



Midpeninsula Regional
Open Space District

R-20-45
Meeting 20-10
May 13, 2020

AGENDA ITEM 5

AGENDA ITEM

Award of Contract to R&M Paving Contractors, Inc., for the Mount Umunhum Road Improvement Project at Sierra Azul Open Space Preserve

GENERAL MANAGER'S RECOMMENDATIONS

1. Authorize the General Manager to enter into a contract with R&M Paving Contractors, Inc., of San Jose, California, for a base amount of \$183,000.
2. Authorize a 15% contingency of \$27,450 to be reserved for unanticipated issues, bringing the total contract to a not-to-exceed amount of \$210,450.

SUMMARY

The recommended contract will allow Midpeninsula Regional Open Space District (District) to install enhanced roadway safety features and improve drainage along Mount Umunhum Road. The roadway improvement project (Project) will update centerline striping, signage, pavement markings, and provide bicycle pullouts. Additionally, the Project will include asphalt repairs at drainage scuppers. District staff issued a Request for Bids (RFB) on February 14, 2020 and received two bid proposals on March 26, 2020, with R&M Paving Contractors, Inc., identified as the lowest responsive and responsible bidder. The General Manager recommends awarding a contract to R&M Paving Contractors, Inc., for a base amount of \$183,000 and authorizing a 15% contingency amount of \$27,450. There are sufficient funds to complete the recommendations in the fiscal year 2019-20 (FY20) amended budget.

BACKGROUND

Mount Umunhum Road was constructed by the U.S. military to develop the former Almaden Airforce Base atop the Mount Umunhum summit. When constructed, the historic striping of the road included a single solid yellow centerline throughout the majority of the roadway. Most of the existing road features, such as centerline striping, guardrail, drainage, and signage, were reviewed in 2015 and 2016 by licensed traffic engineers as part of the Mount Umunhum Road Improvement Project (Road Project) to open the roadway to public vehicular access and deemed safe and compliant with current regulations. On May 25, 2016, the Board of Directors (Board) reviewed and approved the Road Project designs and plan set (R-16-62) to complete surface and drainage repairs, and safety enhancements, which included roadway speed limit signs, safety signage, and a roadway striping plan. At the time, the Road Project's traffic engineer recommended retaining the single yellow centerline that is original to the road as designed by the U.S. military. Additionally, the traffic engineer recommended a vehicular speed limit of 25

miles per hour, which is appropriate for the type of road usage and is consistent with the historic speed limit signage on the roadway. The Road Project included installation of extensive safety features and improvements such as speed limit, hazard, and safety signs, to bring the roadway up to current safety standards.

Following the opening of Mount Umunhum Summit and Mount Umunhum Road to the public in September 2017, District rangers observed vehicles traveling at speeds above posted limits and crossing over the single yellow centerline to pass other vehicles. Despite District regulation signs along the roadway prohibiting crossing the centerline and passing vehicles, compliance remains an issue. Although the roadway meets or exceeds current safety standards, in response to ranger observations, the District retained traffic engineering firm TJKM in May 2018 to complete an additional roadway safety assessment. This supplemental assessment included a review of the new roadway signage and striping, and a speed and traffic survey to improve speed limit compliance and patrol efforts by local law enforcement agencies. TJKM was also tasked to review the signage, striping, and bicycle safety measures implemented at Mount Diablo State Park in 2017 and provide recommendations on additional safety enhancements that the District could consider installing at Mount Umunhum Road.

In May 2018, TJKM completed its evaluation of Mount Umunhum Road and Mount Diablo State Park. TJKM also installed 10 road tube counters and conducted a 24-hour bi-directional average daily traffic and speed counts on Mount Umunhum Road between June 5 and June 11, 2018. The vehicular data collected over the seven-day period resulted in a range of 102 to 184 one-way vehicle trips per day. TJKM acknowledged that the roadway meets current standards and provided a list of optional enhanced improvements for signage, bicycle safety, and traffic calming measures at Mount Umunhum Road based on its studies.

DISCUSSION

TJKM's final report clearly noted that the road currently meets or exceeds all applicable safety standards, including the current safety signage and roadway striping. The report also offers a "menu" or list of options for additional enhanced safety features that could further improve vehicular and bicycle safety and reduce vehicular speeds for visitors to the Preserve. The recommendations recognized as most valuable by District staff and rangers were those that provide additional roadway signage and reflective markers, including new sharrows (double-chevron road markings indicating a shared cycle/vehicle lane) and bicycle turnouts similar to those installed within Mount Diablo State Park in 2017. The bicycle turnouts provide cyclists with a paved shoulder to safely exit the roadway on uphill climbs while allowing vehicles to safely pass without crossing over the centerline into oncoming traffic.

In an effort to reduce contractor construction costs, the Land & Facilities Department is taking on the following improvements with in-house staff support:

- 19 roadway safety signs (completed);
- 50 reflective fencepost delineators (completed);
- 69 reflective markers at existing roadside drainage inlets (planned); and
- 34 reflective markers at existing concrete barrier endcaps (planned).

TJKM also reviewed the existing single solid yellow centerline and concluded that even though it meets safety standards, it may not provide a clear visual cue to prohibit vehicles from passing.

The existing solid single yellow centerline is not universally recognized as a line that cannot be lawfully crossed, making it difficult to enforce moving violations when vehicles cross the centerline to pass other vehicles. Replacing the existing solid single centerline with a solid double centerline will improve compliance and allow law enforcement to fully enforce the “no passing” roadway regulation, providing increased safety on the roadway for motorists and cyclists.

The Project will also include drainage improvements that were identified at asphalt concrete scuppers along the side of the road. The scope includes removing a portion of the scupper, reshaping the drainage flowline, and replacing the scupper.

In summary, the General Manager recommends the following scope of work for the contractor:

- Replace existing single solid yellow centerline striping with double yellow centerline striping per Caltrans Standard;
- Install six asphalt concrete bicycle turnouts, minimum 7-feet wide by 45-feet long;
- Repair 10 roadside drainage scuppers to widen the inlet and increase surface flow and drainage; and
- Apply 12 thermoplastic sharrow markings.

Contractor Selection

A Request for Bids (RFB) was issued on February 14, 2020 via BidSync and released to three builders’ exchanges. Legal notices were posted in the San Jose Mercury News and San Mateo County Times, and a link to the solicitation was posted on the District website. Mandatory pre-bid site walks were held on February 27, 2020 and March 3, 2020 with 6 total contractors in attendance.

The District publicly opened the bids on March 26, 2020 and announced R&M Paving Contractors, Inc., (R&M) as the apparent low bidder. The detailed breakdown of the (2) bids received is as follows:

Bidder	Location	Total Base Bid	Percent +/- from Engineer’s Estimate (\$120,000) *
1. R&M Paving Contractors, Inc.	San Jose, CA	\$183,000	+52.5%
2. O’Grady Paving, Inc.	Mountain View, CA	\$185,000	+54.2%

**Engineer’s estimate was prepared early on in the project for budgeting purposes. The scope and therefore costs of the project have increased since the original estimate to include drainage repairs and bicycle pullouts.*

Upon review of the bid proposals and confirmation of the contractors' qualifications, the General Manager recommends awarding the contract to R&M Paving Contractors, Inc., as the lowest responsive and responsible bidder. Due to unknown subsurface characteristics at proposed bicycle turnout and drainage scupper locations, a 15% contingency is requested to cover potential additional grading, soil stabilization, and paving activities.

FISCAL IMPACT

The FY20 adopted budget includes \$173,000 for the Mount Umunhum Road Safety Improvements Project VP23-002. Sufficient funds are projected next fiscal year to complete the contract; these funds are included in the proposed FY21 Budget that the Action Plan and Budget Committee will review later in May and which the Board will consider for approval in June.

Traffic Study for Mt. Um Road VP23-002	Prior Year Actuals	FY20 Adopted	FY21 Projected	TOTAL
Budget:	\$0	\$173,000	\$107,500	\$280,500
Spent-to-Date (as of 4/6/2020):	\$0	(\$2,863)	\$0	(\$2,863)
Encumbrances:	\$0	\$0	\$0	\$0
R&M Paving Contractors, Inc. Contract Costs:	\$0	(\$170,000)	(\$13,000)	(\$183,000)
15% Contingency:	\$0	\$0	(\$27,450)	(\$27,450)
Budget Remaining (Proposed):	\$0	\$137	\$67,050	\$67,187

The recommended action is not funded by Measure AA.

BOARD COMMITTEE REVIEW

No prior Committee review has occurred for the recommended contract amendment.

PUBLIC NOTICE

Public notice was provided as required by the Brown Act.

CEQA COMPLIANCE

The Road Project scope of work was evaluated as part of the Environmental Impact Report (EIR) and Mitigated Monitoring Plan (MMP) approved by the Board on October 17, 2012, for the Mount Umunhum Environmental Restoration and Public Access Project in Sierra Azul Open Space Preserve (R-12-104). Work to be completed under the approved contract for construction of the Mount Umunhum Road Safety Improvements Project is consistent with the EIR for implementation of the Mount Umunhum Environmental Restoration and Public Access Plan. No new significant environmental effects or a substantial increase in the severity of previously identified significant effects would result from this project beyond what was analyzed in the EIR.

NEXT STEPS

If approved, the General Manager will enter into a contract with R&M Paving Contractors, Inc. Final contract signature is subject to meeting all District requirements, such as having all required insurance and bonding in place.

Attachment

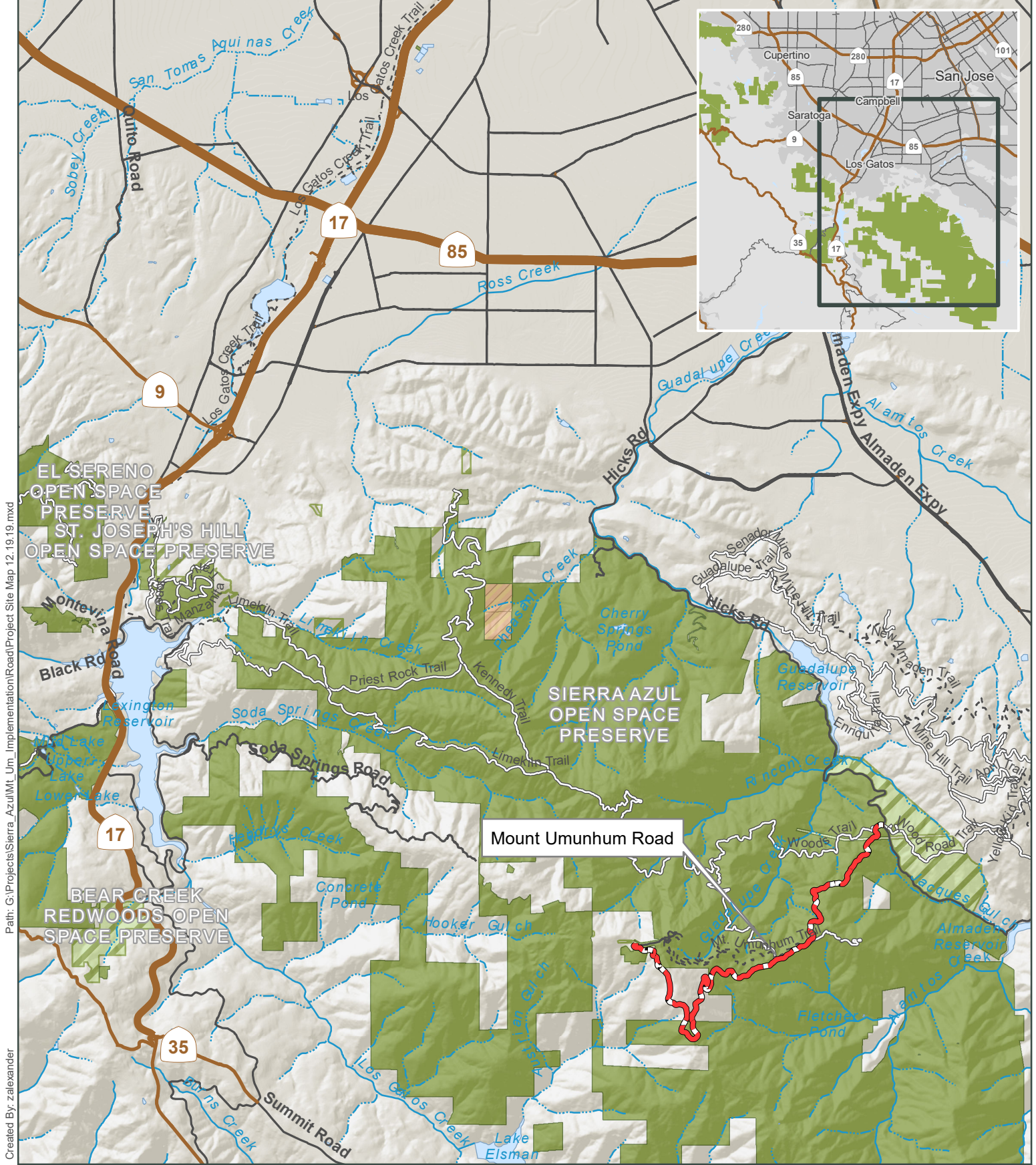
1. Project Location Map

Responsible Department Head:

Jason Lin, PE, Engineering and Construction Department Manager

Prepared by:

Zachary Alexander, Capital Project Manager III, Engineering and Construction Department



Path: G:\Projects\Sierra_Azul\Wt_Um_Implementation\Road\Project Site Map 12_19_19.mxd
Created By: zalexander

Attachment 1: Project Location Map

- MROSD Preserves
- Mount Umunhum Road
- Private Property

Midpeninsula Regional
Open Space District
(Midpen)
12/19/2019



While the District strives to use the best available digital data, these data do not represent a legal survey and are merely a graphic illustration of geographic features.