

AGENDA: August 26, 1997

8.3

CATEGORY: New Business

DEPT.: Public Works

TITLE: Stevens Creek Trail, Reach 3,  
Project 92-15—Appropriate Funding and  
Authorize Award of Construction  
Contract

### RECOMMENDATION

For consideration of the Shoreline Regional Park Community:

1. Transfer \$130,000 from Easy Street Park and Bridge Construction, Project 96-25, and appropriate \$670,000 from the North Bayshore Community Fund, \$290,000 from the proceeds of future Recreation-In-Lieu from the Continental Circle Development, and \$720,000 from the Capital Improvement Reserve to Stevens Creek Trail, Reach 3, Project 92-15 for a total funding increase of \$1,810,000. (Five votes required)
2. Award a construction contract to the low bidder, Valley Crest of Pleasanton, for the low bid price of \$5,594,805, subject to execution of a simultaneous contract change order to deduct certain contract items for \$936,000, and approve an additional \$100,000 construction contingency for unanticipated conditions.

### FISCAL IMPACT

This action will reduce the Capital Improvement Program (CIP) Reserve by \$720,000 and the North Bayshore Fund by \$670,000. Until the Recreation-In-Lieu funding from the Continental Circle development is received, \$290,000 would be backed by a loan from the CIP Reserve. The total revised budget for Stevens Creek Trail, Reach 3, Project 92-15, would be \$6,252,000.

### BACKGROUND AND ANALYSIS

On December 11, 1996, the City Council conceptually approved a recommended supplemental funding strategy for \$833,000 and authorized staff to complete the permitting, right-of-way acquisition and advertising for bids for Stevens Creek Trail, Reach 3 (see attached July 25, 1997 Council Architectural and Public Safety Committee (CAPSC) report—Exhibit A). The bids were received on July 15, 1997 with the low bid being 41.1 percent over the Engineer's Estimate (see attached bid summary—Exhibit B). The City Council was notified that staff was taking several actions to help in forming a recommendation and that staff would meet with the CAPSC to discuss the project. On July 28, 1997, the CAPSC held a special meeting and reviewed available information. They recommended that staff proceed with bridge, electrical and other reductions of scope which do not trigger outside agency design review and either negotiate with the low bidder for a

APPROVED BY THE MOUNTAIN VIEW  
CITY COUNCIL ON AUGUST 26, 1997  
WITH ADDITIONAL DIRECTION

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deduct change order of approximately \$900,000 to be executed at the time of award or, if not successful, reject all bids and rebid the project (see attached draft minutes—Exhibit C).

Since the CAPSC meeting, staff has identified items which could be deleted in addition to those which were bid as deduct alternates. Exhibit D is a list of those items prioritized into recommended and not recommended categories. Major savings are available in bridge modifications and through deleting and deferring electrical work. Staff is not recommending a number of possible cuts because they either have long-range maintenance or safety implications or they would require further lengthy agency negotiations and repermitting which could potentially jeopardize grants deadlines.

### Recommended Changes

The two approved bridge suppliers, Continental Bridge and Steadfast Bridges, were asked for a list of items for potential savings. Based on the items identified (see attached Exhibit D), the lowest-price bridge supplier has provided drawings of modifications which would still meet the City's criteria but would be less costly for them to fabricate (-\$490,000). The major factors would be increasing the height of the downtown overcrossing cross-section from 8' to 10' to provide a stiffer truss system with smaller steel members, changing the paint system from a three-coat Carboline system to a more conventional two-coat system for all bridges, decreasing the width of the bridges from 10'5" to 10' between steel trusses and attaching wire mesh to the outside of the overcrossing structure rather than the inside. In addition, staff would recommend reducing the width of the neighborhood access bridge at Easy Street Park from 10' to 8' (-\$3,500). The lower-cost bridge structures would be less difficult for erectors to place and provide further savings (-\$16,000). Because the recommended design changes for the bridges would be included in the fabrication drawings from the supplier, which are reviewed by Mark Thomas & Company (the City's engineering design consultant), there would be no additional consultant design fees.

Lighting on the overcrossing is desirable, but not necessary, as the trail will not be open at night. Staff is recommending that this item be deleted except for the conduits in the overcrossing concrete supports so that lighting could easily be installed in the future (-\$217,000). Lighting for the Highway 85 undercrossing is necessary for safety reasons, but staff recommends deferring this item at this time. The Engineer's Estimate was \$12,500, and the bid cost was \$59,000; staff believes that a modified system could be redesigned and installed before Reach 3 is opened at much less cost.

Two items being recommended for deletion require volunteer, Youth Corps or City work. However, there would still be a significant net savings to the project. Staff is recommending that all wood fences be deleted and be installed using Youth Corps or other workers before trail opening. Pruning of existing trees and maintenance of plant material could also be done by City forces for less cost than by the construction contractor. Benches would be deferred, with the expectation that they would be purchased at the end of the project.

with any surplus or with donated funds. Landscape boulders would be deferred except for those which are being used as retaining structures at the base of large trees. The graphics to be embedded in the retaining wall concrete under Middlefield Road and Highway 85 would be deleted.

### Nonrecommended Changes

Several additional items which staff does not recommend were also considered for reduction. Reducing the design criterion for live loads from 85 pounds per square foot to 65 pounds per square foot would provide a savings of \$72,000. This lower load factor is considerably below Caltrans' standards for California. Requesting this reduction would require significant time to go through the approval process, and there is substantial risk that Caltrans would not allow this reduction.

The "Class I" Caltrans standard trail for pedestrians and bicycles requires a 10' minimum width for two-way traffic. Although Caltrans occasionally allows an 8' width in constrained circumstances and the City could apply for a design variance from Caltrans to reduce the overcrossing structure to 8', a width reduction on the overcrossing is not recommended because it is an extremely long structure, and staff feels it would be unsafe for two-way bike traffic and pedestrians in an already constrained area—approximately 9-1/2' clear between railings. The savings to reduce the overcrossing bridge width would be about \$150,000.

A decision was made early in the trail design that self-weathering steel was not appropriate for the bridges because it is difficult to remove graffiti without damaging the weathering rust coating, which can also stain the concrete supports. In addition, it was felt that on an urban trail, the bridges needed to be a positive aesthetic component, not a negative one, especially in the downtown area, where the overcrossing will be highly visible and have great visual impact. Therefore, painted bridges are recommended rather than self-weathering steel. Approximately \$133,000 would be the savings to change the overcrossing structure from painted to self-weathering steel and \$21,000 would be saved by changing the three creek crossings to self-weathering steel.

The entries to the bridge at Easy Street Park could be reduced from a stone seatwall type (used at the Whisman School bridge) to the more modest bridge entries, which will be used on Reach 3 at the other two bridges that are at constrained locations. This reduction (-\$29,000) is not proposed because the Easy Street Park and Bridge project is contributing the bulk of the cost of the bridge from its own budget, and it would be difficult and costly to install the seatwall entries later.

### Policy Options

Two other items, which staff did not recommend deleting because they are policy-related issues, are deleting the required art allowance (\$55,000) and deleting or lowering the City

project administration fee (\$200,000). Although these items affect the overall project budget, not the construction award amount, they nevertheless add to the amount required to complete the project. These items are included in the revised project budget but could be considered for deletion or lowering.

### Benefits of Reach 3

As shown on Exhibit E, Reach 3 will provide numerous access points for the general public and for commuters to access schools, parks, neighborhoods and jobs. It will provide a grade-separated connection over Central Expressway, the railroads and Evelyn Avenue for pedestrians and bicyclists; provide connections to transit centers; and link the downtown and many neighborhoods with the North Bayshore Area.

Valley Crest of Pleasanton was approved as a responsible bidder through the responsibility determination process. They have constructed numerous large projects, concrete structures and parks. A bid protest was submitted by the second-lowest bidder which questioned Valley Crest's qualifications to perform structural concrete work, noting that no concrete subcontractor was listed in Valley Crest's bid. Valley Crest affirmed in writing their intention of performing the concrete work with their own forces and provided evidence of experience with structural concrete and bridges in order to be deemed a responsible bidder.

Included in the low bid is a contingency amount of \$180,000 for variations between actual quantities constructed and measured for payment and the estimated quantities in the bid schedule. Because the construction is occurring along creek banks and involves piles for constructing bridge foundations where subsurface conditions are not fully known, staff is requesting an additional \$100,000 in construction contingency for possible unforeseen work due to unanticipated site conditions. The combined contingency allowance represents about 6 percent of the low bid and is modest for this type of project.

### ALTERNATIVES

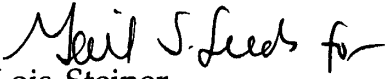
1. Reject all bids and rebid in the spring. This may or may not result in lower bids and could jeopardize meeting grant deadlines, especially if excessive inclement weather occurs next year (as is being predicted by meteorologists). All of the consultants and contractors staff contacted expect that the busy construction climate and high bids will continue for at least for another year and that costs may even increase because of all the work currently under construction and in design for the Bay Area.

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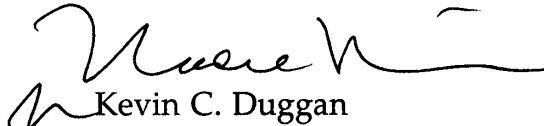
2. Cancel the project. Staff does not recommend this as the City would lose about \$3 million in grants funding from numerous sources, which may never be available again, and this action would constrain the City's ability to attract future grants funding.

Prepared by:

  
Lois Steiner  
Capital Program Manager

Approved by:

  
Larry Janda  
Public Works Director

  
Kevin C. Duggan  
City Manager

LS/GSS/8/CAM  
917-08-26-97M/E+2

Attachments (5)

cc: Friends of Stevens Creek Trail

Mr. Sam Zullo—Mark Thomas & Company

Mr. Bruce Hill—Lauderbaugh/Hill Associates

Mr. Gordon N. Ball

Valley Crest Landscape

DPWD—Ko, CPM, SM, SPM—Seeds, DE/SCE—Tejeda, CE, RPM—Berns,  
POSM—Gibson, AO, SCC, File (92-15)

# EXHIBIT A

## CITY OF MOUNTAIN VIEW MEMORANDUM

DATE: July 25, 1997

TO: Council Architectural and Public Safety Committee

FROM: Lois Steiner, Capital Program Manager

SUBJECT: STEVENS CREEK TRAIL, REACH 3 BIDS

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### RECOMMENDATION

Recommend to the City Council that staff proceed with bridge, electrical and other reductions of scope which do not trigger agency design review and either negotiate with the low bidder for a deduct change order of approximately \$900,000 to be executed at the time of award or, if not successful, reject all bids and rebid the project.

### BACKGROUND

Construction of the first reach of the Stevens Creek Trail was completed in 1991 by paving the top of the west levee of Stevens Creek between the Bay Trail in Shoreline at Mountain View park and L'Avenida. Subsequently, a feasibility report for Reaches 2 through 5 and environmental documents for Reaches 2 through 4 were completed. Reach 2, from L'Avenida to Whisman School, was completed in the spring of 1996. With the opening of Reach 2, the trail has already become a commuter corridor to North Bayshore business and a popular recreation trail to Shoreline. Design of Reach 3, from Whisman School to Landels School, was completed (except for agency review by November 1996) and bid in June 1997. Updating the alignment study for Reach 4 (from the 1991 feasibility report) is currently underway, and design will follow.

Stevens Creek Trail, Reach 3 extends from Whisman School to Landels School and has three short bridge spans over the creek and one very long span of several sections over Central Expressway and Light Rail/Caltrain/Evelyn Avenue (downtown overcrossing). Reach 3 of the trail has always been considered valuable as a connector to the Downtown Transit Center and a grade separation crossing over the railroads as well as general access into the North Bayshore. In addition, it provides connection for neighborhoods, parks, schools, homes and jobs. Since the downtown overcrossing structure is so dominant and visible, it was designed with concern about aesthetics to minimize its visual impact.

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### Funding of the Trail

Reach 1 was funded 100 percent (\$62,000) from outside grants; Reach 2 was funded 32 percent (\$711,000) from outside grants and 68 percent (\$1,508,000) from North Bayshore tax increments; and Reach 3 has approximately \$3,000,000 worth of grants from seven local, State and Federal sources. Reach 4 has approximately \$1.2 million from grants to date with another significant grant application in process. The success of staff in being able to successfully fund-raise for the trail has been related primarily to three factors:

- The projected use of the corridor not only as a recreational, pedestrian and bicycle trail but also as a wildlife area and significant regional alternative transportation means along the Highway 85 corridor to North Bayshore and to the Downtown Transit Center.
- Tying each grant request to construction costs for the most eligible segment of the trail that best meets each specific grant's selection criteria.
- The ability of the City to find matching money and to consistently deliver what was promised.

### Prior Council Action

In December 1996, the City Council, acting on a recommendation from the Council Architectural and Public Safety Committee (CAPSC), approved taking the Reach 3 project to bid as soon as possible. The Council also approved a funding plan for what was estimated, at that time, to be a difference of approximately \$833,000 between funds allocated and project estimate based on the most recent construction estimate (see attached December 11, 1996 report). Subsequently, the project experienced unexpected extended delays due to outside agency review and permitting and, except for the determination of responsible bidders, was not able to go to bid until June 15, 1997.

### Reach 3 Bid Results

Twelve (12) general contractors were approved as responsible bidders on April 29, 1997. On July 15, 1997, bids were opened from four approved responsible bidders for Stevens Creek Trail, Reach 3, Project 92-15. The apparent low bid was \$5,594,846, and the average of the four bids was \$5,900,000. Two of the bids were within 3.5 percent of the low bid as shown on the attached bid summary (Attachment B). The low bid was over the designer's (Mark Thomas & Associates) estimate of \$3,967,000 by 41.1 percent. Mark Thomas & Associates has prepared a memo to



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explain why they believe the bid was so far above the estimate and will continue to review their assumptions with the low bid contractor (see Attachment C).

### ANALYSIS

Staff believes the bids are competitive within the current marketplace and that the primary reasons the bid exceeded the estimate are: (1) the current local, very busy construction climate, (2) the delay to go to bid, (3) deficiencies of the estimate and the dramatic change in bid climate since the final estimate was prepared six months ago, (4) the high quality features called for in the design and (5) the increased cost of the bridge sections and electrical work. Six of the approved bidders contacted said they did not bid because they were too busy. Most anticipate that they will be very busy over the coming year. Other cities report that they are experiencing bids which are 25 percent to 30 percent over estimates on parks and building work and 30 percent and up on highway and civil work. The *Engineering News Record* reports a significant increase in the amount of bridge and highway work (31 percent +) nationally, and nine of the Bay Area's largest public entities reported in May at the Associated General Contractor's Annual Bay Area Public Works Forum that they would bid over \$10 billion in local highway, bridge and airport work through 1998-99. This would seem to indicate that the bidding climate will likely be busy for this type of construction in the near future, although there could potentially be some seasonal lulls.

Staff met with representatives of the low bidder to determine if they felt there were areas for savings and if they would be willing to consider a deduct change order if lessor project requirements were specified. They are willing to cooperate in suggesting ways to lower the costs.

### Bridges

Staff has done some preliminary analysis of the bid items. The cost of the downtown overcrossing structure alone was about \$1 million over the estimate. There are only two steel bridge suppliers nationally who are able to provide the size and quantity of sections needed for this segment of the trail. They believe that they can work with the City to redimension the overcrossing bridge members and other minor elements of the design to provide the required structural capacity yet save up to \$500,000. There also could be savings for the other three bridges. Since the low bidder has agreed to use whichever bridge supplier can quote the lowest price and provide reliable delivery, staff feels that some bridge redesign is an area which is worth exploring to provide significant savings without jeopardizing the competitiveness of the bid. A key issue in doing this is whether or not extensive Caltrans review will be required as Caltrans review and approval processes for the initial design took almost nine months.



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### Electrical and Other Alternate Items

Another area where staff found excessive increases over the estimate was in the electrical work. This work was over seven times the estimate. Staff recommends that this portion of the work be deferred. The lighting is desirable, however, for safety reasons for the Highway 85 undercrossing and for the downtown overcrossing. Staff would recommend deleting the electrical work from the contract and doing it later in the project provided funding is available and a more competitive cost can be obtained. In addition, if the City also chose to take all three delete alternatives, this would result in reduction of the low bid by approximately \$60,000. Staff believes deleting these alternatives would not affect the overall quality of the project and could also be undertaken later if there is sufficient funding.

### Mobilization

Another factor in the bids which was underestimated was the mobilization costs. The project is unique because of the combination of the types of construction involved, the insurance required and the risks associated with the bridge segments as well as the State and Federal record-keeping and reporting needed to comply with the regulatory agencies involved. In talking with the low bidder and consultants, these factors are real costs and probably would not go down in rebidding. In fact, these costs could potentially go up if the project were to be split into smaller pieces because there are some efficiencies inherent in a larger project.

### Alternative Courses of Action

Attachment D shows staff's analysis of the pros and cons of several options for actions related to Reach 3 bids. The recommended option is to award the construction contract with a change order to reduce the construction cost. Staff believes, based on the above assumptions, that there is potential to reduce the costs by approximately \$900,000 without significantly altering the function of this segment of the trail. Should this reduction not be achievable with the low bidder and bridge supplier, staff would recommend rebidding the project in the winter.

### Potential Funding Sources

The City currently has about \$3 million worth of grant funding for construction of Reach 3. Most of these grants have deadlines in the summer and fall of 1999 (see Attachment E). For the major Transportation Enhancement Act (TEA) grants (two totaling approximately \$2 million), if the funding is not spent and reimbursed by the deadline, the money will be forfeited with no formal appeal process. Not only would the City forfeit current grant moneys if the deadline is missed, but it would

likely jeopardize the City's ability to attract future grant funding. There is one grant of \$144,000 for plantings and irrigation for which the deadline for invoices of April 30, 1998 is not extendible. Staff will be looking at ways to help keep the major portion of this grant by purchasing supplies early or will bid this out separately should that look feasible.

With the exception of a County parks grant for \$200,000 and \$74,000 worth of Transportation Development Act (TDA) funding (see map, Attachment F), all other funding is specifically tied to the segments for which it is shown and cannot be transferred because of scoring criteria and competition guidelines. For this reason, the fact that there may be bridge savings and that segments would need to be rebid potentially at a higher overhead for smaller projects, staff is not recommending going forward at this time with any of the three segments separately. Should there be a long lead time for redesign on the downtown overcrossing bridge, it might make sense to consider splitting the segments into smaller projects. However, staff believes that the redesign can be accommodated by the bridge supplier as part of the working drawings which they would supply for City approval regardless.

Because the grant cycles are long and complicated and the current sources are tapped out, staff does not believe there are other likely grant sources for Reach 3 which would be available within a reasonable time frame. However, staff is pursuing whether there is leftover grant funding from other projects which might be available. Usually this leftover funding, however, is applied to projects which did not reach the cutoff point for initial funding.

When the City Council approved the strategy for providing supplemental funding in December 1996, they approved adjusting the share of North Bayshore funding for Reach 3 from 25 percent to 33 percent based on potential benefit to users. Assuming staff is able to reduce the project cost by \$900,000, using the criteria that the North Bayshore would benefit 33 percent from the trail, another \$300,000 (totaling \$2,055,000) would be available from North Bayshore tax increment funds. In addition, the City Council approved using potential future recreation in-lieu fees amounting to \$290,000 from a development on Continental Circle backed by a loan from the CIP Reserve. With the \$173,000 approved in December as a funding strategy from the CIP Reserve, the potentially reduced project would require approximately \$525,000 additional from the CIP Reserve (see Attachment G).

The construction bids are required to be held by contractors for 60 days. Staff anticipates bringing the CAPSC recommendation and any other information developed

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Council Architectural and Public Safety Committee

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in the meantime to the City Council either at the August 26 or September 9 meeting. Should any significant change in information develop, staff would reconvene the CAPSC for a recommendation.

Prepared by:



Lois Steiner  
Capital Program Manager

Approved by:



Larry Janda  
Public Works Director



Nadine P. Levin  
Assistant City Manager

LS/5/CAM  
921-07-24-97M/EA

Attachments

cc: CSD, PWD, FASD, DPWD-Ko, SM, PM, SPM-Seeds, F/c (w/a)

## EXHIBIT A



AGENDA: December 11, 1996

7.4

CATEGORY: Consent

ATTACHMENT A

DEPT.: Public Works

TITLE: Stevens Creek Trail, Reach 3, Project 92-15;  
Approve Funding Strategy, Bidding,  
Permitting, Right-of-Way Acquisition and  
Authorize Contract Amendment

### RECOMMENDATION

Approve the recommendations of the Council Architectural and Public Safety Committee and take the following actions with respect to Stevens Creek Trail, Reach 3, Project 92-15:

1. Conceptually approve the recommended supplemental funding strategy for \$833,000 should this be necessary after bids are received.
2. Authorize staff to complete permitting, advertising for bids and the right-of-way acquisition for the project.
3. Authorize the City Manager to amend the existing contract with Mark Thomas & Company to add services relating to the separate packaging of the design of Stevens Creek Trail, Reach 3 for an additional \$15,000 for a contract total of \$423,000.

### FISCAL IMPACT

The project is currently funded to a total of \$4,539,000 from various sources and is expected to need \$833,000 in additional funding, based on current estimates, to take advantage of nearly \$3,000,000 in outside grants. The funding strategy proposed below would potentially provide this amount.

Increase North Bayshore Funding	\$370,000
Recreation In-Lieu Fees	290,000
Appropriate Capital Improvement Reserve Funds	<u>173,000</u>
TOTAL	<u>\$833,000</u>

No actual budget adjustment will be requested until bids are received and actual costs are known.

### BACKGROUND AND ANALYSIS

The Council Architectural and Public Safety Committee (CAPSC) reviewed the status of the Stevens Creek Trail, Reach 3 project as well as a potential strategy for supplemental funding should bids exceed the current budget. The CAPSC recommended that three of

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AGENDA: December 11, 1996

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the staff-suggested delete bid alternates be eliminated and be included in the base bid packages. These are shown as strikeouts on Attachment D to the attached December 5, 1996 report to the CAPSC. The CAPSC also discussed the link between applying recreation in-lieu fees from a proposed housing development on Continental Circle. Not only would the trail project qualify for City-wide recreation in-lieu fees, but the housing project is near the creek and can take advantage of the trail once it is built as far as El Camino Real. There are no other local parks or recreation improvements planned near the housing development. Based on current estimates, \$833,000 appears to be needed. The CAPSC is recommending the above actions and funding strategy.

This course of action offers the following advantages:

- Grant funding remains secure; deadlines are met.
- Bids are received in winter, when bid prices are traditionally the lowest.
- Additional construction cost rise is kept to a minimum.
- Avoids major redesign fees.
- Eliminates overhead costs of extra months to complete any significant redesign work and longer permitting for a design which is new to the agencies (up to six months delay).
- Trail is completed and opened earlier; users benefit.
- Progress maintains confidence of grantors and the public.
- The actual amount of supplemental funding needed will be known.
- Any portion of Reach 3 which is feasible may proceed.

### Permitting, Right-of-Way Acquisition and Bidding

Staff is continuing to secure several easements and access rights required to construct and maintain Reach 3 of the trail. Caltrans will issue an encroachment permit during review of the 100 percent complete plans and specifications to allow construction of part of the trail on State property. The Peninsula Corridor Joint Powers Board authorized issuing an aerial easement to the City on December 5, 1996 and the associated documents will now be executed, as authorized by the City Council on November 26, 1996. A recreational easement is needed from Creekside Apartments, and a landscape easement is needed from Cypress Point Woods Homeowners Association. The City Council authorized securing such easements on November 26, 1996, and staff is moving ahead to finalize them.

## EXHIBIT A

AGENDA: December 11, 1996

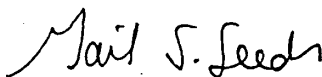
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Permitting work is well underway. Outside permitting agencies, including Caltrans, Santa Clara Valley Water District and the Peninsula Corridor Joint Powers Board, have reviewed plans at the 65 percent complete and 95 percent complete stages. The Public Utilities Commission permit is expected to be issued within a month. After final permits are secured, based upon the 100 percent complete plans and specifications, the project can be bid.

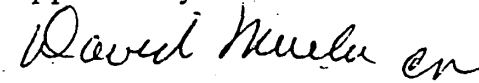
### Consultant Contract Amendment

The current contract with the design consultant, Mark Thomas & Company of San Jose, includes \$366,405 for basic services, \$23,625 for additional services and \$17,000 for reimbursable expenses. The contract allowance for additional services has been used up to address such items as trail realignments, addition of safety lighting at underpasses and the overcrossing and changes to the overcrossing structure for maintainability and functionality. Another \$15,000 is required to restructure bid documents to allow separate packaging. The fee increase will cover costs associated with inclusion of additional bid alternates and splitting up the trail into separate biddable sections. Staff reviewed the consultant's fee proposal and finds it reasonable. Staff recommends that the City Council authorize execution of a contract amendment for increased scope and fees, leading to a new contract total of \$423,000. This cost is included in the project budget attached to the attachments.

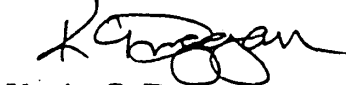
Prepared by:

  
Gail S. Seeds  
Senior Project Manager

Approved by:

  
David A. Muela  
Community Services Director

  
Larry Janda  
Public Works Director

  
Kevin C. Duggan  
City Manager

GSS/CAM/917-12-5-96M/E+

Attachments

cc: Mr. Sam Zullo—Mark Thomas & Company

SM, CPM, PM—Gibson, SPM—Seeds, RPM, Jana Sokale

## CITY OF MOUNTAIN VIEW

BID SCHEDULE SUMMARY

STEVENS CREEK TRAIL, REACH 3, PROJECT 92-15

ITEM	DESCRIPTION	Engineer's Estimate	Valley Crest of Pleasanton	Gordon Ball of Sonoma	RGW Constr. of Morgan Hill	Pavex Constr. of Scotts Valley
		Total	Total	Total	Total	Total
A	Landel School to Evelyn Avenue	563,000.00	823,596.07	757,466.00	718,536.00	978,860.00
B	Central Expressway to Whisman School	1,257,000.00	1,600,963.40	1,876,320.00	1,798,985.00	2,369,908.00
C	Central Expressway Bridge	1,967,000.00	2,990,245.18	2,874,365.00	3,100,815.00	2,996,699.00
D	Construction Contingency	180,000.00	180,000.00	180,000.00	180,000.00	180,000.00
	<b>TOTAL BASE BID (A+B+C+D):</b>	<b>\$3,967,000.00</b>	<b>\$5,594,804.65</b>	<b>\$5,688,151.00</b>	<b>\$5,798,336.00</b>	<b>\$6,525,467.00</b>

EXHIBIT A

Add Alt. No. 1, Middlefield Road access	36,000.00	48,304.72	112,459.00	63,011.00	39,626.00
Add Alt. No. 2, storage areas under landings	22,000.00	7,000.00	10,000.00	10,000.00	15,000.00
Delete Alt. No. 3, diagonal braces on Ped. Bridge	-15,000.00	-40,600.00	-18,000.00	-80,000.00	-18,000.00
Delete Alt. No. 4, plantings and irrigation	-50,000.00	-5,635.38	-10,000.00	-12,000.00	-5,000.00
Delete Alt. No. 5, surface pattern on wall	-20,000.00	-13,500.00	-20,000.00	-64,000.00	-20,000.00

ATTACHMENT B





**MARK THOMAS & CO. INC.**  
**CONSULTING CIVIL ENGINEERS & MUNICIPAL PLANNERS**  
 90 ARCHER STREET, SAN JOSE, CA 95112  
 PHONE (408) 453-5373 • FAX (408) 453-5390

ATTACHMENT C

PRINCIPALS  
 SAM J. ZULLO  
 RICHARD K. TANAKA  
 PHILLIP R. SAVIO  
 TIMOTHY R. FLEMING  
 DAVID E. ROSS  
 MICHAEL J. LOHMAN

July 25, 1997

File No. 94037 #22

Mr. Tim Ko  
 Deputy Director of Public Works  
 Department of Public Works  
 City of Mountain View  
 Post Office Box 7540  
 Mountain View, California 94039-7540

Re: *Stevens Creek Trail Reach 3 92-15*

Dear Ms. Seeds:

Regarding the bids received on Stevens Creek Trail Reach 3, as noted in the following table the Engineer's Estimate prepared in October 1996, was approximately 1.5M lower than the low bid.

	ENGINEER'S ESTIMATE	LOW BID
Reach 3A	\$580,891	\$823,596
Reach 3B	\$1,326,940	\$1,600,963
Reach 3C	<u>\$1,961,200</u>	<u>\$2,990,245</u>
<b>TOTAL:</b>	<b>\$3,869,031</b>	<b>\$5,414,804</b>

From October 1996 through June 1997, while approval for the project permit was being processed by Caltrans Department of Transportation, the bidding market changed considerably.

In general on Public Works Projects with the current bidding market, Caltrans and Public Agencies, are experiencing bids in the range of 30% higher than prior years. Caltrans is currently reevaluating their estimates on other State Highway and Bridge Projects. Our low bid prices reflect this current change in the existing market conditions.

The major areas of change occurred in Reach 3C, where the cost of the Downtown Evelyn Bridge escalated approximately 1 million dollars higher than the construction estimates we previously received from the 2 major bridge suppliers. We believe it will be possible to negotiate a substantial reduction in Reach 3C, by modifying many of the high cost items, or eliminate major areas contributing to increase in costs. If no reasonable reduction can be negotiated, we should modify Reach 3C as suggested, and rebid the Project.

Should you have any questions, please call.

Sincerely,

MARK THOMAS &amp; CO. INC.

SIZ:tmff

# EXHIBIT A

## ATTACHMENT D STEVENS CREEK TRAIL REACH 3, PROJECT 92-15 ALTERNATIVE COURSES OF ACTION

OPTIONS	PROS	CONS
<p>Redesign and rebid the project</p>	<ul style="list-style-type: none"> <li>• The plans can be modified to incorporate the identified potential cost savings changes.</li> <li>• Allows time to evaluate other potential cost saving changes.</li> <li>• Provide all prospective bidders the opportunity to bid on the revised plans.</li> <li>• Bidding in the winter may take advantage of traditionally lower bid prices.</li> </ul>	<ul style="list-style-type: none"> <li>• Would take time and money to redesign and readvertise the project.</li> <li>• Extensive redesign may necessitate outside agency review and approval of the changes. This would hold up the project and could jeopardize the grants.</li> <li>• There is a risk that the bids may come in higher than the anticipated cost savings if construction activities and demands remain strong through the winter and into next year.</li> </ul>
<p>Award the construction contract with change order to reduce the construction cost</p>	<ul style="list-style-type: none"> <li>• Would know the exact amount of the cost reduction by negotiating with the low bidder an adjustment to the low bid price by incorporating the identified cost reduction modifications and deletions.</li> <li>• Would capture all of the cost savings at the current fair market price. There is no guarantee that rebidding will yield more cost savings on the same cost reduction items, and may result in less savings.</li> <li>• Only two bridge suppliers are available and their pricing would be competitive for the major changes since the low bidder could select the supplier that provides the highest cost savings on the bridge related modifications.</li> <li>• No major design cost will be incurred.</li> <li>• The project could proceed earlier, and all the grants will be preserved.</li> </ul>	<ul style="list-style-type: none"> <li>• May not take advantage of the traditionally lower bid prices that may result if the project is rebid in the winter.</li> <li>• Might not achieve the full amount of the cost savings since there will be not be competitive pricing on all of the cost savings modifications.</li> <li>• Some staff and designer costs will be incurred for evaluating the details and negotiating the pricing for the potential cost savings items.</li> </ul>

# EXHIBIT A

Rebid and award segments of the Trail that can be constructed within currently approved funding.	<ul style="list-style-type: none"> <li>• Reduces the cost of the project and, therefore, reduces the amount of supplemental funding needed from the City.</li> <li>• constructing portions of the trail will take advantage of some grants and will allow a portion of the project to be built.</li> </ul>	<ul style="list-style-type: none"> <li>• Would take time and money to redesign, repackage and readvertise the project.</li> <li>• Some grants will be lost because the grants are tied to specific segments of the trail.</li> <li>• The entire trail project will not be delivered and, therefore, accessibility to the trail will be reduced.</li> <li>• Cost to build the deferred trail segments in the future may be higher than the current bid price.</li> <li>• Opportunity and the City's competitiveness for future grants would be diminished.</li> </ul>
Award the construction contract as designed and bid	<ul style="list-style-type: none"> <li>• All portions of the design of Reach 3 will be preserved as approved by the City Council in December 1996</li> </ul>	<ul style="list-style-type: none"> <li>• Require additional supplemental funding of about \$1.7 million over the amount approved by the City Council in December 1996.</li> <li>• City may not wish to provide the remaining supplemental funding.</li> </ul>
Cancel the Project	<ul style="list-style-type: none"> <li>• No supplemental money is required.</li> <li>• Money from North Bayshore Community would be freed up for other projects.</li> </ul>	<ul style="list-style-type: none"> <li>• Loses \$3 million in grant funding.</li> <li>• Jeopardizes future grant competitiveness.</li> <li>• The benefits from a downtown segment would not be realized. Future reaches of the trail may be jeopardized.</li> </ul>

## EXHIBIT A

### POTENTIAL COST SAVINGS MODIFICATIONS

#### BRIDGES:

- a. Use a standard paint finish instead of the specified "carboline paint system" which is an excellent paint system but is very expensive.
- b. Delete the two-year paint warranty specification.
- c. Modify the structural truss members to reduce the size and the specific details to facilitate fabrication without comprising structural integrity.
- d. Modify the attachment details of the overcrossing safety fencing.
- e. Modify or delete one diagonal member on the bridge railing. (This is a delete alternative bid item)
- f. Modify the wood decking to a standard 10' width and use standard strength material if it meets code.
- g. Narrow the width of pedestrian bridges from 10' to 8 or 6 feet.

#### MISCELLANEOUS ITEMS

- a. Defer lighting on the overcrossing structure to reduce the current construction cost by \$217,000. The bid price for this lighting is substantially higher than the engineer's estimate. Staff believes that the work could be done at a lower cost under a separate contract.
- b. Defer Highway 85 underpass lighting to reduce the current construction cost by \$59,000. The bid price for this lighting is substantially higher than the engineer's estimate. Staff believes that the work could be done at a lower cost under a separate contract.
- c. Delete wood decking and seatwalls at the Easy Street Park pedestrian bridge to reduce construction cost by an estimated \$20,000.
- d. Delete some landscaping boulders for a savings of \$40,000.
- e. Delete an aesthetic pattern on the retaining wall under Highway 85 to reduce construction cost by \$13,500. (This is a delete alternative bid item)
- f. Delete some plantings for a savings of \$5,600. (This is a delete alternative bid item)

# ATTACHMENT E

## Stevens Creek Trail, Reach 3: Grant Reimbursements and Auditing Requirements

### EXHIBIT A

Grant Funding Program	Segment of Trail Funded	Grant Amount	Amount Reimbursed	Last Allowable Reimbursement	Grant Termination	Audit Requirements
Santa Clara County Parks Charter Fund	Construction	\$400,000	\$0	Sept. 30, 1999*		Maintain Std. Accounting Record
Environmental Enhancement and Mitigation Program	Oak Woodland and Riparian Plantings	\$144,000	\$0	Jun. 30, 1998		for 3 Years Random Audits Requested by State 3 yrs. after Termination
Transportation Enhancement Activities Program (TEA)/1st cycle	Downtown Pedestrian Overcrossing	\$1,000,000	\$0	Jun. 30, 1999	** ***	
Transportation Enhancement Activities Program (TEA)/2nd cycle	Whisman Park to Central Expressway	\$964,000	\$0	Jun. 30, 1999	** ***	
TDA Article 3 Funds	Old Mtn. View Ped. Bridge	\$74,000	\$0	Jun. 30, 1998		Annual Project Audit
Transportation Fund for Clean Air	Evelyn Ave. to Landels School	\$425,000	\$0	Apr. 25, 1999		
Total Reach 3		\$3,007,000				

#### GRANT NOTES

\* County Funding deadline recently extended from previous December 1995 expiration.

\*\* Need to spend ASAP or risk for future, if federal appropriation is not 100%

\*\*\* Applications showed construction occurring 1995-1996. Further delays jeopardize future fund raising efforts.

Reach 1 Grants: \$60,000 TDA

Reach 2 Grants: \$616,000 (\$449,000 Prop. 116, \$23,000 Roberti-Z'berg, \$124,000 TDA, \$20,000 EEMP)

STEVENS CREEK TRAIL, REACH 3, PROJECT 92-15  
FUNDING SUMMARY

1992 COST ESTIMATE  
Construction: \$3.1 M  
Total: \$4.9M (excl. added scope)

1997 COST ESTIMATE  
Construction: \*\$5.4M  
Total: \$7.1M

Construction  
Funding  
Received:

Landels to Evelyn  
\$425,000 TFCA '96  
\$30,000 EEMP  
\$74,000 TDA '96  
\$529,000 Total

Overcrossing Structure  
\$1,000,000 ISTEIA 1st cycle  
\*\*\$400,000 County Parks  
\$1,400,000 Total

Central Expwy. to Whisman School  
\$963,500 ISTEIA  
\$25,000 SCVTA  
\$90,000 EEMP  
\$1,078,500 Total

Easy St. Park Bridge  
\$130,000 Proj. 95-22

Current Construction  
Estimate:

Design &  
Admin. Costs:

Total Cost, Design  
& Construction:

Required  
Construction Funding

\$798,000

\$260,000

\$1,058,000

\$269,000

\$2,970,000

\$967,000

\$3,937,000

\$1,570,000

\$184,000

\$61,000

\$245,000

\$54,000

\$1,382,000

\$450,000

\$1,832,000

\$303,500

\* Includes bridge  
to Easy Street  
Park added 1995

\*\* County \$ can be  
used for any piece  
of construction but  
need to meet  
TEA match reqmts.

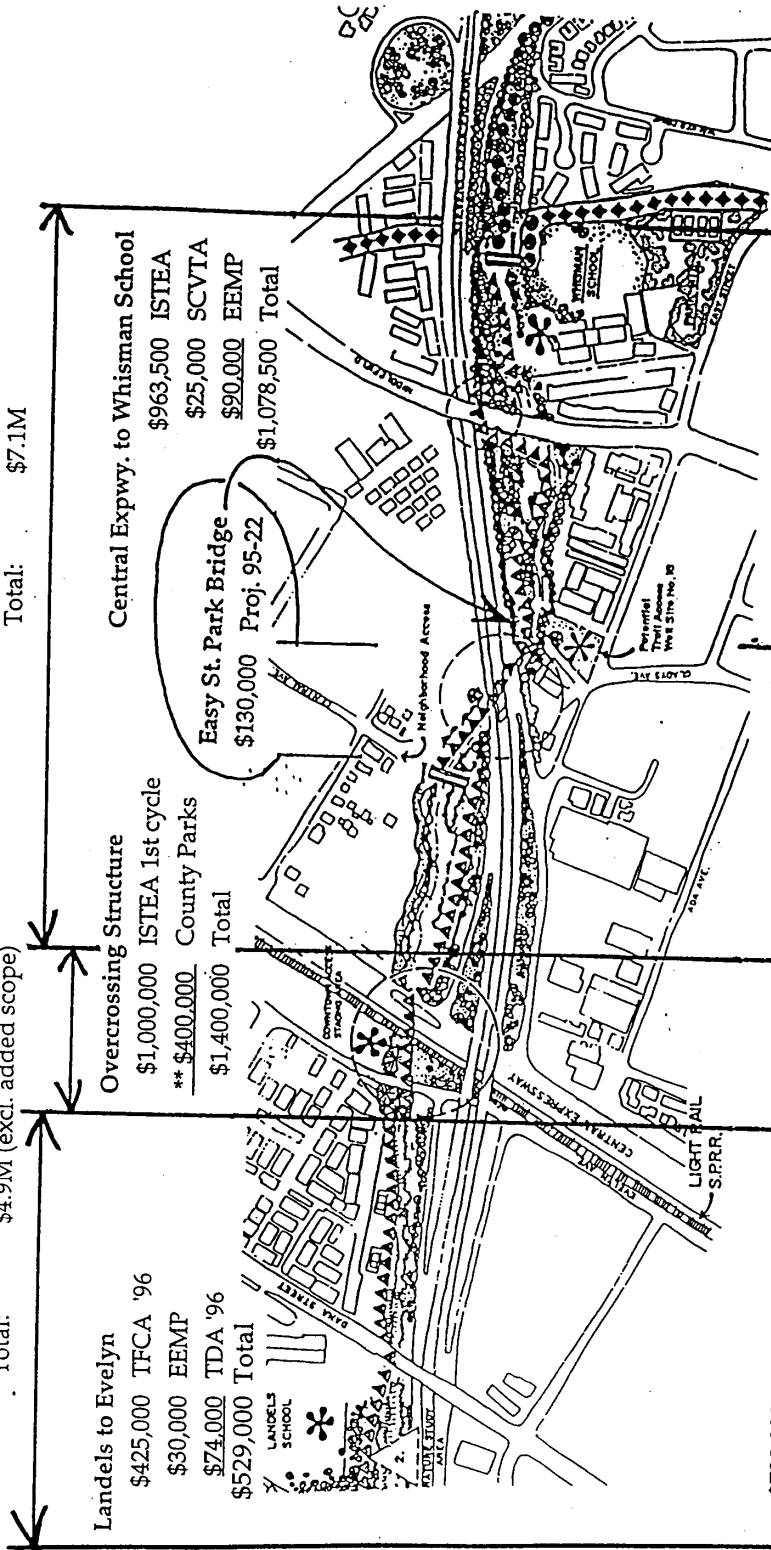


EXHIBIT A

# EXHIBIT A

## ATTACHMENT G FUNDING STRATEGY 7/25/97

### Supplemental Funding Strategy (Approved December 1996)

North Bayshore Community Fund	\$370,000
Park and Rec Fee	\$290,000
CIP Reserve	<u>\$173,000</u>

Total approved 12/96	\$833,000
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### Construction Cost

Engineers Est. (Oct 1996)	\$3,967,000
Low Bid (July 1997)	<u>\$5,574,804</u>

Difference (Est vs. Bid)	\$1,727,804	*
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### Identified Potential Savings Estimate

Bridge related items	\$550,000
Miscellaneous items	<u>\$350,000</u>

Total potential Savings	<u>(\$900,000)</u>
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Additional Funding Needed	<u>\$827,804</u>
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North Bayshore - \$300,000  
CIP Reserve - \$527,000

Potential Total Budget Adjustment Required in September	\$1,660,804
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\* Includes additional \$100,000 construction contingency



# EXHIBIT "B"

CITY OF MOUNTAIN VIEW

## BID SCHEDULE SUMMARY

STEVENS CREEK TRAIL, REACH 3, PROJECT 92-15

ITEM	DESCRIPTION	Engineer's Estimate	Valley Crest of Pleasanton	Gordon Ball of Alamo	RGW Constr. of Fremont	Pavex Constr. of Redwood City
		Total	Total	Total	Total	Total
A	Landel School to Evelyn Avenue	563,000.00	823,596.07	757,466.00	718,536.00	978,860.00
B	Central Expressway to Whisman School	1,257,000.00	1,600,963.40	1,876,320.00	1,798,985.00	2,369,908.00
C	Central Expressway Bridge	1,967,000.00	2,990,245.18	2,874,365.00	3,100,815.00	2,996,699.00
D	Construction Contingency	180,000.00	180,000.00	180,000.00	180,000.00	180,000.00
	<b>TOTAL BASE BID (A+B+C+D):</b>	<b>\$3,967,000.00</b>	<b>\$5,594,804.65</b>	<b>\$5,688,151.00</b>	<b>\$5,798,336.00</b>	<b>\$6,525,467.00</b>

Add Alt. No. 1, Middlefield Road access	36,000.00	48,304.72	112,459.00	63,011.00	39,626.00
Add Alt. No. 2, storage areas under landings	22,000.00	7,000.00	10,000.00	10,000.00	15,000.00
Delete Alt. No. 3, diagonal braces on Ped. Bridge	-15,000.00	-40,600.00	-18,000.00	-80,000.00	-18,000.00
Delete Alt. No. 4, plantings and irrigation	-50,000.00	-5,635.38	-10,000.00	-12,000.00	-5,000.00
Delete Alt. No. 5, surface pattern on wall	-20,000.00	-13,500.00	-20,000.00	-64,000.00	-20,000.00

ESTIMATE ENTERED BY: MS SUMMARY ENTERED BY: MS STATE LICENSE: yes

ESTIMATE CHECKED BY: gss SUMMARY CHECKED BY: gss STATUS OF LIC.: Active

# EXHIBIT "B"

CITY OF MOUNTAIN VIEW

## BID SUMMARY

STEVENS CREEK TRAIL, REACH 3, PROJECT 92-15

### BID SCHEDULE FOR BID ALTERNATE NO. 1

Bid Item	Appr. Qty	Unit	Description	Engineer's Estimate			Valley Crest of Pleasanton			Gordon Ball of Alamo			RGW Construction of Fremont			Pavex Construction of Redwood City		
				Unit Price	Total		Unit Price	Total		Unit Price	Total		Unit Price	Total		Unit Price	Total	
ALT 1.1	1	LS	Clearing and grubbing				569.00	569.00		10,000.00	10,000.00		1.00	1.00		7,000.00	7,000.00	
ALT 1.2	5797	SF	Class 2 aggregate base 6" to 9" thick				1.36	7,883.92		3.00	17,391.00		1.00	5,797.00		1.00	5,797.00	
ALT 1.3	4924	SF	Asphalt concrete 3" thick				2.45	12,063.80		2.00	9,848.00		0.50	2,462.00		1.00	4,924.00	
ALT 1.4	6500	SF	Excavation and grading				0.35	2,275.00		1.00	6,500.00		1.50	9,750.00		1.00	6,500.00	
ALT 1.5	4	EA	Trail signage				149.00	596.00		250.00	1,000.00		300.00	1,200.00		150.00	600.00	
ALT 1.6	100	LF	Wood barrier fence				41.10	4,110.00		20.00	2,000.00		30.00	3,000.00		25.00	2,500.00	
ALT 1.7	152	LF	Retaining wall type 1A				102.00	15,504.00		360.00	54,720.00		200.00	30,400.00		25.00	3,800.00	
ALT 1.8	1	LS	Irrigation system				1,139.00	1,139.00		2,000.00	2,000.00		5,500.00	5,500.00		1,580.00	1,580.00	
ALT 1.9	1	LS	Landscaping planting				389.00	389.00		500.00	500.00		2,500.00	2,500.00		2,065.00	2,065.00	
ALT 1.10	2	EA	Bollards				274.00	548.00		500.00	1,000.00		300.00	600.00		200.00	400.00	
ALT 1.11	80	SF	PCC driveway approach				29.10	2,328.00		25.00	2,000.00		10.00	800.00		20.00	1,600.00	
ALT 1.12	1	LS	Finish grading				569.00	569.00		5,000.00	5,000.00		1,000.00	1,000.00		2,500.00	2,500.00	
ALT 1.13	1	LS	Landscape maintenance period				330.00	330.00		500.00	500.00		1.00	1.00		360.00	360.00	
SUBTOTAL ALTERNATE NO. 1:					\$36,000.00			\$48,304.72			\$112,459.00			\$63,011.00			\$39,626.00	

### BID SCHEDULE FOR BID ALTERNATE NO. 2

Bid Item	Appr. Qty	Unit	Description	Engineer's Estimate			Valley Crest of Pleasanton			Gordon Ball of Alamo			RGW Construction of Fremont			Pavex Construction of Redwood City		
				Unit Price	Total		Unit Price	Total		Unit Price	Total		Unit Price	Total		Unit Price	Total	
ALT 2	1	LS	Add storage area under landings					22,000.00		7,000.00	7,000.00		10,000.00	10,000.00		15,000.00	15,000.00	
SUBTOTAL ALTERNATE NO. 2:					\$22,000.00			\$7,000.00			\$10,000.00			\$10,000.00			\$15,000.00	

# EXHIBIT "B"

CITY OF MOUNTAIN VIEW

## BID SUMMARY

STEVENS CREEK TRAIL, REACH 3, PROJECT 92-15

### BID SCHEDULE FOR BID ALTERNATE NO. 3

Bid Item	Appr. Qty	Unit	Description	Engineer's Estimate		Valley Crest of Pleasanton		Gordon Ball of Alamo		RGW Construction of Fremont		Pavex Construction of Redwood City	
				Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
ALT 3	1	LS	Delete diagonal braces on Overcrossing		-15,000.00		-40,600		-18,000		-80,000.00		-18,000
SUBTOTAL ALTERNATE NO. 3:					(\$15,000.00)		(\$40,600.00)		(\$18,000.00)		(\$80,000.00)		(\$18,000.00)

### BID SCHEDULE FOR BID ALTERNATE NO. 4

Bid Item	Appr. Qty	Unit	Description	Engineer's Estimate		Valley Crest of Pleasanton		Gordon Ball of Alamo		RGW Construction of Fremont		Pavex Construction of Redwood City	
				Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
ALT 4	1	LS	Delete plantings and irrigation		-50,000.00	-5,635.38	-5,635.38	-10,000	-10,000.00	-12,000	-12,000.00	-5,000	-5,000.00
SUBTOTAL ALTERNATE NO. 4:					(\$50,000.00)		(\$5,635.38)		(\$10,000.00)		(\$12,000.00)		(\$5,000.00)

### BID SCHEDULE FOR BID ALTERNATE NO. 5

Bid Item	Appr. Qty	Unit	Description	Engineer's Estimate		Valley Crest of Pleasanton		Gordon Ball of Alamo		RGW Construction of Fremont		Pavex Construction of Redwood City	
				Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
ALT 5	1	LS	Delete surface pattern on retaining walls		-20,000.00	-13,500	-13,500.00	-20,000	-20,000.00	-64,000	-64,000.00	-20,000	-20,000.00
SUBTOTAL ALTERNATE NO. 5:					(\$20,000.00)		(\$13,500.00)		(\$20,000.00)		(\$64,000.00)		(\$20,000.00)

EXHIBIT C

**CITY OF MOUNTAIN VIEW  
COUNCIL ARCHITECTURAL AND PUBLIC SAFETY COMMITTEE  
MINUTES  
July 28, 1997**

The meeting was held in the Atrium Conference Room, City Hall, Mountain View

**1. CALL TO ORDER**

The meeting was called to order at 4:00 pm by Councilmember Mario Ambra.

**2. ROLL CALL**

Committee Members Present: Mario Ambra, Chairperson, Councilmember Mary Lou Zoglin, Councilmember Ralph Faravelli

Staff Present: Kevin Duggan - City Manager, Larry Janda - Public Works Director, David Muela - Community Services Director, Tim Ko - Deputy Public Works Director, Lois Steiner - Capital Program Manager, Gail Seeds - Senior Project Manager, Glenn Lyles - Shoreline Manager

Consultants Present: Sam Zullo - Mark Thomas and Co.

Public Present: No members of the public were present.

**3. PUBLIC COMMENTS**

There were no comments from the public.

**4. APPROVAL OF THE MINUTES**

The minutes of April 24, 1997 were approved.

**5. STEVENS CREEK TRAIL, REACH 3 BIDS**

**RECOMMENDATION**

Recommend to the City Council that staff proceed with bridge, electrical and other reductions of scope which do not trigger agency design review and either negotiate with the low bidder for a deduct change order of approximately \$900,000 to be executed at the time of award, or, if not successful, reject all bids and rebid the project.

Presentation

Public Works Director, Larry Janda, presented background on the trail, its location and funding. He explained that the trail is a Caltrans Class I trail system which meets the 10 foot paved pathway with 2 foot shoulder width requirement and other safety requirements for visibility, turning radii and ADA slope compliance. The trail is partially funded by approximately \$3 million in grants (approximately \$2 million administered by Caltrans) tied to specific segments to better meet funding criteria. He explained that normally staff would recommend waiting and going out to bid again later. However, in light of the grant situation where the grants were unlikely to be acquired in the future and the agencies would disperse them to other needy projects if the City did not use them by the deadline, staff was recommending another strategy.

Lois Steiner summarized the current funding status of the project, the December funding strategy and the bid results: engineer's estimate \$3,967,000 - low bid \$5,594,846 and deduct alternates of \$60,000. Possible reasons for the high bids were presented. She explained major areas for potential cost savings that staff had worked with contractors, suppliers and the engineering design consultant to identify: bridges, alternates and electrical as well as miscellaneous small items. A new funding strategy was presented for committeemembers to consider which involved the following:

- Assume Approved Funding Strategy From December 1996
- Reduce Construction costs by \$900,000
- Increase funding from North Bayshore by \$300,000
- Increase CIP Reserve funding by approximately \$525,000.

Deputy Public Works Director, Tim Ko explained the pros and cons of the strategies staff had considered for proceeding with the project and why they were recommending the current one. He also explained some of the areas that staff was exploring to reduce the costs such as bridge paint systems, the overcrossing structural members, the widths and materials of the decking, the electrical costs for lighting, etc.

CAPSC - July 28, 1997

MINUTES

Page 3

Discussion

Committee chair Mario Ambra asked if we could proceed with the project as designed and increase the funding. Staff explained that although that was possible they would recommend proceeding with the proposal first to see what impact the potential changes would actually have on the overall benefit of the trail.

Councilmember Faravelli asked if the City could do part of Reach 3 now and save money e.g. leave off the last leg of Reach 3. Staff explained that although this certainly was possible, that a significant portion of each segment was funded with grant funds and it would make sense to use them, if possible, to complete access for neighborhoods wherever possible. Typically sections which involved only paving were relatively inexpensive. Staff will look into the savings to end Reach 3 at Landels School without connecting to Mercy Street and whether this would affect the status of the grant.

Councilmember Zoglin asked if there was an opportunity to go forward with the rest of the Reach and redesign the overcrossing bridge with concrete or some other material. Public Works Director explained that although staff had seriously considered this, it would trigger agency review (especially Caltrans structural/foundations which had taken almost a year) which would probably be lengthy and might jeopardize meeting the grants deadlines. There also had been an indication early in the design when the engineering design consultant had considered other bridge designs that it would not net any significant savings and any savings might be lost by the delay to go to bid again.

One committeemember asked if the City could narrow the whole trail or the overcrossing. Staff replied that the overall trail needed to meet the Class I requirements and a maximum 5% grade, but that one of the areas that staff would look at would be the width of the overcrossing and other bridges. One thought would be to narrow the Easy Street Park bridge to provide neighborhood access at an 8 foot or 6 foot width since it was not on the main trail. Staff would also explore the possibility of narrowing the upper portion of the overcrossing to 8 feet, although this was not recommended for safety reasons. Staff would also pursue this issue with Caltrans to determine whether it would require a full plan review or not.

The City Manager asked committeemembers if they concurred with staff's recommendation for the process for proceeding. He acknowledged that staff would not be able to take the recommendation to City Council for concurrence before the actual action item would be agendized in late August or early September.

CAPSC - July 28, 1997  
MINUTES  
Page 4

**ACTION**

The committee unanimously agreed with the recommend strategy.

**6. ADJOURNMENT**

The meeting adjourned at approximately 5:45 pm.



## EXHIBIT D

### STEVENS CREEK TRAIL, REACH 3, PROJECT 92-15 POTENTIAL MODIFICATIONS FOR COST SAVINGS

August 1997

<u>RECOMMENDED MODIFICATIONS</u>	<u>COST SAVINGS</u>	<u>COMMENTS</u>
<b>BRIDGE MODIFICATIONS</b>	\$490,000	Proposed changes will preserve the function, safety and overall configuration of the bridge spans. Changes will meet code requirements. Minor increases in long-term maintenance costs may occur, but proposed modifications are durable and are industry standard. Aesthetic impacts are minor. Cost savings are substantial.
<b>Modify downtown pedestrian overcrossing and 3 pedestrian bridges to include:</b>	(savings for items #1-11)	
1 Substitute standard 2-coat paint system for Carboline paint system		
2 Reduce inside width from 10'5" to 10'		
3 Modify steel beam sizes for efficiency		
4 Change bending strength of wood decking from 1,800 to 1,400 psi		
<b>Modify downtown overcrossing to include:</b>		
5 Change height above deck from 8' to 10'		
6 Change wire mesh from 1" to 2" on all spans and landings except for span over railroad tracks		
7 Attach wire mesh to outside of structure		
8 Modify design for City electric utility vehicle		
9 Reduce diagonal braces from 2 to 1 per panel		
<b>Modify pedestrian bridges to include:</b>		
10 Replace cable railings with painted steel rails		
<b>Modify payments to include:</b>		
11 Make payments for bridge spans based on work completed or materials delivered.		
<b>BRIDGE PLACEMENT</b>		
12 Reduce bridge placement costs	\$16,000	Bridge placement costs will be lower due to lighter spans.
<b>ELECTRICAL LIGHTING SYSTEMS</b>		
13 Delete lighting and outlet system on overcrossing. Install conduits in concrete piers to allow simple installation of system in future.	\$217,000	Lighting on the overcrossing can be added later, and is desirable but not required.
14 Defer lighting system at Highway 85 underpass	\$59,000	Underpass lighting is needed for safety but can be added prior to opening trail for less expense.
<b>EASY STREET PARK BRIDGE</b>		
15 Reduce bridge width from 10' to 8'	\$3,520	This bridge is for neighborhood access and does not need to be 10' wide.
<b>RETAINING WALL SURFACE</b>		
16 Delete graphic pattern in surface of retaining walls under Highway 85 and Middlefield Road	\$13,500	Graphic pattern in walls is an optional aesthetic upgrade.
<b>FENCING</b>		
17 Delete all wood fencing	\$37,370	To be installed by Youth Corps or other labor. Can be done at end of project. An estimated \$15,000 will be needed.
<b>BENCHES</b>		
18 Delete all benches	\$10,350	Benches will be added at end of project if funding allows.

## EXHIBIT D

### BOULDERS

19 Eliminate all boulders except ones which form retaining walls to preserve trees	\$39,700	Deleted boulders are nonessential & can be added later.
------------------------------------------------------------------------------------	----------	---------------------------------------------------------

### PLANT CARE

20 Delete pruning from scope of work	\$8,720	Pruning can be done by City crews at less cost.
21 Delete planting maint. period from scope of work	\$15,840	Plant maintenance can be provided by City crew at less cost.

### MOBILIZATION COST

22 Reduce mobilization and supervision cost to reflect reduced scope of project	\$25,000 =====	Contractor will have savings on supervision due to scope reductions
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<b>TOTAL RECOMMENDED CHANGES</b>	<b>\$936,000</b>	
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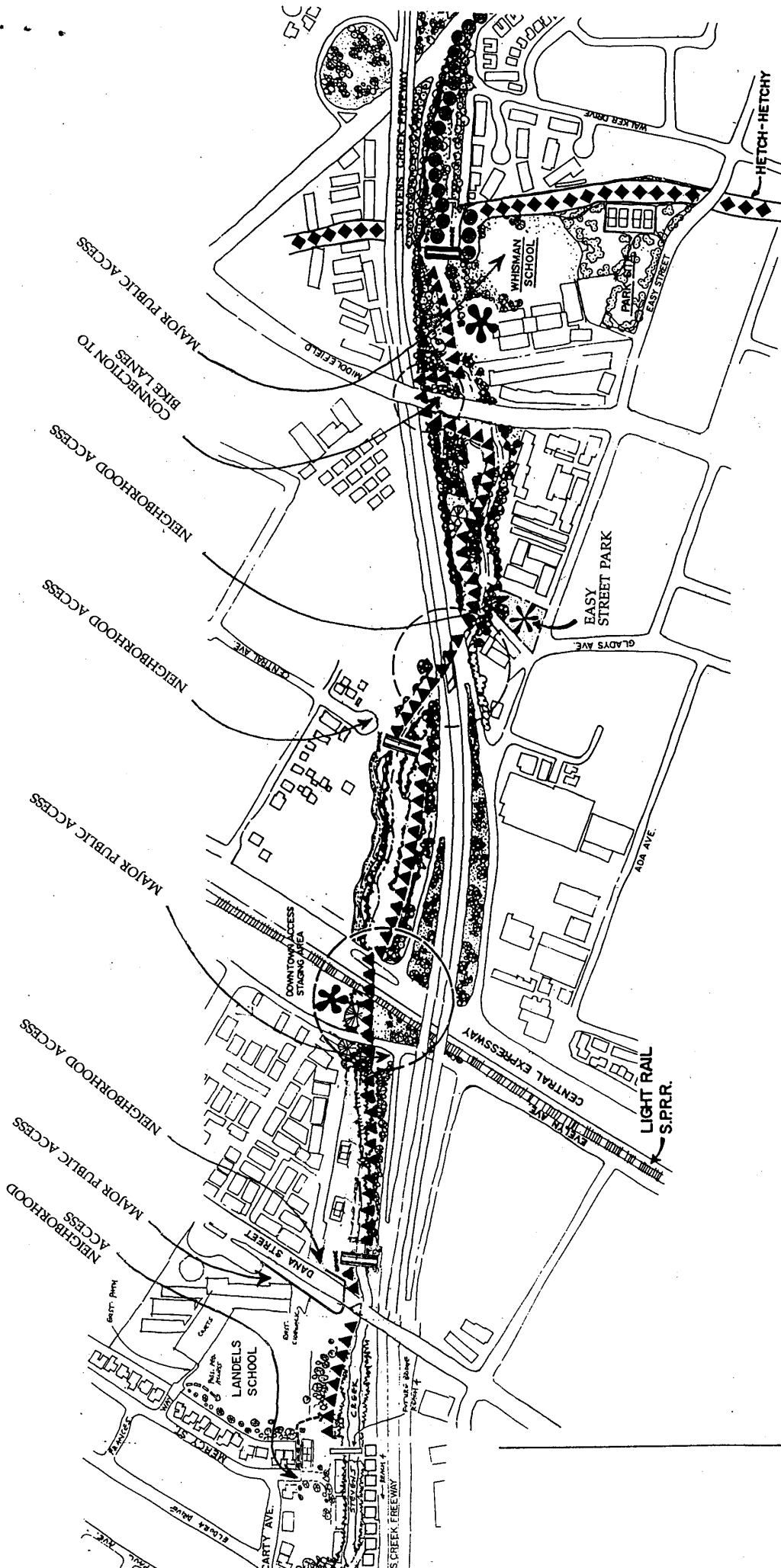
<u>NONRECOMMENDED MODIFICATIONS</u>	<u>COST SAVINGS</u>	<u>COMMENTS</u>
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23 Reduce overcrossing width to 8'	\$150,000	Reduced width is less safe for 2-way traffic.
24 Reduce 2 pedestrian bridges' width from 10' to 8'	\$6,500	These bridges are on the primary trail alignment. Reduced width is less safe for 2-way bike & pedestrian traffic.
25 Reduce bridge live load standard from 85 to 65 psf	\$72,500	This reduction does not meet Caltrans standards.
26 Change overcrossing from painted to self-weathering steel	\$133,500	Painted steel is easier to maintain, does not bleed, graffiti can be painted out, & the appearance is more consistent with the quality of downtown Mtn. View & the rest of the trail.
27 Change 3 pedestrian bridges from painted to self-weathering steel	\$21,500	
28 Delete nonrequired plantings & irrigation	\$5,600	This change would delete 255 plants. This reduction is not a good value and installation will be more difficult later.
29 City to provide trailer or office space for contractor during construction	\$14,000	This reduction may be implemented if suitable construction quarters for the contractor can be identified which will save costs.
30 Eliminate stone seatwalls and wood decking for entries at Easy Street Park bridge	\$29,000 =====	Easy Street Park & Bridge project is paying for most of the bridge. It will be difficult & costly to add the seatwalls & wood deck entries later.
<b>TOTAL NONRECOMMENDED CHANGES</b>	<b>\$432,600</b>	

<u>POLICY MODIFICATION OPTIONS</u>	<u>COST SAVINGS</u>	<u>COMMENTS</u>
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31 Reduce or eliminate City admin. fees	up to \$200,000	The budget has an allowance of \$200,000 for City admin. fees, as approved in Dec. '96. Admin. fees could be further reduced. Outside grants which fund this project will not pay for this cost.
32 Modify the allowance for public art	up to \$55,000	The project budget has an allowance of \$55,000 for public art; this allowance could be modified.

# EXHIBIT E



STEVENS CREEK TRAIL, REACH 3  
Whisman School to Landels School