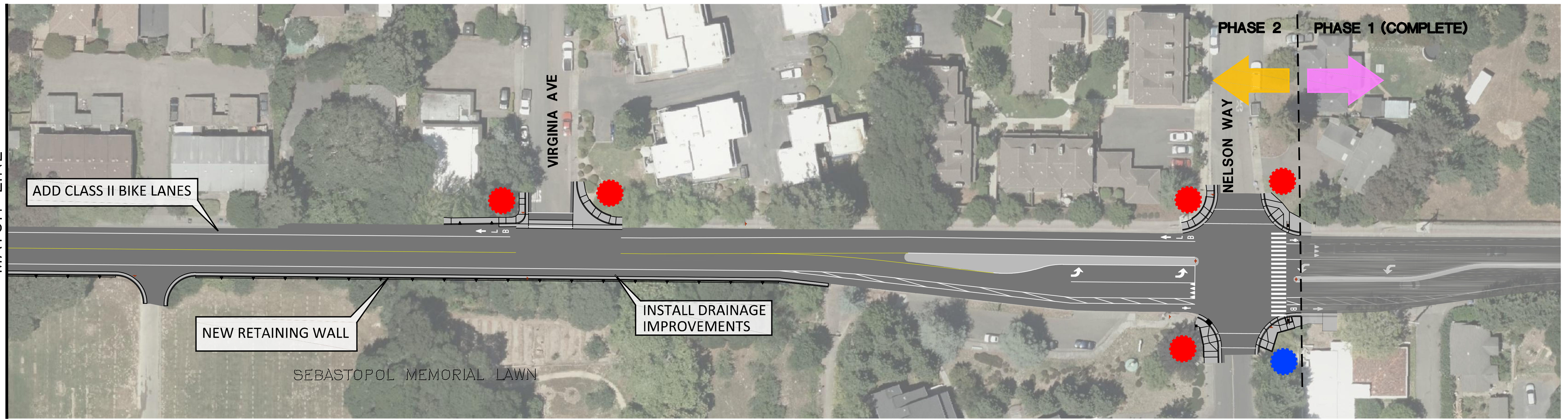
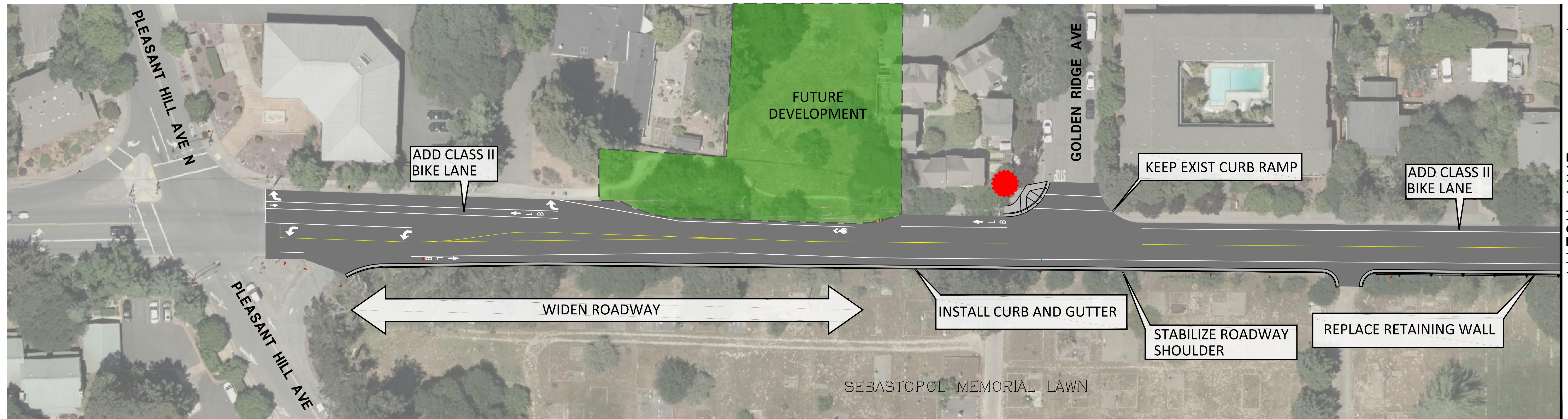


BODEGA AVENUE RECONSTRUCTION PHASE 1



LEGEND

- Replace Curb Ramp
- Replace Curb Ramp and Replace/Relocate Pedestrian Push Button



BODEGA AVENUE RECONSTRUCTION PHASE 2



To: City of Sebastopol

Attn: Mr. Joe Gaffney, City Engineer

From: Matthew W Salveson, PE, PhD

Date: July 7, 2021

Subject: Bodega Ave Corridor Reconstruction – Recommended Project Phasing

INTRODUCTION

Bodega Avenue is a major east-west route that services significant regional traffic in addition to local City of Sebastopol (City) traffic. The City has identified infrastructure improvements along Bodega Avenue including roadway stabilization, repaving, adding sidewalks to eliminate gaps, and bicycle lane striping between Pleasant Hill Avenue on the west and North High Street on the east.

At present, the City has secured approximately \$1.2M in construction funding, associated with a One Bay Area Grant (OBAG 2). This funding will allow for substantial improvements on Bodega Avenue, but will not be sufficient to make improvements along the entire project limits at this time. As such, Wood Rodgers has explored two different project phasing alternatives, as described below.

PROJECT ALTERNATIVES

We recommend considering two phasing alternatives that provide a continuous length of improvements and maximize use of the available funding. Two alternatives are:

- Alternative 1 starts at the west end of the Project at Pleasant Hill Avenue and incorporates needed roadway reconstruction and improvements to approximately Nelson Road
- Alternative 2 starts at the east end of the project at North High Street and incorporates needed roadway reconstruction and improvements to approximately Nelson Road.

The above limits are defined by estimated construction costs along each roadway segment. The construction cost for the proposed alternative, including Construction Management, is approximately \$1.2M. These costs may be broken down as follows:

Summary				Total	Cumulative \$ (W to E)	Cumulative \$ (E to W)
Pleasant Hill Ave to Golden Ridge Ave	101+50	to	106+75	\$ 200,500.00		\$ 2,832,800.00
Golden Ridge Ave/Bodega Ave Intersection	106+75	to	107+75	\$ 47,500.00	\$ 248,000.00	\$ 2,632,300.00
Golden Ridge Ave to Virginia Ave	106+75	to	114+00	\$ 857,200.00	\$ 1,105,200.00	\$ 2,584,800.00
Virginia Ave/Bodega Ave Intersection	114+00	to	115+00	\$ 286,200.00	\$ 1,391,400.00	\$ 1,727,600.00
Virginia Ave to Nelson Way/Gold Ridge Farm	115+00	to	118+75	\$ 285,500.00	\$ 1,676,900.00	\$ 1,441,400.00
Nelson Way/Gold Ridge Farm/Bodega Ave Intersection	118+75	to	119+75	\$ 101,400.00	\$ 1,778,300.00	\$ 1,155,900.00
Nelson Way/Gold Ridge Farm to Robinson Rd	119+75	to	124+50	\$ 144,700.00	\$ 1,923,000.00	\$ 1,054,500.00
Robinson Rd/Bodega Ave Intersection	124+50	to	125+25	\$ 81,500.00	\$ 2,004,500.00	\$ 909,800.00
Robinson Rd to Washington Ave	125+25	to	134+75	\$ 281,300.00	\$ 2,285,800.00	\$ 828,300.00
Washington Ave/Bodega Ave Intersection	134+75	to	135+75	\$ 73,400.00	\$ 2,359,200.00	\$ 547,000.00
Washington Ave to Jewell Ave/Dutton Ave	135+75	to	137+25	\$ 51,200.00	\$ 2,410,400.00	\$ 473,600.00
Jewell Ave/Dutton Ave/Bodega Ave Intersection	137+25	to	138+30	\$ 123,900.00	\$ 2,534,300.00	\$ 422,400.00
Jewell Ave/Dutton Ave to Florence Ave	138+30	to	140+50	\$ 59,600.00	\$ 2,593,900.00	\$ 298,500.00
Florence Ave/Bodega Ave Intersection	140+50	to	141+25	\$ 60,500.00	\$ 2,654,400.00	\$ 238,900.00
Florence Ave to N High St	141+25	to	146+50	\$ 178,400.00	\$ 2,832,800.00	

Table 1 – Construction Costs by Roadway Segment

Please see the attached exhibit for a detailed illustration of reconstruction elements along each roadway segment.

A comparative list of advantages and disadvantages of the two alternatives are as follows:

PROJECT ELEMENTS	Alt 1 – West to East	Alt 2 – East to West
Advantages		
Provides for approximately 1,300 LF of roadway rehabilitation, including some of the most severe pavement distress on the project.	X	
Provides for approximately 2,700 LF of roadway rehabilitation, including ADA and crosswalk improvements near Parkside Elementary School.		X
Leverages developer improvements to allow for a wider bicycle facility on future project		X
Less complex NEPA process with Caltrans		X
Disadvantages		
Potential Cultural Impacts (Sebastopol Memorial Lawn Cemetery)	X	
Requires narrow bike lanes prior to developer improvements	X	
More complex NEPA process with Caltrans	X	
Requires potentially expensive retaining walls	X	
Requires more extensive right of way acquisition (which must be resolved before construction funding can be authorized).	X	

RECOMMENDATIONS

Both alternatives include elements that will need to be addressed by the City, either with the initial project phase, or under a future project phase (as additional funds become available).

However, because of the schedule constraints associated with funding (e.g. the right of way agreements must be completed by early November 2021), we recommend that Alternative 2 be selected for the first phase of construction. Specifically:

- It minimizes or avoids right of way impacts at the cemetery, reducing the risk of delays in right of way certification
- It postpones potential environmental impacts to the Sebastopol Memorial Lawn cemetery. Environmental documents being prepared for the project will cover the entire project area, but selecting Alternative 2 as the first phase provides the City with some options if any sensitivity associated with the cemetery is identified during the environmental review.
- It allows for developer funded improvements on the western end of Bodega Ave to be completed in advance of the roadway reconstruction project along that segment. This will likely allow for a somewhat wider road section, and ultimately, better bicycle facilities.

If Alternative 2 (North High Street to Nelson Road) is selected as Phase 1, a future Phase 2 would complete the project from Nelson Road to Pleasant Hill Road. The estimated cost for Phase 2 is \$1,600,000.