

July 16, 2024 Public Works - Engineering Division

TITLE: ACCEPT THE ENGINEERING REPORT AND RECOMMENDATION FOR THE 35 PERCENT DESIGN OF THE WEST LAS POSITAS BOULEVARD MULTIMODAL RECONSTRUCTION PROJECT, CIP NO. 11514, AND AUTHORIZE THE CITY MANAGER TO ISSUE AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH MARK THOMAS & COMPANY, INC. FOR AN ADDITIONAL \$2,249,371 FOR A NEW TOTAL OF \$2,773,516 TO COMPLETE 100 PERCENT DESIGN OF THE BUILD FROM HOPYARD ROAD TO STONERIDGE DRIVE

SUMMARY

On December 6, 2022, the City Council awarded an agreement to Mark Thomas & Company, Inc. in the not-to-exceed amount of \$524,145 for the 35 percent design services for the West Las Positas Boulevard Multimodal Reconstruction Project. The 35 percent design is completed, and the project is ready to continue into detailed design and construction for selected road segments. Staff recommends authorizing an amendment to the professional services agreement with Mark Thomas & Company, Inc., to increase the not-to-exceed amount by \$2,249,371 to provide 100 percent design services and prepare biddable construction documents for the design of Alternative 2 for selected segments of West Las Positas Boulevard from Hopyard Road to Stoneridge Drive. This proposed amendment increases the total not-to-exceed amount from \$524,145 to \$2,773,516.

RECOMMENDATION

- 1. Accept the engineering report and adopt recommendations for the 35 percent design plans, including the road segment prioritizations for construction.
- 2. Authorize the City Manager to issue an amendment to the professional services agreement with Mark Thomas & Company, Inc., for a not-to-exceed amount of \$2,249,371, an increase of the total contract amount from \$524,145 to \$2,773,516, to complete the 100 percent design and prepare biddable construction documents for the West Las Positas Boulevard Multimodal Reconstruction Project, CIP No. 11514.

BACKGROUND

West Las Positas Boulevard is a key east-west arterial roadway and a critical connection for the city's bicycle, pedestrian, and transit networks, providing a primary link from residential to regional trails, schools, retail, and office land uses. The portion of the road between Hopyard Road and Stoneridge Drive was constructed in the early 1980s as part of the development of Hacienda business park. The West Las Positas Boulevard roadway has a history of soil settlement and differential movement within Hacienda business park, creating uneven roadway surface and localized roadway failures.

In 2018, the City adopted an update to the Bicycle and Pedestrian Master Plan, which

identified the West Las Positas Boulevard corridor between Foothill Road and Fairlands Drive as the highest priority for pedestrian and bicycle improvements.

In 2021, the West Las Positas Boulevard Street Sinking Repair Reserve, CIP No. 11514, and the West Las Positas Bicycle and Pedestrian Improvements, CIP No. 17567, were combined into one CIP and renamed the West Las Positas Boulevard Multimodal Reconstruction Project, CIP No. 11514, to address both roadway settlement issue and pedestrian/bicycle improvements.

On December 6, 2022, the City Council awarded an agreement to Mark Thomas & Company, Inc. to provide a design for up to 35 percent design level that aids the development of construction phasing and implementation of the West Las Positas Boulevard Multimodal Reconstruction Project.

On October 17, 2023, the City Council adopted Resolution No. 23-1438, accepting \$7.3 million of Measure BB discretionary reimbursable grant funds from the Alameda County Transportation Commission (ACTC) for the West Las Positas Boulevard Multimodal Reconstruction Project, CIP No. 11514.

On May 25, 2023, the ACTC approved \$1.7 million in federal funding from the federal Safe Routes to School Grant for the West Las Positas Boulevard Multimodal Reconstruction Project, CIP No. 11514, which the City can be authorized to accept after completing state (CEQA) and federal (NEPA) environmental review for the project.

DISCUSSION

West Las Positas Boulevard Multimodal Reconstruction

The concept design cost estimates for the long-term multimodal improvements between Foothill Road and Fairlands Drive ranged from \$25-\$30 million, exceeding the available funding. To determine the implementation strategy with limited funding, the project was divided into seven segments and developed 35 percent plans and detailed cost estimates for short-term and long-term improvements. The updated cost estimates for the long-term improvements increased significantly, from \$41.4-\$56.5 million. Two alternatives were developed for each segment: a short-term "quick build" (Alternative 1) and a long-term "ultimate build" (Alternative 2). This provided options to phase out the project, allowing for more segments of the multimodal concept to be implemented until the full funding can be identified. See Attachment 1 for the segment map, an overview of both alternatives, and a link to review the full 35 percent design plans.

Alternative 1 outlines the interim condition with the use of "quick build" elements such as added striping and plastic delineator posts to establish a Class IV cycle track. These improvements will reside on top of the existing pavement footprint and will maintain the existing sidewalks, curb, and gutter, minor modifications to median curbs, and include the following:

- Rehabilitate or reconstruct pavement with appropriate treatment based on its pavement condition and lane markings; and
- Provide protected intersections and crossing treatments for bicycles and pedestrians at existing signalized intersections using pavement markings and delineators; and
- Upgrade and reconstruct ADA curb ramps and driveways where pavement

reconstruction impacts existing conditions; and

• Reduce travel lanes or narrow lanes to create room for the plastic post-delineated Class IV cycle track.



Figure 1: Alternative 1 "Quick Build"

Alternative 2 outlines the "ultimate build" project improvements, with landscape-buffered bikeways, protected intersections, reconstructed or restored medians, relocated curb and gutter, and includes the following:

- Rehabilitate or reconstruct pavement and roadway structural section per the geotechnical analysis and recommendations; and
- Construct new hardscape and landscape medians to accommodate the width needed for a Class IV cycle track; and
- Construct protected landscape buffers to create one-way, Class IV, protected cycle tracks on both sides of West Las Positas Boulevard, offering safe, comfortable riding options for users of all skill levels; and
- Provide protected intersections and crossing treatments in concrete for bicycles and pedestrians at existing signalized intersections; and
- Upgrade and reconstruct all ADA curb ramps and driveways, where necessary; and
- Implement permanent stormwater treatment facilities required by Municipal Regional Permit pursuant to Alameda County's Clean Water Program for areas receiving full reconstruction; and
- Provide spot repairs and replacements for existing wet utilities, including existing stormwater, sewer, and water laterals; and
- Modify crosswalk aesthetics between Hopyard Road and Stoneridge Drive with colorized stamped asphalt concrete with brick patterns.

Figure 2: Alternative 2 "Ultimate Build"



Figures 1 and 2 above illustrate the proposed cross-section for each alternative between Hopyard Road and Stoneridge Drive.

The entire West Las Positas Boulevard corridor is divided into the following seven segments:

Segment I: Foothill Road (Including Intersection) to Muirwood Drive

Alternative 1

The road will receive an overlay, a new plastic post delineated Class IV cycle track at the road grade, and the left turn pocket at Foothill Road will be extended to Lakewood Street. To install the Class IV cycle track and extend the left turn pocket, the roadway will be widened, narrowing the center median, but the existing outside curbs will remain the same.

Alternative 2

The bike lane will be elevated to the sidewalk grade with a landscaped buffer installed between traffic and pedestrians. The center median will be reduced, and new landscaping will be installed. An expanded left turn pocket will be installed to increase the storage queue for high school traffic. To reduce pedestrian crossing distance, new concrete bulb-outs at Foothill Road will be installed.

Segment II: Muirwood Drive (Including Intersection) to Payne Road Alternative 1

The road will receive a new layer of asphalt concrete and a new plastic post-delineated Class IV cycle track at road grade. The "quick build" pilot test was implemented through a portion of this segment, from the east side of the I-680 overcrossing to Payne Road, using plastic post-delineators to create the Class IV cycle track.

Alternative 2

In addition to Alternative 1, the intersection of West Las Positas Boulevard and Muirwood Drive will be modified and widened to enhance pedestrian and traffic movements through the intersection. Existing guard rails and concrete sidewalks at both ends of the I-680 overcrossing bridge approach will be upgraded to current standards.

<u>Segment III: Payne Road (Including Intersection) to Hopyard Road (Including Intersection)</u> Alternative 1 The "quick build" pilot test was implemented between Payne Road and Dorman Road in 2023, reducing two lanes to one with new plastic post-delineated Class IV cycle tracks in both directions. High school traffic impacts required minor modifications to this design. Adjustments returned the easternmost segment of the westbound direction back to two lanes. The roadway will be resurfaced with a new layer of asphalt concrete, and the Class IV cycle track will be completed at road grade.

Alternative 2

In addition to Alternative 1, the median curb between Payne Road and the DMV will be replaced as this median has experienced settlement. The bus stop will be modified to re-route the pedestrians and bicyclists behind the bus shelter. The Hopyard Road intersection will be modified to eliminate the free right turn lanes to provide safer crossings for pedestrians.

<u>Segment IV-a: Hopyard Road to Willow Road (Including Intersection)</u> Alternative 1

The "quick build" pilot test was implemented between Hopyard Road and Willow Road in 2023, reducing three lanes of traffic to two to provide a plastic post-delineated Class IV cycle track at road grade. The street will be overlaid, and the Class IV cycle track at road grade will be reinstalled. The existing trees in the median will be replaced with new landscaping to reduce localized settlement.

Alternative 2

The roadway will be reconstructed with two lanes, bike lanes elevated to sidewalk grade, and a landscape buffer created with the stormwater treatment planters. The existing median curb and landscaping will be replaced. Wet utility trenches (storm drain, sewer, and water) will be repaired. The roadway's structural section will be protected with moisture barriers from the landscaped areas. The roadway's pavement surface will be milled out and repaved with two inches of asphalt concrete. A fully protected intersection at Williow Road will also be implemented.

Segment IV-b: Willow Road to Hacienda Drive (Including Intersection)

Alternative 1

The "quick build" was implemented between Willow Road and Hacienda Drive in 2023 with painted-protected intersections. Three lanes of traffic were reduced to two lanes to provide a plastic post-delineated Class IV cycle track at road grade. The street will be overlaid, and the Class IV cycle track at road grade will be reinstalled. The existing trees in the median will be replaced with new landscaping to reduce localized settlement.

Alternative 2

The roadway will be reconstructed with two lanes, bike lanes elevated to sidewalk grade, and a landscape buffer created with the stormwater treatment planters. The existing median curb and landscaping will be replaced, and new cut-off walls will be installed. Wet utility trenches (storm drain, sewer, and water) will be repaired. A fully protected intersection at Hacienda Drive will also be implemented. The existing pavement structural section will be reconstructed to a depth of 30 inches below the existing surface with six inches of new layer asphalt concrete, six inches of aggregate base, and 18 inches of lime-treated base. New concrete curbs will be installed throughout.

Segment V: Hacienda Drive to Stoneridge Drive (Including Intersection)

Alternative 1

Three lanes of traffic will be reduced to two lanes to provide a plastic post-delineated Class IV cycle track at road grade. The street will be overlaid and the existing trees in the median will be replaced with new landscaping to reduce the localization of the settlement.

Alternative 2

The roadway will be reconstructed with two lanes, bike lanes elevated to sidewalk grade, and a landscape buffer created with the stormwater treatment planter. The existing median curb and landscaping will be replaced, and new cut-off walls will be installed. Wet utility trenches (storm drain, sewer, and water) will be repaired. A fully protected intersection will be installed at Stoneridge Drive.

The existing pavement structural section will be reconstructed to a depth of 44 inches below the existing surface, with six inches of new layer asphalt concrete and aggregate base, 14 inches of strengthened (geogrid) recycled aggregate subgrade, and 18 inches of lime-treated base. New concrete curbs will be installed throughout.

Segment VI: Stoneridge Drive to Owens Drive (Including Intersection)

Alternative 1

Three lanes of traffic will be reduced to two lanes to provide a plastic post-delineated Class IV cycle track at road grade. The road will also receive a new layer of asphalt concrete.

Alternative 2

The roadway will be narrowed to two lanes, bike lanes elevated to sidewalk grade, and a landscape buffer created with the stormwater treatment planter. A new layer of asphalt concrete will be installed. Wet utility trenches (storm drain, sewer, and water) will be repaired. A fully protected intersection will be installed at Owens Drive.

Segment VII-a: Owens Drive to Santa Rita Road (Including Intersection)

Alternative 1

Alternative 1 was not found viable as the existing roadway requires widening to implement a plastic post-delineated Class IV cycle track. The cost estimate was based on overlaying the existing pavement and installing enhanced striping.

Alternative 2

The roadway center median will be narrowed, bike lanes elevated to sidewalk grade, and a landscape buffer created with the stormwater treatment planter. A new sidewalk and a new layer of asphalt concrete will be installed along the south side of the street. The Santa Rita Road intersection will be modified to eliminate the southwest porkchop island.

Segment VII-b: Santa Rita Road to Fairlands Drive

Alternative 1

The road will receive a new layer of asphalt concrete and a new plastic post-delineated Class IV cycle track at road grade.

Alternative 2

To accommodate the final design recommendations, the existing roadway does not need any additional improvements beyond those recommended in Alternative 1.

Landscaping

Alternative 1 landscaping is minimized based on the impacts on the existing medians and will utilize the plant palette identified for Alternative 2.

Alternative 2 will have extensive new landscaping due to the required stormwater treatment planters and modifications to the center medians, including replacement of the existing mature trees. The plant palette integrates the Hacienda Landscape Design Guidelines while adhering to the City's drought-tolerant landscaping requirements. The plants are specifically chosen based on their proven record of success in streetscape landscapes and because of the lower impact of their root system on infrastructure. The plant size at ultimate maturity is also a factor so that the trees and shrubs are appropriately scaled for West Las Positas Boulevard. The groundcovers and shrubs will primarily be evergreen, with seasonal colors to add visual interest.

Cost Estimates

Based on the 35 percent design, the cost to complete the entire corridor with Alternative 1 – the "quik build" multimodal concept within the existing roadway is estimated to cost between \$16-\$20.5 million, and Alternative 2 – the permanent infrastructure and subgrade repair of the roadway is estimated to cost between \$40.8-\$56.5 million. The variability between the low and high estimates reflects the potential cost impacts to traffic mitigation, access for business, improvements for driveways, treatment methods, and a variety of unknowns that will be defined as detailed designs are completed.

SEGMENT	LIMITS	ESTIMATED COST (\$, in Million)										
		ROADWAY	UTILITIES	SIGNAL/ELECT.	TOTAL							
l:	Foothill to Muirwood	\$1.36 to \$1.97	\$0.00	\$0.55	\$0.29 to \$0.88	\$2.2 to \$3.4						
11:	Muirwood to Payne	\$0.46 to 0.54	\$0.00	\$0.03	0	\$0.49 to 0.57						
	Payne to Hopyard	\$1.42 to \$1.35	\$0.00	\$0.07	\$.03 to \$0.20	\$1.52 to \$1.62						
IV-a	Hopyard to Willow	\$2.94 to \$6.08	\$0.04	\$0.00	\$0.03-\$0.10	\$3.01 to \$6.22						
IV-b	Willow to Hacienda	\$1.63	\$0.05	\$0.00	\$0	\$1.71						
V:	Hacienda to Stoneridge	\$2.67	\$0.08	\$0.00	\$0.08	\$2.85						
VI:	Stoneridge to Owens	\$2.68	\$0.00	\$0.00	\$0.04	\$2.72						
VII-a	Owens to Santa Rita	\$1.03	\$0.00	\$0.00	\$0.12	\$1.15						
VII-b	Santa Rita to Fairland	\$0.30	\$0.00	\$0.00	\$0	\$0.30						
	Total:	\$14.49 to \$18.25	\$0.17	\$0.65	\$0.59 to \$1.42	\$15.95 to \$20.54						

Table 1: Alternative 1, Segment Cost Summary

SEGMENT	LIMITS	ESTIMATED COST (\$, in Million)											
		ROADWAY	UTILITIES	LANDSCAPE	SIGNAL/ELECT.	TOTAL							
l:	Foothill to Muirwood	\$2.67 to \$4.39	\$0.00	\$0.50 to \$0.70	\$3.77 to \$5.69								
11:	Muirwood to Payne	\$0.75	\$0.00	\$0.00	\$0	\$0.75							
	Payne to Hopyard	\$2.88	\$0.00	\$0.74 \$0	\$0	\$3.62							
IV-a	Hopyard to Willow	\$3.18 to \$6.36	\$0.08	\$0.88	\$0.02 to \$0.10	\$4.16 to \$7.42							
IV-b	Willow to Hacienda	\$3.70 to \$4.86	\$3.70 to \$4.86 \$0.10 \$0.44		\$0.25 to \$0.36	\$4.49 to \$5.76							
V:	Hacienda to Stoneridge	\$15.13 to \$23.15	\$0.16	\$1.40	\$0.56 to \$0.76	\$17.25 to \$25.47							
VI:	Stoneridge to Owens	\$3.35	\$0.01	\$0.50	\$0.20	\$4.06							
VII-a	Owens to Santa Rita	\$2.53 to \$3.42	\$0.00	\$0.15	\$0.04 to \$0.16	\$2.72 to \$3.73							
VII-b	Santa Rita to Fairland	0	\$0.00	\$0.00	\$0	\$0.00							
	Total:	\$34.19 to \$49.16	\$0.35	\$4.71	\$1.57 to \$2.28	\$40.82 to \$56.50							

Table 2: Alternative 2, Segment Cost Summary

Evaluation and Construction Phasing

To develop the most beneficial construction phasing, a prioritization matrix was developed to aid in selecting each segment based on critical, short-term, and long-term needs, along with funding obligations. Due to limited funding, staff performed a cost-benefit analysis comparing the two alternatives for each segment. It was determined that for the first phase (Phase 1), only the segments from Hopyard Road to Stoneridge (Segments IV-a, IV-b, and V) should proceed as Alternative 2. The ultimate goal will be to complete Alternative 2 concepts for the entire corridor if funding becomes available.

Due to the high costs of Alternative 2 for the top three segments, a 50-year life cycle analysis was completed which compared the cost of doing maintenance versus Alternative 2, which repairs the subgrade. The analysis showed that maintenance would cost substantially more than Alternative 2, with an estimated savings of over \$60 million over the next 50 years.

The prioritization matrix incorporates existing pavement conditions, bike, and pedestrian importance, grant funding, and landscaping. "Pavement Condition" rating is based on the current Pavement Condition Index rating (PCI), the condition of the curb and gutter, risk management, and segments of the street with the most soil settlement, which have been given additional consideration. The "Bike and Pedestrian" rating is based on improving the safety of bicyclist and pedestrian movements, factors in the presence of schools, and eliminating gap closures. "Grant Funding" rating is based on segments that are eligible for grant funding. "Landscape" rating is ranked on the need to replace existing plants near the end of their life, replacing high water use planting and having significant impacts on roadway stability.

SEGMENT NO.	LIMITS	Pavement Condition (1-20)	BIKE & PED (1-10)	Grant Funding (1-10)	Landscape (1-5)	Total Score	PRIORITY ORDER	Selected Alternative	
1:	Foothill to Muirwood	17	5	0	5	27	4	1	
II:	Muirwood to Payne	8	8	0	2	18	8	1	
111:	Payne to Hopyard	10	7	0	3	20	6	1	
IV-a	Hopyard to Willow	16	8	10	3	37	3	2	
IV-b	Willow to Hacienda	18	8	10	4	40	2	2	
V :	Hacienda to Stoneridge	20	10	10	4	44	1	2	
VI:	Stoneridge to Owens	10	8	5	3	26	5	1	
VII-a	Owens to Santa Rita	8	10	0	1	19	7	2	
VII-b	Santa Rita to Fairland	6	6	0	0	12	9	1	

Table 3: Priority Matrix

The rankings matrix identified three segments as the most critical. These segments are from Hopyard Road to Stoneridge Drive (IV-a, IV-b, and V). Staff recommends moving forward with these top three segments as the first phase of work (Phase 1), as this will address the worst road conditions and provide the best benefit to the community. Designing the selected segments will have cost savings associated with completing the design work that has already started, working with the community, and efficiencies as similar concepts are applied throughout all three segments.

Recommendation

Staff recommends the multimodal construction project proceed with Phase 1 of construction to address the immediate roadway improvement needs within the available budget and fulfill the grant funding obligation, and be implemented as follows:

- Detailed design and construction of Willow Road to Hacienda Drive and Hacienda Drive to Stoneridge Drive
- Detailed design with optional construction for Hopyard Road to Willow Road.

In addition to these three segments, staff recommends the segment from Foothill Road to Muirwood Drive be returned to the annual street resurfacing program.

• Perform scheduled maintenance of Foothill Road to Muirwood Drive as part of the FY 2025/26 Annual Street Resurfacing Program without implementing a plastic postdelineated Class IV cycle track. Staff will design the work.

<u>Schedule</u>

The project design is anticipated to take a year to complete due to the extensive outreach and the NEPA clearances required by the grant funding. The project will be bid by late 2025 following Caltrans approvals (due to grants) and under construction in summer 2026. The first phase segments are also anticipated to take a year to complete.

Consultant Services

Mark Thomas & Company, Inc. completed the 35 percent design plans with cost estimates for both the "quick build" and "ultimate build" alternatives for the seven segments of West Las Positas Boulevard from Foothill Road to Fairlands Drive. Staff identified the construction phasing that best fit the project needs and available funding. Mark Thomas submitted a proposal to complete the 100 percent design plans and biddable documents for Phase 1 reconstruction of West Las Positas Boulevard from Hopyard Road to Stoneridge Drive for \$2,249,371. The additional services for Phase 1 of construction encompass civil, storm drain, sewer, water, landscape, and electrical design to prepare plans, specifications, and estimates (PS&E) for construction bidding. The services also include preparing the necessary documents for environmental clearance (CEQA and NEPA) and obtaining the required Caltrans Authorization for Construction and temporary construction easements. The consultant's proposal is reasonable and meets the project's scope. Staff recommends the City Council approve an amendment to the professional services agreement with Mark Thomas & Company, Inc. to extend its services to complete the 100 percent design of Phase 1 of construction, and authorize the City Manager to execute the amendment to the agreement (Attachment 3).

BSK and Associates (BSK) conducted extensive geotechnical investigations and provided recommendations that formed the foundation of the design for the roadway's subgrade repairs. Under the current on-call contract, BSK will review the project plans and offer technical assistance to Mark Thomas to ensure the recommendations are applied to the contract documents.

EQUITY AND SUSTAINABILITY

Approval of this project will advance the Climate Action Plan (CAP 2.0) in Transportation and Land Use by promoting an effective transportation system and improving bike and pedestrian access for the community by working to develop a multi-modal corridor.

OUTREACH

The concept plan was presented to the Bike, Pedestrian & Trails Committee, Parks and Recreation Commission, and Hacienda business park's residents/owners in summer 2023. Information on the West Las Positas Multimodal Reconstruction Project is also posted on the City's website. An extensive outreach program will be developed to work with the adjacent property owners to manage the construction impacts and maintain access.

STRATEGIC PLAN ALIGNMENT

Approval of this action advances the Citywide ONE Pleasanton strategic plan goal of *Investing in Our Environment*, Strategy 1 – Implement the four-year Capital Improvement Program (CIP) to complete design and construction of budgeted capital projects.

FISCAL IMPACT

The recommended first phase cost range is from \$25.9-\$38.7 million, which exceeds the anticipated available funding of \$21.4 million. Using the lower-end estimated cost, the top two segments in Table 4 equal \$21.7 million, slightly more than the anticipated funding. The grant funding is based on implementing a multimodal concept from Hopyard Road to the Iron-Horse Trail (near Owens Drive). These funds can only be utilized toward bike and pedestrian improvements. If only the top segment (Hacienda Drive to Stoneridge Drive) is completed, the

terms of the grant would not be fully met, and the grant funding could be jeopardized. The City will work with the Alameda County Transportation Commission, which administers the grants, toward adjusting the scope of work to fit the available funding.

PRIORITY	SEGMENT	LIMITS	ESTIMATED COST	Targeted	Selected
ORDER	NO.		(\$, in Million)	Budget (Ş,	Alternative
1	v	Hacienda to Stoneridge	\$17.25 -\$25.47	\$21.36	2
2	IV-b	Willow to Hacienda	\$4.49 - \$5.76	\$5.13	2
3	IV-a	Hopyard to Willow	\$4.16 - \$7.42	\$5.64	2
4	1	Foothill to Muirwood	\$2.20 - \$3.40	\$2.80	1
5	VI	Stoneridge to Owens	\$2.72	\$2.72	1
6	=	Payne to Hopyard	\$1.52 - \$1.62	\$1.57	1
7	VII-a	Owens to Santa Rita	\$1.15	\$3.23	2
8	Ш	Muirwood to Payne	\$0.49 - \$0.57	\$0.53	1
9	VII-b	Santa Rita to Fairland	\$0.30	\$0.30	1

Table 4: Ranked Segment Cost Summary

The available project funding for construction, based on current and identified future funding through FY 2026/27, is \$21,440,782, as outlined in Attachment 2.

Project Funding

- \$9,867,000 from grant funds (\$7,300,000 plus previous grant balance of \$867,000 of Measure B and TFCA and \$1,700,000 from a Federal "Safe Routes to School" grant), which is restricted for use between Hopyard Road to the Iron Horse Trail. As part of the grant agreement, the City will provide 55.37 percent in matching funds (a minimum of \$10,133,000); and
- \$3,020,604 from the City's direct disbursements of Measure B and BB Bike and Pedestrian, which is restricted to bike and pedestrian improvements that can be used on the entire corridor; and
- \$11,547,762 in Gas Tax, Measure F, Miscellaneous CIP General Fund, Street CIP, NPID 1
- \$250,000 and \$500,000 from the enterprise water and sewer funds, which are restricted solely to water and sewer work, respectively.

Expenditures

• (\$3,744,584) total anticipated project expenditures for design, previous roadway repairs, geotechnical studies, and Bike & Pedestrian Feasibility Study that was related to the West Las Positas Boulevard Multimodal Project.

The shortfall for the recommended first phase is \$4.5-\$17.2 million. The project must be valueengineered to complete the recommended first phase, and additional funding will be necessary. Staff has identified an additional \$4.8 million that could be reallocated to help meet the shortfall. If value engineering is not successful and additional funds are not approved, segments must be reduced following the established priority ranking, and Segment V may only be able to be constructed. The City will continue to identify funding and seek grants to overcome the shortfall, but new grant programs have yet to be available.

Potential Future Funding

- 1. Reallocate \$2.4 million from the paving program for pavement maintenance from Hopyard Road to Stoneridge Drive. This includes \$2.1 million from Annual Street Resurfacing and Reconstruction, CIP No. 25503, and \$300,000 from Annual Curb and Gutter, CIP No. 25509.
- 2. Reallocate \$500,000 from the Hopyard Road and Owens Drive Intersection Improvements Project, CIP No. 15525, that was made available by exchanging funds for the Dougherty Valley Mitigation Reserve.
- 3. Reallocate \$1.95 million of Gas Tax funds from Westbound Bernal Avenue at First Street/Sunol Boulevard Intersection Improvements, CIP No. 17556, that was deferred on March 19, 2024.

Due to the funding shortfall, Foothill Road to Muirwood Drive will not be able to be included in Phase 1, and staff recommends proceed forward with the scheduled pavement maintenance as part of the City's annual pavement program next cycle. The pavement is in poor condition and cannot be maintained much longer. The plastic post-delineated Class IV cycle track will not be able to be installed as part of the annual pavement program due to the additional costs of widening the roadway.

Prepared by:

Submitted by:

Approved by:

Manager

Gerry Beaudin, City

Huy Ho, Associate Engineer Siew-Chin Yeong, Director of Public Works

Attachments:

- 1. Project Plan Link
- 2. Financial Expenditure Summary
- 3. Second Amendment to the Professional Services Agreement with Mark Thomas & Company, Inc.

ATTACHMENT 1







Alternative 1 outlines the interim condition with the use of "quick built" elements such as added striping and plastic delineator posts to establish a Class IV cycle track. These improvements will reside on top of the existing pavement footprint and will maintain the existing sidewalks, curb and gutter, minor modifications to median curbs, and include the following:

- Rehabilitate or reconstruct pavement with appropriate treatment based on its pavement condition and lane markings; and
- Provide protected intersections and crossing treatments for bicycles and pedestrians at existing signalized intersections using pavement markings and delineators; and
- Upgrade and reconstruct ADA curb ramps and driveways where pavement reconstruction impacts existing conditions; and
- Reduce travel lanes or narrow lanes to create room for the plastic post-delineated Class IV cycle track.



Alternative 2 outlines the "ultimate build" project improvements, with landscape-buffered bikeways, protected intersections, reconstructed or restored medians, relocated curb and gutter, and includes the following:

- Rehabilitate or reconstruct pavement and roadway structural section per the geotechnical analysis and recommendations; and
- Construct new hardscape and landscape medians to accommodate the width needed for a Class IV cycle track; and
- Construct protected landscape buffers to create one-way, Class IV, protected cycle tracks on both sides of West Las Positas Boulevard, offering safe, comfortable riding options for users of all skill levels; and
- Provide protected intersections and crossing treatments in concrete for bicycles and pedestrians at existing signalized intersections; and
- Upgrade and reconstruct all ADA curb ramps and driveways, where necessary; and
- Implement permanent stormwater treatment facilities required by Municipal Regional Permit pursuant to Alameda County's Clean Water Program for areas receiving full reconstruction; and
- Provide spot repairs and replacements for existing wet utilities, including existing stormwater, sewer, and water laterals; and
- Modify crosswalk aesthetics between Hopyard Road and Stoneridge Drive with colorized stamped asphalt concrete with brick patterns.

WEST LAS POSITAS BOULEVARD MULTIMODAL RECONSTRUCTION

CIP NO. 11514

07/16/24

Project Funding to Date - CIP No. 11514	Amount	Totals
Fund 160 - Gas Tax	\$2,931,416	
Fund 162 - Misellaneous CIP Grant (Measure B/BB Grants)	8,167,000	
Fund 163 - Measure B - Bike & Pedestrian	690,443	
Fund 165 - Measure BB - Bike & Pedestrian	1,730,161	
Fund 166 - Measure F	130,742	
Fund 201 - General Fund CIP	2,500,000	
Fund 202 - Downtown & North Pleasanton 1 ID	3,250,000	
Fund 211 - Street CIP	935,604	
Fund 421 - Water Replacement	250,000	
Fund 431 - Sewer Replacement	500,000	
TOTAL PROJECT FUNDING		\$21,085,366
Project Expenditures/Encumbrances to Date - CIP No. 11514	Expenditures	Encumberances
Fanfia, Inc & Engeo (CC 11/5/2013)	\$256,042	
Goodfellows Bros & Jensen (CC 05/04/2021)	261,041	
BSK Geotech Investigation (CC 10/5/2021)	148,486	
Presidio Systems (CC 2/04/2022)	48,160	
Alexander & Associates (CC 6/5/2018)	3,975	
Mark Thomas & Company, Inc.	528,090	
Bike and Pedestrian Feasibility Study (CIP No. 17567)	234,420	
Subtotal Expenditures to Date	\$1,480,213	
BSK Plan Review & Geotecnical Recommendations		15.000
Mark Thomas & Company, Inc. 100% Design		\$2.249.371
TOTAL ANTCIPATED PROJECT EXPENDITURES		\$3,744,584
Funding Balance/ (Shortfall)		
Antcipated Balance		\$17,340,782
*This funding and expenditure summary includes the consolidation of 17567 into 11514		
Identified Future Funding		
FYs 2026 & 2027 CIP Allocations (Fund 160 - Gas Tax)	\$1,800,000	
FYs 2026 & 2027 CIP Allocations (Fund 165 Measure BB Bike & Pedestrian)	600,000	
Federal Earmark Grant (Fund 162 - Safe Routes to School)	1,700,000	
Identified Future Funding Total	\$4,100,000	
TOTAL ANTCIPATED AVAILABLE FUNDING		\$21,440,782
Other Potential Funding		
FY 2025 Annual Street Resurfacing Project CIP No. 25503	\$2,100,000	
FY 2025 Annual Curb & Gutter Project CIP No. 25509	300,000	
Hopyard/Owens Intersection Project CIP No. 15525 (Fund 211)	500,000	
Westbound Bernal Ave at First St/Sunol Blvd Int. Improv. CIP No. 17556	1.950.000	
Other Potential Funding Total	\$4,850,000	
Total Combined Potential Funding		\$26.290.782
Total Compared Forenau Funding		<i>420,270,102</i>

SECOND AMENDMENT TO AGREEMENT

This Second Amendment to Agreement ("Second Amendment") is entered into this July 16, 2024, by the City of Pleasanton ("City") and Mark Thomas & Company, Inc. ("Consultant")

Whereas, on December 6, 2022, the City and Mark Thomas & Company, Inc. entered into a Professional Services Agreement for engineering services ("Agreement") (Agreement No. 2023416) where Consultant is to provide 35 percent design services for the West Las Positas Boulevard Multimodal Reconstruction Project, CIP No. 11514; and

Whereas, on June 14, 2024, the City and Mark Thomas & Company, Inc. entered into First Amendment to the agreement extending the term of the agreement to August 1, 2024, to complete the 35 percent design plans; and

Whereas, additional services are needed to provide 100 percent design plan and biddable construction documents. The parties desire to amend the contract to include additional services as outlined on Mark Thomas & Company, Inc. proposal (attached herein as "Exhibit A") for additional compensation of \$2,249,371.15

Now, therefore, in exchange for valuable consideration, the receipt of which is hereby acknowledged, the parties agree as follows:

- 1. Section 1 of the Agreement, "Consultant's Services" is amended to include additional services outlined in "Exhibit 1" to Exhibit "A", Scope of Work; and
- 2. Section 3 of the Agreement, " Term" is amended to read: The term of the Agreement is extended to December 31, 2025.
- 3. Section 5 of the Agreement, "Compensation" is amended to read: The compensation is increasing by \$2,249,371.15 for a new total compensation amount of \$2,773,516.15._Total compensation for services and reimbursement for costs shall not exceed this total unless parties agree pursuant to Section 8; and
- 4. This amendment may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement. Counterparts may be delivered via facsimile, electronic mail (including pdf or any electronic signature complying with U.S. federal E-Sign Act of 2000 (15 U.S. Code §7001 et seq.), California Uniform Electronic Transactions Act (Cal. Civil Code §1633.1 et seq.), or other applicable law) or other transmission method, and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes.
- 5. All other terms and conditions of the Agreement shall remain in full force and effect.

In witness whereof, authorized representatives of the parties have executed this First Amendment to the Agreement as of the date and year first above written.

CITY OF PLEASANTON

CONTRACTOR or CONSULTANT

	By:	
Gerry Beaudin, City Manager	·	Signature
		Print name
ATTEST:	Title:	
Jocelyn Kwong, City Clerk	[If Co. with (nsultant is a corporation, signatures must comply California Corporations Code §313]
APPROVED AS TO FORM:	By:	Signature
Daniel G. Sodergren, City Attorney		8
		Print name
	Title:	

DETAILED SCOPE OF WORK

The anticipated final design services included in this scope of work for the Phase 1 improvements are based on a budget of \$35 Million to \$40 Million of local and Federal funds, which are allocated for roadway reconstruction, landscape design, traffic signal and lighting modifications, bike and pedestrian improvements, repairs and modifications of the sewer, water and storm drain systems. Phase I includes:

- Segment IV-a (Hopyard to Willow) : Alternative 2
- Segment IV-b (Willow to Hacienda): Alternative 2
- Segment V (Hacienda to Stoneridge): Alternative 2

Our scope of work encompasses civil, drainage, sewer, water, landscape, and electrical design to prepare approved plans, specifications, and estimate (PS&E) for use by the City in bidding constructing the improvements. This scope of work, and associated Fee Estimate, assumes preparation of a single set of PS&E for a single bid alternative will be developed for each project segment as identified above.

The specific tasks to be completed and deliverables to be provided by Mark Thomas for the project are outlined below.

Task 1. PROJECT MANAGEMENT AND ADMINISTRATION

Mark Thomas will provide ongoing project management for each task for the duration of the Contract term, which is assumed to be 15 months encompassing the design, CTC authorization, and bidding periods. Project management activities will consist of management, administration, coordination, supervision, project controls, attending meetings, and as follows:

Task 1.1.Project Management and Control

Mark Thomas will supervise, coordinate, and monitor activities and product development for conformance with the Cities' standards and policies and local ordinances. Prior to the start of any Services, Mark Thomas will interface with City staff to assure format consistency of deliverables and to facilitate free and timely flow of information for each task activity.

Mark Thomas will prepare a detailed critical path method (CPM) schedule to reflect plan and progress of Services and to serve as a master schedule for the Project. The schedule will be updated on a monthly basis to include key milestones and tasks completed.

Task 1.2. Project Administration/Project Coordination

Mark Thomas will prepare and submit monthly progress reports that will identify work performed on each task in the preceding month, including percent completed compared to percent billed for each task must be shown. The monthly summary will show total charges made to each task, the Contract budget for each task, reallocated budget amounts, prior billing amount, current billing, total billed to date, and a total percent billed to date.

Mark Thomas will coordinate planning and design efforts with stakeholders including Caltrans, Livermore Amador Valley Transit Authority (LAVTA), utility companies, and private property/business owners as required. This includes design reviews and integration of adjacent public agency and third-party utility company designs for incorporation into the project design as appropriate.

Task 1.3. Project Meetings

Mark Thomas will arrange and conduct up to 30 bi-weekly (i.e. once every two weeks) Project Development Team (PDT) meetings with project stakeholders as directed by the City which will include general discussion materials and preparation of agendas and minutes. Mark Thomas will endeavor to prepare and submit all meeting

agendas one (1) week prior to the relevant meeting date and distribute draft meeting minutes for City review within three (3) working days after each meeting. Final meeting minutes will be distributed to the PDT incorporating relevant comments received on draft meeting minutes.

Mark Thomas will coordinate and attend up to three (3) coordination meetings with the City staff and project stakeholders to resolve technical issues. This task also includes preparation of meeting materials (i.e., presentations slides and exhibits) and attendance at up to four (4) public meetings identified by the City in the RFQ, including one (1) virtual community meeting, and up to three (3) presentations at Bicycle, Pedestrian and Trails Committee, City Parks and Rec Commission and City Council meetings to facilitate discussion and answer questions about the designs. Preparation of materials and attendance at stakeholder and public meetings in addition to those identified above may be provided as an additional service.

Task 1.6. Quality Control

The Mark Thomas Quality Control plan consists of established procedures for performing the work (which are reassessed with each project), including methods for design calculations, establishing appropriate levels of design development for intermediate submittals, identification of required plan checks, design checklists, and methods of project documentation.

Our QC/QA Manager will implement and maintain these quality control procedures during the preparation of plans and documents throughout design.

TASK 1 DELIVERABLE(S):

- Monthly progress reports and invoices
- Monthly CPM schedule updates
- Project Cloud-based File Repository
- Project Team Meeting Attendance w/ agendas and minutes (up to 30 meetings)
- Stakeholder Meetings (up to 3)
- Public Meetings (Up to 4)
- QC/QA Checklist
- All deliverables to be submitted electronically in .pdf format unless specified otherwise

Task 2. SITE INVESTIGATIONS AND SURVEYS

Task 2.1.Project Initiation and Data Gathering

Mark Thomas will coordinate the Phase 1 project kick-off meeting for final design with the City and members of the design team to discuss the project background, scope, concepts, schedule, project management, potential stakeholders and issues, outreach opportunities and expectations.

The data gathering process will include a review of the existing site characteristics. Mark Thomas will conduct site visits and take photographic inventory of existing conditions to reference during the design process and make observations related to sight distance at pedestrian crossings, ADA-compliance and potential tripping hazards on the sidewalks and identify potential conflicts with existing utilities and privately-owned improvements within the public right-of-way. For estimating purposes, 2 days of site visits have been assumed to complete the field reviews.

Task 2.2. Supplemental Topographic Surveys and Base Map Preparation

Mark Thomas proposes the following work plan to set project control, collect topographic survey, provide electronic base files for the design, and delineate public right-of-way limits as described below.

The general requirements for the work under this scope are listed below:

- These tasks will be completed under the direct supervision of a California Licensed Land Surveyor.
- Base mapping will be delivered in AutoCAD Civil 3D 2018 or earlier version as required by the City.
- Submittal of electronic information may be transmitted by email or posted to the Mark Thomas FTP site (or other FTP site, as directed) under password protection with instruction for retrieval and password transmitted by email.

Supplemental topographic survey and base mapping will be prepared by Mark Thomas for use with the Final Design plans and details.

Right of way information will be shown on the base mapping based on available GIS right of way information.

<u>Supplemental Topographic Survey</u> – Mark Thomas will conduct supplemental topographic survey to locate pertinent accessible above ground features to augment the City-furnished base mapping using conventional ground survey techniques. The limits of detailed topo will extend along W. Las Positas Boulevard from the intersection of Hopyard Road to Stoneridge Drive.

Ground visible features to be captured include, but are not limited to sidewalks, curb and gutter, driveways, curb ramps, fences, private utilities, storm and sewer facilities, trees, street lighting, signing, striping, and markings within the project limits. Storm and sewer manholes will be dipped to determine invert elevations and pipe diameters within the streets around the site. Drain inlet invert elevations and pipe sizes will be based on information furnished by the City. Field crews will rely upon markings on utility feature lids. No utilities will be dipped other than sewer and storm. This scope of work is limited to five (5) days of field work.

Task 2.3.Boundary Surveys and Mapping (Optional Task)

We have assumed the project improvements will be entirely within the existing public right of way for W. Las Positas Boulevard. Existing GIS right of way mapping and observed property boundaries, such as the existing back of sidewalk will likely provide adequate boundary information for the design of the project improvements. However, if additional project improvements are identified during the course of design that extend beyond the apparent limits of the public right of way, additional boundary surveys and right of way mapping can be completed as an optional task to refine the right of way delineated for the project.

As an optional task, Mark Thomas will perform a field survey to locate necessary monumentation to establish the right of way lines of West Las Positas Boulevard from Hopyard Road to Stoneridge Drive. Our research indicates that the available Parcel maps (PM), Records of Survey (RS) & Tract maps (TM) will be sufficient to complete this survey. It is our understanding that no other monument ties to other maps will be necessary to complete the boundary surveys. Should a material discrepancy be found or evidence of a dispute with adjoiners be discovered, Mark Thomas will stop work under the current scope and discuss options to move forward. Once the locations of the property lines are established based on the field evidence collected, Mark Thomas will plot this boundary in a CAD file. Mark Thomas assumes only easements shown on the available Recorded Maps will be shown. It is assumed that boundary evidence necessary to define the boundary will be readily available.

During a boundary survey, it is possible that the requirement to file a Record of Survey will be triggered. This most often happens by the discovery of conflicts or alternate evidence not shown on recent maps. Should such a conflict or other evidence be discovered, work will stop, and the project team will be notified. Work will continue when agreement has been reached on path forward and additional budget for a Record of Survey has been secured.

Survey Assumptions and Exclusions:

- Monument Preservation is not included
- A Record of Survey is not included.
- Preparation of Plats and Legal Descriptions for property acquisition or easements is not included.

Task 2.4. TCE Exhibits (Optional Task)

It is assumed this project will not require permanent right of way acquisitions. However temporary construction easements (TCE's) are anticipated for reconstruction of sidewalks, grading changes adjacent to the intersections and at conforms to reconstructed driveway approaches. Mark Thomas will coordinate right-of-way activities with the City for the Project. It is assumed only TCE's will be required as a part of the project and the City will lead acquisition activities. An exhibit showing the location of potential TCE's will be prepared using the 35% plan sheets as a base. Right of way information will be shown on the base mapping based on available GIS right of way information. No boundary work will be provided under this task and areas for the TCE's will be approximate only. This scope of work assumes up to 48TCE Exhibits will be provided with aerial backgrounds showing the limits of the TCE's. One round of revisions for these TCEs is included in this scope. Once TCE locations have been finalized, one set of TCE plats will be prepared for up to 48 TCE's. This scope assumes the City will provide any required Preliminary Title Reports for the impacted properties.

Task 2.5. Utility Coordination

For this project, we assume utility relocations will be limited to replacing existing sewer, storm drain, and water facilities where needed to repair damaged or sunken sections, accommodate new curbs for Class IV cycletracks, protected intersections and curb ramps. To the extent possible, relocation of dry utilities, including gas, communications, overhead electric and vaults/boxes will be avoided to mitigate the potential schedule risk for completion of design and scheduling of relocations by others.

Mark Thomas will coordinate with utility providers for relocation of wet utilities and adjustments to grade of dry utilities where necessary. Mark Thomas will utilize available, City-furnished, utility mapping. Mark Thomas will prepare a Composite Utility Relocation Plan using the 35% plan sheets as a base including a utility relocation schedule incorporating input from various utility owners. The Composite Utility Plan will be updated following the 65% submittal. Based on the Composite, Mark Thomas will prepare, and the City will issue letters ("B Letters") requesting private utility owners to commence with utility relocation design and request detailed cost estimates and utility relocation schedules. Mark Thomas will provide private utility owners for plotting existing easements and acquiring new utility easements for relocated facilities is not included in these Services. Mark Thomas will prepare "C – Notice to Owner" letters notifying the utilities of the pending construction. Should any relocations of private utility facilities be required, it is assumed these designs will be provided by the private utility company.

Task 2.6. Potholing of Utilities

Utility potholing may be required to identify potential conflicts with underground facilities and allow for advance coordination for design and scheduling of utility relocations needed by others (i.e., PG&E and AT&T) to construct the project improvements. Potential conflicts requiring the raising/lowering or relocation of existing utilities include the reconstruction of roadway pavements and full depth reclamation, installation of permanent stormwater treatment facilities, relocation and reconstruction of existing storm drain and sewer facilities, relocation of streetlights and traffic signals, and adjusting utility boxes and covers to grade. Mark Thomas will select and utilize a qualified potholing company to provide positive horizontal location and verification of depth of existing subsurface utilities at locations identified as potential conflict points with the project.

Potholing (Allowance Item)

A pothole work plan will be submitted for review and approval by the City prior to performing field work. Mark Thomas will perform up to forty-five (45) potholes as part of this scope of services. Due to the congested nature of the corridor, it is assumed that each pothole will cost approximately \$3,000 with needed traffic control and pavement restoration. An allowance budget of \$135,000 has been provided to conduct potholing as part of the design. Positive verification of existing utilities will still need to be conducted by the Contractor at the start of construction to verify the locations and depths of existing facilities. Mark Thomas shall task a field crew to survey the location of potholed utilities and provide the horizontal and vertical location of the reference points set by others (potholer). This data will be updated in the utility base map and provided to the engineering team to facilitate design. This scope of work is limited to three (3) days of field work. It is assumed that field crews will mobilize after all potholes have been completed.

TASK 2 DELIVERABLE(S):

- Supplemental Survey and Pothole Location Survey AutoCAD Format
- Optional: Boundary Mapping (20 Scale) AutoCAD Format
- Optional Task Item: TCE Exhibits (Up to 48)
- Composite Utility Relocation Plan
- Utility "B & C Letters"
- Pothole Work Plan
- Allowance: Utility Pothole Reports (Up to 45)
- All deliverables to be submitted electronically in .pdf format unless specified otherwise

Task 4. ENVIRONMENTAL CLEARANCE

As a subconsultant to Mark Thomas, Circlepoint will manage the environmental review effort and maintain close contact with City staff and the engineering team throughout the project design phase and the environmental review process.

The following scope of work reflects this level of effort.

Task 4.1. CEQA Addendum

Project improvements are referenced in the 2021-2022 Capital Improvement Plan, the 2018 Bike and Pedestrian Master Plan, and the West Las Positas Boulevard Bikeway Feasibility Study. Circlepoint has conducted a preliminary review of the City of Pleasanton planning documents, and we anticipate preparation of a focused addendum to the 2009 Bike and Pedestrian Master Plan IS/MND would be the appropriate approach to clear the project under CEQA, assuming the City has retained complete records of this CEQA document. If the City has prepared a more recent CEQA document to support the 2018 Bike and Pedestrian Master Plan, we will tier from that document in lieu of the 2009 IS/MND. The focused addendum would be structured as a memorandum focusing on key environmental topics, including biological and water resources, cultural resources, and construction-period air quality and noise. To the extent feasible, Circlepoint would leverage previous analysis conducted and would develop a streamlined environmental document to allow for a more cost effective and efficient environmental review process.

Circlepoint will review prior technical analyses and CEQA documentation completed by the City to confirm the project would not result in any new or more significant impacts under CEQA. To support this anticipated conclusion as well as to support NEPA clearance, supplemental technical reports will be prepared as described below and under Task 4.2.

CEQA-specific technical memos:

- Air Quality/GHG: Circlepoint will retain a qualified technical specialist to prepare a memorandum comparing the project with the 2009 IS/MND, to demonstrate whether the project would result in new or greater impacts.
- Cultural Resources: Circlepoint will utilize a qualified technical specialist to prepare a memorandum evaluating whether the 2009 IS/MND fully captured potential project impacts to historic and archeological resources. The memorandum will address building/potential historic resources that now meet the minimum age for NRHP evaluation (but did not meet that criteria in 2009). Because the project is entirely within the ROW and the project type is consistent with existing conditions (transportation facility), no new impacts are anticipated.

• Noise: Circlepoint will retain a qualified technical specialist to prepare a memorandum comparing the project with the 2009 IS/MND, to demonstrate whether the project would result in new or greater impacts.

Task 4.2. NEPA Clearance

Circlepoint understand Caltrans would be the lead agency under NEPA, and the project would go through Caltrans District 4 Local Assistance. Circlepoint has reviewed the FHWA criteria for a categorical exclusion under NEPA and determined that the project may qualify for a streamlined environmental review process under 23 CFR771.117(c)22 or 23 CFR 771.117(c)23(i & ii). These types of projects have been categorically determined not to have a significant effect on the environment and therefore are exempt from completing extensive NEPA documents.

As a prerequisite to preparing a NEPA CE, Caltrans requires completion of the PES form and a "field review". In our recent experience, field reviews can be completed via a virtual workshop. To support this subtask, Circlepoint will complete a draft of the PES using the most recent available templates provided by Caltrans, and will submit the PES along with necessary attachments for Caltrans review. No technical reports will be prepared for the PES. Circlepoint will respond to one round of Caltrans comments on the PES form, and will attend one virtual "field review" meeting.

This task includes the preparation of the Caltrans-format CE forms and checklists. The CE would be informed by referencing previous CEQA environmental analysis conducted to the extent feasible, but to meet Caltrans requirements additional technical analysis is anticipated to be required. Circlepoint and our technical partners would conduct all necessary analysis in support of the NEPA CE including the following components:

- Air Quality: Circlepoint will complete an air quality conformity checklist for the project. We assume the project will be fully exempt from air quality conformity, and a separate technical report will not be required.
- Biology: Circlepoint will retain a qualified technical specialist to prepare a biological resources report addressing the stream/creek channels within the project footprint. The technical report type is anticipated to be an NES-MI.
- Community Impacts: Circlepoint will prepare a brief community impact memorandum documenting that the project would not result in adverse community impacts
- Noise: Circlepoint will retain a qualified technical specialist to prepare a noise memorandum documenting that based on the project type, no formal noise analysis is required.
- Section 106: Circlepoint will retain a qualified technical specialist to prepare a memorandum to support a screened undertaking, assessing the presence of archaeological and historic built resources. We assume this will fulfil Caltrans' Section 106 requirements.
- Section 4(f) and 6(f): Circlepoint anticipates there would be no 4(f) or 6(f) resources within the project vicinity, and therefore Section 4(f) will not apply.
- Visual Impacts: In our recent experience, Caltrans DLA requires visual impact documentation for this project type. Circlepoint will prepare Caltrans' VIA Questionnaire and we anticipate the outcome will indicate a score of 12-18. In this case, no further documentation is required.

The NEPA CE would be developed using the latest Standard Environmental Reference (SER) templates and would undergo three rounds of Caltrans and City review with feedback incorporated (concurrent City and Caltrans specialist review; Caltrans staff level review, and Caltrans senior review).

Task 4.3. Request for Authorization: Construction Authorization

Project funds for construction include federal grant funds through the ATP program, which is administered by Caltrans Local Assistance. Mark Thomas will assist the City to ensure the project is developed in accordance with the guidelines presented in the current Caltrans Local Assistance Procedures Manual (LAPM) and Caltrans Local Assistance Procedures Guidelines (LAPG). This task includes any work involved in coordinating with Caltrans, District 4 Local Assistance, for the development of the Right of Way and Utility Certification documents, Request for Authorization (RFA) documents to obtain the Caltrans Authorization (E-76) for Construction, and

other forms required by Caltrans Local Assistance for approval. An allowance for a licensed real estate professional has been added to sign the Right of Way Certification on behalf of the City.

TASK 4 DELIVERABLE(S):

- CEQA Addendum
- NEPA CE (including applicable CE attachments)
- RFA Documents (Exhibits 3-A; 12-D; 13-B, 14-C, 14-D, 14-E, 14-I, 15-A)

ASSUMPTIONS:

- All submittals will be conducted electronically (using PDF and Microsoft Word versions
- Circlepoint anticipates responding to two (2) rounds of revisions from the City on the CEQA addendum. Comments on draft documents will be provided to Circlepoint electronically using Microsoft Word's track change feature
- Circlepoint anticipates the City of Pleasanton will provide previous environmental documentation and supporting technical reports. Circlepoint assumes the Bike and Pedestrian Master Plan IS/MND and supporting technical analysis has sufficient data to assess project impacts. This task does not include additional analysis.
- The use of the type of CE discussed above is dependent on all project features being located within the existing operational right-of-way (23 CFR 771.117(c)22), and Caltrans concurrence on the approach.
- City will prepare DBE Goal Determination (Exhibit 9-D) for the project.
- Project is anticipated to require CTC Authorization prior to issuance of the Construction Authorization by Caltrans.

Task 5. 35% PLANS AND ESTIMATE

The Mark Thomas team has prepared 35% plans and estimate to identify roadway and intersection geometrics, potential conflicts with existing utilities, construction staging concepts, preliminary construction quantities, and cost estimates for the Project. The sheets developed as part of this task are shown below:

Sheet Name	Number of Sheets	Drawing Scale
Title Sheet	1	Not to scale
General Notes, Abbreviations and Legend	1	Not to scale
Key Map	1	500
Typical Cross Sections	8	Not to scale
Layout Plans	20	40
Drainage and Utility Layouts	13	40
Pavement Delineation/Sign Plan	21	40
Preliminary Landscape Design Plans	20	40
Construction Staging Exhibits (Strip Maps)	8	40
Total Sheets	93	

Task 5.5. Additional Preliminary Design

As part of the 35% design task, Mark Thomas expended additional effort beyond the original budget for Preliminary Design to complete additional 35% plans to depict multiple design alternatives and construction staging concept exhibits. In addition, additional effort was expended to prepare cost estimates for each segment and alternative. Budget for the additional effort expended is included in this task.

Task 6. FINAL DESIGN

The Mark Thomas team will complete final design for the Phase 1 project defined in 35% Plans and prepare Plans, Specification, and Engineer's Estimate (PS&E) submittals at the 65%, 95%, and 100% (pre-final) levels of completion. The intent of intermediate submittals is to define the project for review by the City and

stakeholders, and to allow for major comments prior to investment of significant design effort in design details. The 100% (pre-final) submittal will be provided as a final plan check opportunity by the City to ensure prior comments have been addressed prior to bidding. Addressing new design comments provided by the City after the 100% (pre-final) design package has been submitted would be provided as an additional service with additional fee to be negotiated prior to the start of design revisions.

The approach listed below will best address the scope of improvements listed in our understanding of the project and will be built upon during the preparation of intermediate design submittals by adding plan information and detail sheets until a complete, buildable and biddable package is reached. This scope of work assumes a single bid package will be prepared for the Phase 1 improvements.

Sheet Name	Number of Sheets	Drawing Scale
Title Sheet	1	Not to scale
Standard Abbreviations/General Notes	1	Not to scale
Typical Cross Sections	4	Not to scale
Key Map	1	500
Project Control	1	500
Demolition Plans	11	20
Layout Plans	11	20
Construction Details	24	Varies
Water Pollution Control	11	20
Drainage and Utility Plans and Profiles	11	20
Drainage and Utility Details and Lateral	6	Varies
Profiles		
Sewer Plan and Profiles	11	20
Construction Area Signs	1	200
Staging / Traffic Handling/Detour Plans	-	-
Stage 1 - 3 Phases	18	40
Stage 2 - 4 Phases	24	40
Stage 3 - 1 Phase	6	40
Pavement Delineation/Sign Plans and Details	12	20
Landscape Planting Plans and Landscape	13	20
Construction Details		
Landscape Irrigation Plans and Details	15	20
Traffic Signal Modification Plans and	8	20
Schedules (Fehr & Peers)		
Street Lighting Plans	10	40
Total Sheets	200	

Below is an estimated count of plan sheets:

Task 6.1. 65% PS&E

The Mark Thomas team will develop plans, specifications, and estimate for 65% design and include commentresponses as received from the agencies' review of 35% design submittal. The comment-response matrix will be prepared to identify, resolve, and document conflicts. It is assumed that no major geometric or other major project elements will change after the 65% design. Ahead of the 65% design, Mark Thomas will attend a PDT meeting with the City and other stakeholder agencies to resolve any issues from 35% design review. Mark Thomas will incorporate the agreed upon comments received from the City and other agencies into the 65% design. The 65% plan set will include all the sheets shown above.

Toole will conduct a peer review of the 65% plans for adherence to best practices in bicycle and pedestrian facility design.

Segment IV-a - Hopyard Road to Willow Road

Design for Segment IV-a from Hopyard Road to Willow Road will be based on the Alternative 2 layout provided with the 35% PS&E submittal. Roadway modifications include median modifications with new landscaping, and accessibility improvements for new curb ramps. Roadway pavement will be rehabilitated by cold planing existing asphalt pavement and constructing a 0.15' HMA overlay. Class IV bike facilities will be provided and separated from the roadway with landscaped biotreatment swales. Utility modifications include median underdrains, replacement of storm drain pipes, relocation of existing storm drain inlets, utility trench cut offs, and utility trench repairs. Replacements of sewer and median street light facilities are included for this segment. Traffic signal modifications will be designed at the intersections of W. Las Positas Boulevard and Hopyard Road and Willow Road.

Segment IV-b - Willow Road to Hacienda Drive

Design for Segment IV-b from Willow Road to Hacienda Drive will be based on the Alternative 2 layout provided with the 35% PS&E submittal. Roadway modifications include protected intersection treatments at Willow Road and Hacienda Drive, median modifications with new landscaping, and accessibility improvements for new curb ramps. Roadway pavement will be reconstructed based on recommendations included in the 'Geotechnical Pavement Investigation 2022 West Las Positas Boulevard', dated June 6, 2022, by BSK Associates. Class IV bike facilities will be provided and separated from the roadway with landscaped biotreatment swales. Utility modifications include median and biotreatment swale underdrains, replacement of storm drain pipes, relocation of existing storm drain inlets, utility trench cut offs, and utility trench repairs. Replacements of sewer and median street light facilities are included for this segment. Traffic signal modifications will be designed at the intersection of W. Las Positas Boulevard at Hacienda Drive.

Segment V - Hacienda Drive to Stoneridge Drive

Design for Segment V from Hacienda Drive Stoneridge will be based on the Alternative 2 layout provided with the 35% PS&E submittal. Roadway modifications include a protected intersection treatment at Stoneridge Drive, median modifications with new landscaping, and accessibility improvements for new curb ramps. Roadway pavement will be reconstructed based on recommendations included in the 'Geotechnical Pavement Investigation 2022 West Las Positas Boulevard', dated June 6, 2022, by BSK Associates. Class IV bike facilities will be provided and separated from the roadway with landscaped biotreatment swales. Utility modifications include median and biotreatment swale underdrains, replacement of storm drain pipes, relocation of existing storm drain inlets, utility trench cut offs, and utility trench repairs. Replacements of sewer and median street light facilities are included for this segment. Traffic signal modifications will be designed at the intersections of W. Las Positas Boulevard and Stoneridge Drive.

65% Technical Specification

Mark Thomas will prepare technical specifications and bid form in the City's standard format. It is assumed the City will provide the boilerplate contract and general provisions. The basis of the technical specifications will be the 2016 City Standard Specifications or as required by the City.

65% Construction Quantities and Cost Estimates

An itemized estimate of construction costs and construction quantities will be prepared using recent bid summaries for similar projects in the vicinity of Pleasanton. Prices will be adjusted using engineering judgement that reflects the project location and the quantity of each item. Cost estimates will be prepared for each project segment as identified above.

The 65% PS&E will be submitted to the City for review and comment.

Task 6.2. 95% PS&E

Upon receipt of a single set of non-conflicting comments from the City and reviewing agencies, the Mark Thomas team will prepare a Comment-Response Matrix listing the comment, source, and proposed resolution. Prior to starting further revisions to the designs, Mark Thomas will arrange a PDT meeting with City staff and stakeholders to review the comments received, discuss any questions, and confirm the resolutions.

95%Plans

The Mark Thomas team will incorporate all agreed upon comments received from the City and other agencies into the design plan sheets submitted as directed in 65% PS&E and prepare 95% construction plans. It is assumed that no major changes from the 65% design have been requested.

Toole will conduct a peer review of the 95% plans for adherence to best practices in bicycle and pedestrian facility design.

95% Technical Specification

Mark Thomas will incorporate all agreed upon comments into the technical specifications that are specific to the Project. Mark Thomas will also coordinate with the City to develop any language in the construction contract special conditions, with the City leading this effort.

95%Construction Quantities and Cost Estimates

Mark Thomas will update the construction quantity estimate submitted during 65% PS&E and submit updated quantity calculations showing all sketches, diagrams, and dimensions necessary for use by the City resident engineer and field inspectors. Mark Thomas will provide an independent review by internal staff not associated with the Project review and check quantity take-off calculations and cost estimates.

The 95% PS&E will be provided to the City for review and comment.

Task 6.3. 100% (Pre-final and Bid Set) PS&E

Upon receipt of a single set of non-conflicting comments from the City and reviewing agencies, the Mark Thomas team will prepare a Comment-Response Matrix listing the comment, source, and proposed resolution. If necessary, Mark Thomas will arrange a PDT meeting with City staff and stakeholders to review the comments received, discuss any questions and confirm the resolutions.

Once the comment resolutions are agreed upon, Mark Thomas will update the PS&E to the 100% (pre-final) design level. The 100% (pre-final) PS&E will be of sufficient detail for the City to use in bidding and constructing the project improvements. The 100% (pre-final) plans and specifications will be signed and sealed by a professional civil engineer in responsible charge of the work. Any comment by the City will be incorporated to the 100% (Bid Set) PS&E.

Toole will conduct a peer review of the 100% (pre-final) plans for adherence to best practices in bicycle and pedestrian facility design.

Bid Set PS&E will be submitted to the City in hardcopy and electronic format. Signed plans will be provided in PDF format. AutoCAD files for the drawings will be provided if requested. Specifications will be provided electronically in MS Word format.

Task 6.4. Landscape Design

Based on the final geometry and comments received on the 35% Package and Landscape Design Basis Memorandum , Mark Thomas will prepare Landscape Architectural PS&E submittals at the 65%, 95%, 100% and Bid Set levels of completion.

65% plans will include planting plans and irrigation plans (in AutoCAD, 20-scale) and coordination with the civil team on existing trees to remain, hardscape layout, tree placement and biofiltration planting areas. Planting plans will include tree, shrub, and groundcover locations, plant list, plant callouts and quantities, and associated landscape construction details. Irrigation plans will include points of connection locations, mainline layout, pressure loss calculations, irrigation equipment list, and associated details.

City comments from the 65% submittal will be addressed and incorporated into the 95% design. Responses will be prepared and submitted. Irrigation plans will include water use (MWELO) calculations, irrigation controller schedule, irrigation head and lateral layout with pipe sizing.

City comments from the 95% submittal will be addressed and incorporated into the 100% and Bid Set Submittals. Responses to comments will be prepared and submitted. All final plan revisions will be made. Updates to the specifications and estimate will be completed.

Mark Thomas LAUD will provide technical specifications and estimates of probable construction costs for each design submittal.

The following deliverables are anticipated:

- Planting Plans and Landscape Construction Details;
- Irrigation Plans and Details
- Technical Specifications
- Itemized statement of probable construction costs

Task 6.5. Signals, Lighting and Electrical Design

Fehr & Peers will develop traffic signal modification designs and street lighting modification design. The design work excludes a) traffic signal interconnect and communication design; b) street lighting analyses to establish lighting levels; c) traffic and safety analyses; and d) construction support.

Plans will be developed based on the City of Pleasanton design preferences and 2023 Caltrans Standard Plans and Specifications. All plans will be developed in AutoCAD software. This scope assumes PG&E coordination is required for the traffic signal modifications along this segment. We will complete service applications and submit them to PG&E on behalf of the City. This scope does not include PG&E coordination for undergrounding utilities. Any connection or application fees shall be paid for by the client. These fees are not included in this scope and fee.

We will collect pertinent data related to the design, including obtaining record drawings, performing field confirmation of as-built data, and obtaining geometry CAD files from Mark Thomas. Plans will be developed using the base files for existing conditions and proposed improvements from Mark Thomas.

Segment IV-a – Hopyard Road to Willow Road

Fehr & Peers will provide Plans, Specifications and Cost Estimates for traffic signal improvements in Segment IV-a at the following intersections:

- Hopyard Road/West Las Positas Boulevard
- Willow Road/West Las Positas Boulevard
- Street Lighting about 1,800 feet

Traffic signal plans will be prepared on 20-scale sheets; we estimated four (4) traffic signal plans will be needed for this segment. These traffic signal plans will show the locations of poles, equipment, and cabinets. Street lighting plans will be prepared on 40-scale sheets; we estimated three (3) street lighting plans for this segment.

Segment IV-b – Willow Road to Hacienda Drive

Fehr & Peers will provide Plans, Specifications and Cost Estimates for traffic signal improvements in Segment IV-b at the following intersections:

- Hacienda Drive/West Las Positas Boulevard
- Street Lighting about 1,200 feet

Traffic signal plans will be prepared on 20-scale sheets; we estimated four (4) traffic signal plans will be needed for this segment. These traffic signal plans will show the locations of poles, equipment, and

cabinets. Street lighting plans will be prepared on 40-scale sheets; we estimated three (3) street lighting plans for this segment.

Segment V – Hacienda Drive to Stoneridge Drive

Fehr & Peers will provide Plans, Specifications and Cost Estimates for traffic signal improvements in Segment V at the following intersections:

- Stoneridge Drive/West Las Positas Boulevard
- Street Lighting about 3,100 feet

Traffic signal plans will be prepared on 20-scale sheets; we estimated four (4) traffic signal plans will be needed for this segment. These traffic signal plans will show the locations of poles, equipment, and cabinets. Street lighting plans will be prepared on 40-scale sheets; we estimated four (4) street lighting plans for this segment.

Submittal and Design Coordination

The traffic signal and street lighting PS&E for each segment identified above will be submitted at the 65%, 95%, 100% (pre-final), and Final (Bid Set) design levels and will be reviewed by the City of Pleasanton. Comments will be addressed and incorporated into subsequent submittals. An engineers estimate and specifications will be provided at 65%, 95%, 100%, and Bid Set design levels. This scope assumes we will receive one set of consolidated comments from the City at each review level.

Task 6.6. Draft and Final Storm Water Management Plan

Mark Thomas will prepare a Storm Water Control Plan in accordance with the City of Pleasanton Stormwater Permit requirements including a Storm Water Control Plan Checklist, Storm Water Requirements Checklist, Storm Water Management Plan (SMP), and Clean Bay Blueprint. The project is anticipated to require Provision C.3 Numerically Sized Treatment Requirements to size C.3 planters for reconstructed roadway pavement areas. C.3 planters are not required for bicycle and pedestrian facilities built within the existing paved roadway as they will direct stormwater runoff to adjacent vegetated areas. As such, preparation of sizing worksheets, special project worksheets, hydromodification calculations and flow duration controls are not included in this scope of services. A water pollution control plan showing the types and locations for BMPs during construction and permanent erosion control measures, including slope restorations measures, will be included in the final project plans.

Task 6.7. Draft and Final SWPPP

Mark Thomas' Qualified Storm Water Pollution Prevention Plan (SWPPP) Developer (QSD) will prepare a design phase Conceptual SWPPP (CSWPPP) in compliance with the statewide National Pollutant Discharge Elimination System (NPDES) CGP, Order No. 2009-0009-DWQ, most recently updated by Order No. 2012-0006-DWQ. The CSWPPP will comply with City standards and any Project-specific requirements from the RWQCB. Mark Thomas will use the SWPPP template and guidance developed by the California Stormwater Quality Association.

The CSWPPP will include the evaluation and documentation of the risk assessment as presented in the CGP. Mark Thomas will identify potential temporary water quality and erosion impacts of the Project and propose appropriate temporary construction site and erosion control BMP measures. These BMP measures will be identified on the Water Pollution Control (WPC) Plans included in the CSWPPP. Permit Registration Documents (PRD's) will be prepared including the Notice of Intent (NOI), a risk assessment, post-construction calculations, a site map, a SWPPP, a signed certificate, and the first annual permit fee to be paid by the City. Mark Thomas will coordinate with the City for review and approval.

The CSWPPP will be based on design-level information to be used for reference purposes only and will not be a construction document. Mark Thomas assumes no QSD or Qualified SWPPP Practitioner role during construction and that the selected Contractor's QSD will be required to develop an independent SWPPP for approval by the City and uploaded to the State Water Resources Control Board's Stormwater Multiple Applications and Report Tracking System (SMARTS).

Task 6.8.Constructability Reviews

Mark Thomas' Construction Management Division engineers will conduct constructability review of the contract documents relative to issues that could impact the actual construction process, including standards, intersystem compatibility, subsurface information, existing facilities and utilities, interfaces with existing operations and other construction projects, access, egress, availability of proposed building materials, long lead procurement and labor sources. The goal of the constructability review is to improve the ease of construction, which in turn may reduce cost and/or time, as well as ensuring proper funding reimbursement.

Constructability Review of the plans, specifications and engineer's estimate will take place at the 65% and 95% Plan submittal. This work includes:

- A field review of the Project limits. This field review will assist in comparing the planned improvements to the existing field conditions.
- Review of the Project plans, special provisions, technical provisions and estimate for possible errors and deficiencies. Create a tracking spreadsheet to ensure any action items are properly sent to the appropriate party for review and any corrections made.
- Review of the Project estimate and quantities to ensure efficient utilization of funds and control of Project costs.
- Assist in the development of a construction project schedule using the project plans and specifications. Provide recommendations to ensure efficiency of Contractor operations and safe and expeditious completion of the Project.

TASK 6 DELIVERABLE(S):

- PS&E (65%, 95%, 100% (Pre-final)) (2-11"x17" plan sets)
- Final (Bid Set) Plans (1 24"x36" Hardcopy and AutoCAD format)
- Final (Bid Set) Specifications (Hardcopy and MS Word format)
- Final Estimate (Hardcopy and MS Excel format)
- Draft and Final Storm Water Control Plan (SCP), including SMP, and Clean Bay Blueprint
- Draft and Final Storm Water Pollution Prevention Plan (SWPPP)
- Peer Review of 65%, 95%, and 100% (pre-final) Plans
- Constructability Review Comments and Comment Resolutions for the 65% and 95% PS&E
- All deliverables to be submitted electronically in .pdf format unless otherwise noted

Task 7. Design Support During Bidding

Construction bidding procedures are the responsibility of the City. Mark Thomas will provide engineering services to support the construction bidding phase of the project as described herein. The bid procurement duration is estimated to be three months after the project is advertised for construction.

Task 7.1. Bid Document Revisions

Mark Thomas and subconsultants will provide clarification of the design, provide information in response to bidders' questions regarding the Bid Documents, and attend the pre-bid meeting and other meetings as requested by the City. As the actual level of effort is unknown at this time a budget has been provided but this will be billed on an as-needed time and materials basis.

Task 7.2. Bid Addenda

Mark Thomas and subconsultants will prepare addenda to the Bid Documents, if requested by the City. As the actual level of effort is unknown at this time a budget has been provided but this will be billed on an as-needed time and materials basis.

TASK 7 DELIVERABLE(S):

- Bid document revisions as needed
- Addenda to bid document as needed
- Conformed Set
- All deliverables to be submitted electronically in .pdf format unless otherwise noted

Project Assumptions

This scope of services is based on the following assumptions:

- The project will be advertised, awarded, and administered by the City and the City will coordinate reproductions of the bid package.
- This scope does not include an RE file.
- City will lead the effort to identify pavement section dig out and reconstruction areas to be shown on the plans.
- Roadway pavement will be reconstructed based on recommendations included in the 'Geotechnical Pavement Investigation 2022 West Las Positas Boulevard', dated June 6, 2022, by BSK Associates. No effort is included in this scope of work to support development of new pavement sections or mix designs.
- Geotechnical services during construction will be provided by the City.
- The City will lead the effort and will provide rights of entry to private property. The City will obtain and provide encroachment permits, at no fee, for work within public right of way.
- A Record of Survey is not included in this scope of work.
- Preparation of Plats and Legal Descriptions to support property acquisition and appraisals are not included in this scope
- Preparation of As-Built Drawings is not included in this scope of work.
- Optional design services by Fehr & Peers, not included in this scope of service, but that may be completed for an additional fee to be negotiated prior to beginning work include the following:
 - o Corridor Lighting Analysis and addition of new lighting standards
 - o Signal Interconnect & Communication Plans
 - o Temporary Signal Plans for Construction Staging

MILESTONE SCHEDULE

Milestone	Estimated Completion
NTP for Final Design	May 2024
Supplemental Surveys	June 2024
Potholing Utilities	August 2024
65% PS&E	August 2024
95% PS&E	December 2024
100% PS&E	January 2025
Bid Plans and Specifications	March 2025
ROW & Utilities Certification	April 2025
CTC Authorization	June 2025
Advertise and Award	July 2025 to August 2025
Start of Construction	October 2025

														Mark T	homas																	S	ubconsultant	,S			
MARK THOMAS	Principal \$425	Sr. Project Manager	Project Manager \$225	Sr. Project Engineer \$235	Project Engineer \$204	Project Engineer \$204	9189 States II	Design Engineer I \$123	Sr. Technician	<pre>built cont built cont cont cont cont cont cont cont cont</pre>	LAUD Project Manager	Landscape Designer II \$120	Landscape Designer I \$115	Landscape Architect	\$ 5 Manager	Survey Manager I \$564	Project Surveyor III \$280	Lead Survey Technician	Asst Surveyor III	Survey Technician III	ntern 2-Person Crew (OE3)	5 Sr. Graphic Designer	CM Division Manager - CM	Resident Engineer \$326	Asst. Resident Engineer	Sr. Project Coordinator	Sr. Project Accountant	Total Hours	Total MT Cost	Associated Right of Way Services	Crawford & Associates, Inc.	Fehr & Peers	Circlepoint	Toole	Potholing Sub	ub Mark- Up 5%	TOTAL COST
1.0 Project Management and Administration																																					
1.1 Project Management and Control	54	54																				-		-				108	\$11 213		-	-	_		-	ŚO	\$41.243
1.2 Project Administration/Project Coordination	24	24																									2 20	100	\$30 825		-	-	-			90 ()	\$30 825
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1.6 Quality Control	94 8	40	80	80		60	60				54			J4									40					328	\$32,200							90 \$0	\$32,200
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2.0 Site Investigation and Surveys																																					
2.1 Project Initiation and Data Gathering	6	6		24	1	16 8	24	1																-		-		84	\$19,508	-	-	-	-	-	-	\$0	\$19,508
2.2 Supplemental Topographic Surveys (5 days survey)	l	2		8				3							4	4	16	16		50		50					1	162	\$43,926	-	-	-	-	-	-	\$0	\$43,926
2.5 Utility Coordination		2		60	6	50	80	8	0									10									·	282	\$53,916	-	-	-	-	-	-	\$0	\$53,916
2.6 Potholing of Utilities		2		24	Ĭ				2						2	2	8			24		30				-	>	134	\$32,817		-	_	_		135 000	\$6 750	\$174 567
Subtotal Phase 2	6	12	0	116	7	76 8	120	112	2 0	0 0	0	0	0	0	6	6	24	16	0	74	0	80	0	0	0	0	5 0	662	\$150,166	\$0	Śſ) ŚO	ŚO	\$0	135,000	\$6,750	\$291,916
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4.0 Environmental Clearance																																					
4.1 CEOA Addendum		4		4		4																						12	\$3.099	-	-	-	20.000	-	-	\$1.000	\$24.099
4.2 NEPA Clearance		4		24		8																						36	\$8.563	-	-	_	70.000	-	-	\$3.500	\$82.063
4.3 Request for Authorization: Construction Authorization	r 12	24		40	4	10	24	1																				140	\$35.132	10.000	-	-	-	-	-	\$500	\$45.632
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5.0 35% Plans and Estimate																																					
5.5 Additional Preliminary Design		24		80	8	30	160	160	0		20	80	80	80														764	\$139,640	-	-	-	-	-	-	\$0	\$139,640
Subtotal Phase 5	0	24	0	80	8	30 0	160) 160	0 0	0 0	20	80	80	80	0	0	0	0	0	0	0	0	0	0	0	0		0 764	\$139,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$139,640
6.0 Final Design																																					
6.1 65% PS&E	16	80		240	28	30 160	440) 440	0 160	D																		1816	\$358,170	-	-	-	-	9,100	-	\$455	\$367,725
6.2 95% PS&E	16	80		240	24	10 100	440) 44(0 160	2																		1716	\$337,814	-	-	-	-	9,100	-	\$455	\$347,369
6.3 100% (Pre-final and Bid Set) PS&E	8	40		160	8	30 40	200) 160	0 80	D																		768	\$155,155	-	-	-	-	6,900	-	\$345	\$162,400
6.4 Landscape Design										8	160	320	200	200														888	\$155,356	-	-	-	-	-	-	\$0	\$155,356
6.5 Signals, Lighting and Electrical Design																												0	\$0	- 1	-	174,900	-	-	-	\$8,745	\$183,645
6.6 Draft and Final Storm Water Management Plan			16	6 8		40	80)																				144	\$29,222	- 1	-	-	-	-	-	\$0	\$29,222
6.7 Draft and Final SWPPP			4	8		24	40)																				76	\$15,267	-	-	-	-	-	-	\$0	\$15,267
6.8 Constructability Reviews																								20	10 4	40		100	\$33,029	-	-	-	-	-	-	\$0	\$33,029
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7.0 Design Support During Bidding																																					
7.1 Bid Document Revisions	6	8		60	1	16	60	60	0																			210	\$42,773	-	-	7,145	-	-	-	\$357	\$50,275
7.2 Bid Addenda	6	8		8			8	3 8	8																			38	\$9,827	-	-	-	-	-	-	\$0	\$9,827
Subtotal Phase 7	12	16	0	68	1	16 0	68	3 68	8 0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 248	\$52,600	\$0	\$0	\$7,145	\$0	\$0	\$0	\$357	\$60,102
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TOTAL COST	\$89,250.00	\$154,475.79	\$27,209.56	\$266,891.87	\$167,737.92	2 \$87,940.27	\$303,266.98	\$210,606.39	\$74,978.18	\$2,475.51	\$61,111.43	\$59,878.86	\$33,443.70	\$65,637.01	\$2,498.19	\$1,583.97	\$6,716.93	\$3,162.43	\$0.00 \$13	3,097.69	\$0.00 \$31,941	22 \$7,71	1.67 \$8,384.0	1 \$13,025.6	0 \$11,619.3	5 \$9,820.23	\$3,765.11		\$1,724,068.90	\$10,000.00	\$0.00	\$182,045.00	\$151,050.00	\$25,100.00 \$13	5,000.00 \$2	22,107.25 \$	\$2,249,371.15
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2.3 Boundary Surveys and Manning			2	,			/	1							2	12	10		40		40	40						180	\$12 525	\$0.00	\$0.00) (1)	\$0.00	\$0.00	\$0.00	\$0.00	\$13 525
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COST PROPOSAL FOR PROJECT SCOPE - The City of Pleasanton: West Las Positas Blvd Reconstruction and Ped and Bike Improvements - Phase 1 Design - Hopyard Road to Stoneridge Drive

MARK THOMAS & COMPANY, INC. RATE SCHEDULE

EXPIRES JUNE 30, 2024

Engineering		Surveying	
Intern	\$55 - \$99	Survey Technician I-III	\$61 - \$185
Technician	\$75 - \$151	Lead Survey Technician	\$132 - \$195
Design Engineer I	\$97 - \$171	Survey Specialist I-III	\$113 - \$275
Design Engineer II	\$123 - \$207	Asst Surveyor I-III	\$113- \$203
Sr. Technician	\$130 - \$207	Project Surveyor I-III	\$168 - \$265
Civil Engineering Designer	\$130 - \$235	* Chief of Party	\$179 - \$260
Project Engineer	\$162 - \$217	* Instrumentperson	\$165 - \$232
Sr. Project Engineer	\$181 - \$249	* Chainperson	\$156 - \$219
Sr. Technical Engineer	\$181 - \$249	* Apprentice	\$78 - \$175
Technical Lead	\$201 - \$296	* 2-Person Crew	\$275 - \$400
Sr. Technical Lead	\$243 - \$371	* 3-Person Crew	\$425 - \$500
Design Manager	\$327 - \$410	* Utility Locator	\$141 - \$225
Engineering Manager	\$340 - \$396	* 2-person Utility Locate	\$290 - \$450
Sr. Engineering Manager	\$363 - \$517	Drone	\$250
Construction Management		Project Management & Oversight	
Office Technician	\$71 - \$118	Project Manager	\$201 - \$296
Office Engineer	\$123 - \$235	Sr. Project Manager	\$243 - \$371
* Asst. Resident Engineer	\$178 - \$328	Survey Manager I-II	\$222 - \$321
* Inspector - CM	\$138 - \$365	Division Manager	\$275 - \$463
Project Controls/Scheduler	\$172 - \$324	Principal	\$447 - \$535
Resident Engineer	\$233 - \$356		
Sr. Resident Engineer	\$292 - \$392	Project Support	
Area Manager - CM	\$340 - \$517	Technical/Sr. Technical Writer	\$68 - \$200
		Project/Sr. Project Assistant	\$78 - \$153
Planning		Project/Sr. Project Coordinator	\$107 - \$196
Planner I	\$91 - \$127	Graphic/Sr. Graphic Designer	\$113 - \$214
Planner II	\$100 - \$175	Project/Sr. Project Accountant	\$117 - \$207
Sr. Planner	\$123 - \$207	Sr. Graphic Manager	\$162 - \$239
		Project Accountant Manager	\$178 - \$249
Landscape Architecture/Urban Des	sign		
Landscape Intern	\$55 - \$99	District Management	
Landscape Designer I	\$87 - \$130	* Inspector - Apprentice	\$68 - \$121
Landscape Designer II	\$107 - \$164	* Inspector/Sr. Inspector	\$110 - \$178
Landscape Architect	\$123 - \$221	Assistant/Associate Sanitary Engineer	\$156- \$235
Sr. Landscape Architect	\$133 - \$246	Sanitary/Sr. Sanitary Project Engineer	\$185 - \$321
		Operations/Deputy District Manager	\$253 - \$385
Grant Writing		District Manager-Engineer	\$356 - \$421
Funding Specialist	\$123 - \$242		
Sr. Funding Specialist	\$168 - \$276	Special Services	
Funding Manager	\$285 - \$374	Expert Witness	\$494
		Strategic Consulting	\$494

Reimbursables including, but not limited to; reproductions, delivery and filing fees; outside consultant fees; and survey field expenses will be billed at Cost Plus 5% . Mileage will be billed per current IRS Rate.

Additional promotional steps exist within various rate categories. This rate schedule expires June 30, 2024; rates are subject to escalation with new hourly rate schedule as of July 1, 2024. * These charge rates are subject to Prevailing Wage laws and Union contract.