City Council Staff Report

DATE: May 6, 2015 CONSENT CALENDAR

SUBJECT: APPROVAL OF PROPOSAL FOR AN AMOUNT NOT TO EXCEED $52,920 FOR CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES BY WILLDAN ENGINEERING, FOR THE MEASURE J FUNDED BICYCLE CORRIDORS, PHASE I PROJECT, CITY PROJECT NO. 13-32

FROM: David H. Ready, City Manager

BY: Public Works & Engineering Department

SUMMARY:

Approval of this item will approve the proposal and authorize Willdan Engineering to provide construction management and inspection services for the Measure J funded Bicycle Corridors, Phase I project, City Project No. 13-32, in accordance with their on-call agreement no. 6688.

RECOMMENDATION:

1. Approve the proposal from Willdan Engineering for an amount not to exceed $52,920 to provide construction management and inspection services for the Measure J funded Bicycle Corridors, Phase I project, City Project No. 13-32; and

2. Authorize the City Manager to execute all necessary documents.

STAFF ANALYSIS:

On April 1, 2015, City Council approved Agreement No. 6688 with Willdan Engineering for On-Call Construction Management and Inspection Services on an as needed basis. When construction engineering services are needed, the agreement authorizes staff to seek a proposal from one of the on-call firms. Council may then approve the proposal, thereby authorizing staff to prepare a purchase order for the construction engineering services. Staff sought proposals for construction management, inspection, and materials testing for the Measure J funded Bicycle Corridors, Phase I project, City Project No. 13-32. Willdan submitted a proposal in the amount of $52,920 for construction management, inspection, and materials testing for the project.

On March 4, 2015, City Council awarded the Construction contract to All American Asphalt, Inc., a California Corporation as per the staff report dated March 4, 2015 attached.

FISCAL IMPACT:

Sufficient funds are available in the Special Gas Tax Improvement Account in the unscheduled capital projects account. A new account will be created to encumber the amount of $52,920.

SUBMITTED

Prepared by:

Marcus L. Fuller, MPA, P.E., P.L.S.
Assistant City Manager/City Engineer

Approved by:

David H. Ready, Esq., Ph.D.
City Manager

Attachments:

1. Willdan Engineering Proposal
2. March 4, 2015 Staff Report

WILLDAN Engineering | extending your reach

April 21, 2015

Mr. Marcus Fuller, PE, PLS
Assistant City Manager/City Engineer
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

Subject: (Revised) Proposal for Construction Engineering Services – Measure J Bike Lanes, City Project No. 13-32

Dear Mr. Fuller:

Willdan Engineering is pleased to submit this revised proposal to provide professional construction engineering services for the subject project. Willdan's proposal was revised to include material testing of the proposed asphalt and slurry seal applications. The project includes removal and replacement of traffic markings in Belardo Road, Calle Encila, Alejo Road, Civic Drive, El Cielo Road, Escoba Drive and other surrounding streets. It is our understanding the project is to begin work around May 2015 and has a 42 working day construction period.

It is our understanding the City is in need of the following:

1. Construction Management
2. Provide Public Works Inspection
3. Material Testing

Per your request, we have provided a detailed scope of work and our estimated fee.

SCOPE OF WORK

TASK #1 - Construction Management

1. Assist the City with public awareness and information program to keep residents and local stakeholders advised of project status along with the impacts to traffic flow circulation, including answering questions from the public about the project.

2. Prepare the construction file.

3. Ensure that the contractor distributes public construction notices and places construction and information signs.

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562.908.6200 | 800.499.4484 | fax: 562.695.2120 | 13191 Crossroads Parkway North, Suite 405, Industry, California 91746-3443 | www.willdan.com

4. Prepare special concerns to be presented at the preconstruction conference.

5. Conduct meeting and prepare preconstruction meeting minutes and distribute to attendees.

6. Review contractor's safety program in consultation with City staff.

7. Through Willdan's system of project control, monitor activities related to the project such that the project is constructed pursuant to contract documents, LAPM, and in a timely fashion.

8. Log, track, and process submittals, RFIs, RFCs, CCOs, field directives, NOPCs, Non-Conformance Reports (NCRs), construction schedule, and detailed traffic control plan.

9. Closely review schedule and advise contractor to take action on schedule slippage.

10. Document contractor's 20-day notices, mechanic's liens, and stop notices.

11. Monitor and coordinate activities of design engineering support, surveying, testing, and work by utilities or other agencies.

12. Prepare weekly statement of working days and submit to the contractor and the City.

13. Provide monthly progress report.

14. Establish and conduct weekly construction progress meetings to:

    - Resolve all old business issues to the maximum extent possible
    - Address all items of new business as presented by any party
    - Review project schedule and address any deviations
    - Review submittal log in terms of items needed and resubmittals required and review RFI, RFC, CCO, NCR, and NOPC logs
    - List status of construction items recently undertaken or ongoing
    - List planned construction items for the next two weeks, usually known as the two-week look ahead schedule
    - Review SWPPP issues
    - Review contractor's safety program

15. Prepare minutes for the weekly construction progress meeting.

16. Provide claims mitigation monitoring, including proactively applying foresight to discover unforeseen conflicts prior to contractor encounter.

17. Evaluate and respond to the contractor's requests for clarification of plans and specifications.

18. Ensure that all questions, conflicts, and issues are immediately brought to the City's attention and addressed with appropriate directives to the contractor.

19. Conduct special site meetings, when necessary, with the contractor and City staff to review job progress, scheduling, and coordination.

20. Perform quantity, time, and cost analyses required for negotiation of contract changes.

21. Negotiate and prepare change orders, including memorandum of explanation and cost estimates to substantiate change order costs and provide to City for review.

22. Monitor and perform immediate and thorough analysis of validity of all potential claims that arise.

23. Maintain all data for change orders and record information with regard to the time of dispute, time of notification by the contractor, and action taken by the inspector.

24. Monitor materials documentation and testing results and enforce corrections.

25. Review for approval the contractor's progress payment requests, including verifying LAPM compliance status and impact on payment; negotiate differences over the amount with the contractor; and process payments through the City's Project Manager.

26. Monitor preparation of a punch list at substantial completion and follow up.

27. Routinely review construction files to ensure conformance to City standards and good construction management practice.

28. Ensure City received as-built set of drawings at completion.

29. Assist City with stop notices and release of retention.

30. Provide memorandum of clearance to issue the notice of completion.

31. Finalize and deliver all construction files and supplies to the City for their records.

TASK #2 - Construction Inspection

1. Review plans, specifications, and all other contract- and construction-related documents.

2. Conduct a field investigation of the project area to become familiar with the existing facilities and the project environment.

3. Become familiar with traffic control plans, construction schedule, construction sequence, and permit requirements from other agencies.

4. Verify that the contractor conforms to the design survey line and grades.

5. Attend weekly progress meetings with the resident engineer, contractor, and subcontractors.

6. Provide **part-time** and as-needed construction inspection, including night inspection, of the work to monitor materials and methods for compliance with plans, specifications, and contract documents; address and document non-conforming items as they are discovered.

7. Monitor compliance with Cal OSHA requirements and compliance with all local, state, and federal regulations. Although Willdan will monitor the activities, it is the contractor's sole responsibility to provide workers with a safe working environment.

8. Provide Willdan's labor compliance manager with federally-compliant labor and equipment reports, labor classification interviews, and assist with certified payroll review.

9. Monitor compliance with the Clean Air Act and the Clean Water Act (National Pollutant Discharge Elimination System – NPDES best management practices). Also, monitor the contractor's compliance with approved SWPPP.

10. Meet with the contractor at the beginning of each day and review the proposed work plan, including specific details that may affect progress.

11. Conduct daily measurements of quantities of work with the contractor.

12. Review actual contractor performance throughout the day and discuss discrepancies with the contractor as they occur.

13. Assist in coordination of engineering support, surveying, specialty inspections, and fieldwork by utility companies.

14. Ensure compliance of Underground Service Alert notification/delineation.

15. Evaluate the contractor's operation and production with respect to quality and progress and report to the resident engineer.

16. Photograph continuous property frontages along the street alignment once prior to construction and once immediately following construction. Maintain a photographic record of key elements of each major operation of work each day, with increased detail in situations of potential changes or claims.

17. Closely monitor testing results and require the contractor to provide corrective measures to achieve compliance.

18. Maintain copies of all permits needed to construct the project and enforce special requirements of each.

19. Prepare and maintain detailed daily diary inspector reports on construction progress.

20. Prepare clear and concise letters and memoranda, as needed. Establish a solid paper trail.

21. Maintain field file bound workbooks during construction, including a cumulative record of quantities constructed, daily and weekly reports, working day reports, change order documentation, photographs, and other documentation.

22. Review the construction schedule and enforce requirements for updating schedules and maintaining appropriate progress of the work.

23. Analyze delays and review claims on a timely basis and make recommendations to the construction manager.

24. Assist with the review and evaluation of change order work.

25. Provide complete measurements and calculations documented to administer progress payments.

26. Maintain and submit a clean set of plans marked in red for as-built corrections on record drawings to be filed with the City. (City's design consultant will transfer the contractor's record drawings to original Mylar drawings.)

27. Prepare a punch list at substantial completion and follow up with the contractor regarding progress of corrections.

28. Schedule a final inspection with the City and applicable agencies; prepare, distribute, and inspect corrections to the final punch list for completion; and recommend final acceptance.

29. Prepare documentation for final payment to the contractor.

30. Upon project completion, provide the finished set of project workbooks to the City.

TASK #3 - Material Testing (Slurry Seal & Asphalt)

1. Sample Rubber Polymer Modified Slurry (RPMS) after it has been mixed in the field. Hilltop Geotechnical estimate includes an estimated 10 site visits. The actual amount of site visits may change to reflect the Contractor's approved scheduled.

2. Review emulsion manufactures "Certificate of Compliance".

3. Provide final report.

4. Provide 2 days of compaction testing for asphalt overlay.

5. Provide 1 day of asphalt plant inspection.

PROJECT TEAM

Willdan proposes the following team members. Resumes have been enclosed.

Mr. Michael D. Bustos, PE, will serve as Construction Manager. Mr. Bustos has been with Willdan for over 8 years and brings more than 10 years of experience as a project manager and construction manager on public works inspection, contract administration, and construction management projects.

Mr. Barry Knutson, Senior Public Works Observer has over 33 years of experience in the construction industry here in southern California. He has worked as a Carpenter's Apprentice, Journeyman Carpenter, Carpenter Foreman, Estimator, Assistant Superintendent, Superintendent, Purchasing Agent, and more specifically as a Senior Construction Administrator on large scale Capital Projects throughout the County of Los Angeles for the last 12 years.

Hilltop Geotechnical will provide slurry seal material testing services.

Willdan Geotechnical will provide asphalt compaction and plant inspection services.

FEE – See attached Exhibit "A"

Our proposed not-to-exceed fee for the Scope of Work identified above is **$52,920.00.**

Thank you for this opportunity to be of continuing service to the City of Palm Springs. We recognize the importance of this project to the City and are committed to realizing its timely and successful completion. Should you have any questions regarding this proposal, please contact Mr. Chris Baca at (562) 364-8198.

Respectfully submitted,

WILLDAN ENGINEERING

Chris Baca

Chris Baca
Deputy Director of Construction Management

Approval and Authorization to Proceed By:

CITY OF PALM SPRINGS

_____
Signature

_____
Date

Enclosures

91005/06-150/P15-074R1_10980

City of Palm Springs
FEE PROPOSAL
FOR
CONSTRUCTION MANAGEMENT
Measure J Bike Lanes City Project No. 13-32

TASK / CLASSIFICATION	CONSTRUCTION MANAGER	PUBLIC WORKS INSPECTOR	MATERIAL TESTING MANAGER	Clerical	TOTAL LABOR	MISC. EXPENSE	TOTAL COST
HOURLY RATE:	$154	$105	$185	$65			
TOTALS							
TASK 1 - CONSTRUCTION MANAGEMENT	60			8	$9,760	$250	$10,010
TASK 2 (Full-Time)- PUBLIC WORKS INSPECTION		240		0	$25,200	$150	$25,350
TASK 2 (Traffic Striping Part-Time) - PUBLIC WORKS INSPECTION		50		12	$6,030	$150	$6,180
TASK 3 - Material Testing (Willdan)			4		$740	$3,500	$4,240
TASK 3 - Material Testing (Sub Hilltop)					$0	$7,140	$7,140
TOTALS	60	290		20	*$41,730*	*$11,190*	***$52,920***

This not-to-exceed fee is based on a 42 working day contract. Additional services needed beyond the contract specified date of completion will be provided on a time-and-material basis at Willdan' standard hourly rates.

Michael D. Bustos, PE, ENV SP

Senior Engineer

Education
BS, Civil Engineering (Magna Cum Laude), California Polytechnic State University, San Luis Obispo

Registration/Certification
Civil Engineer, California No. 73173

Envision Sustainability Professional

13 Years' Experience

Mr. Michael D. Bustos is responsible for design and construction management of projects such as roadway reconstructions, drainage improvements, pipelines, pavement rehabilitation, street improvements, and grading. Mr. Bustos has served as resident engineer for over a dozen federally- and state-funded projects over the last five years. He has gained valuable experience in on-site construction management, off-site construction administration, inspection, design, and plan checking during his 13 years with Willdan.

Relevant Project Experience

China Lake Boulevard Construction Management from Upjohn to Bowman Road, City of Ridgecrest, California. Project Manager/Resident Engineer. Construction management and inspection services for street rehabilitation on China Lake Blvd from Upjohn to Bowman Rd. Willdan will provide construction management, inspection, labor compliance, quality assurance materials testing, and federal funding compliance.

Safe Routes to School (SRTS) Cycle 3, City of Ridgecrest, California. Designer and Resident Engineer responsible for design and construction management for this federally funded project. The general nature of the work consisted of sawcutting and demolishing existing concrete curbs and asphalt roadway; installing minor concrete for new curb, gutter, sidewalk, curb ramps, and a new bus turnout; constructing a new right-turn pocket; and signing and striping. Willdan provided design, bid support, and full construction management and inspection services.

Hacienda Boulevard Rehabilitation Project, RSTPL-5399(019), City of California City, California. Mr. Bustos served as Construction Manager/Resident Engineer for this federally funded roadway reconstruction project. Willdan provided Resident Engineer, Caltrans Local Assistance liaison, and quality assurance testing services to fully reconstruct the AC pavement roadway on Hacienda Blvd between California City Blvd and North Loop Blvd. In addition, Willdan handled all aspects of the Federal-aid assistance process. The general nature of the work involved complete removal and hauling off existing asphalt concrete, and full reconstruction of the existing roadway with hot mix asphalt over cement treated subgrade. The project scope also included drainage improvements, minor concrete including utility frame cover adjustments, sidewalks, driveways, and removal and replacement of concrete ADA ramps, and striping / signage. Mr. Bustos' project responsibilities included contract administration, progress payment review and processing, change order preparation, and inspection coordination.

Redwood Boulevard & Hacienda Boulevard Intersection Improvements/Paving, City of California City, California. Resident Engineer responsible for overseeing construction, labor compliance, material testing, public works observation, and federal funding compliance services for the HSIP project. The project involves completely removing the existing asphalt concrete roadway; realigning an existing intersection; widening the existing roadway; installing new curb/gutter and raised pavement medians; and other appurtenant work.

West Ridgecrest Boulevard Street Resurfacing, City of Ridgecrest, California. . Resident Engineer/ Construction Manager responsible for overseeing construction, labor compliance, material testing, public works observation, and biological monitoring services for a $6 million federally-funded roadway reconstruction. Willdan is providing resident engineering, construction inspection, quality assurance materials testing, labor compliance, and federal funding administration. The project widened Ridgecrest Boulevard between Mahan Street and Downs Street and fully reconstructed the

existing roadway between Downs Street and China Lake Boulevard. Project components included grading, full depth reclamation, HMA paving, drainage improvements, street lighting, traffic signals, landscaping, and ADA improvements.

La Brea Avenue Pavement Reconstruction Project, Phase II, DEMO4L-5164(028), City of Inglewood, California. Mr. Bustos served as Construction Manager/Resident Engineer for this $5 million federally funded roadway reconstruction project. Willdan provided Resident Engineer, Caltrans Local Assistance liaison, and quality assurance testing services to fully reconstruct the AC pavement roadway on La Brea Avenue and Hawthorne Blvd between 104th St and Market St. In addition, Willdan handled all aspects of the Federal-aid assistance process. The general nature of the work involved complete removal and hauling off existing asphalt concrete and full reconstruction of the existing roadway with hot mix asphalt over compacted aggregate base. The project scope also included PCC bus pads, minor concrete including utility frame cover adjustments, sidewalks, driveways, median curbs, and removal and replacement of concrete ADA ramps, an automatic irrigation system, tree planting, and striping / signage. Mr. Bustos' project responsibilities included contract administration, progress payment review and processing, change order preparation, and inspection coordination.

La Brea Ave Intersection Realignment Project, Phase III, City of Inglewood, California. Resident Engineer responsible for overseeing construction, labor compliance, material testing, public works observation, and contract administration for the federally funded project. Willdan provided construction management and public works observations services for this $2 million federally funded intersection realignment and traffic signal installation project. Willdan also provided Resident Engineer, Caltrans Local Assistance liaison, and quality assurance testing services to reconfigure the five street intersections at La Brea Ave, Market St, Spruce Ave, and La Palma Ave.

Our team handled all aspects of the Federal-aid assistance process. The general nature of the work involved complete removal and hauling off existing asphalt concrete, and full reconstruction of the existing roadway with hot mix asphalt over compacted aggregate base between Tamarack Ave and Hillcrest St, upgrades to existing traffic signals and installation of a new traffic signal. The project scope also included new catch basins, minor concrete including curb and gutter, utility frame cover adjustments, sidewalks, driveways, median curbs, and removal and replacement of concrete ADA ramps, PCC bus pads, an automatic irrigation system, tree planting, and striping / signage.

Phillips Boulevard HSIP Traffic Calming, City of Pomona, California. Resident Engineer responsible for overseeing construction, labor compliance, material testing, public works observation, and contract administration for the federally funded HSIP project. The project includes a new traffic signal, replacement of an existing traffic signal pole, modification of existing signal controllers, installation of speed feedback signs and RRFBs, and signing and striping modifications.

Barry Knutson

Senior Public Works Observer

Education

Construction Estimating, Electrical House Wiring, Heat Vent A/C Systems, Fullerton College, Fullerton

Graduate, Carpenter's Union Apprenticeship School Local 1815

Registration/Certification

General Contractor, California No. B-1

33 Years' Experience

Mr. Barry Knutson has over 33 years of experience in the construction industry here in Southern California. He has worked as a Carpenter's Apprentice, Journeyman Carpenter, Carpenter Foreman, Estimator, Assistant Superintendent, Superintendent, Purchasing Agent, and more specifically as a Senior Construction Administrator on large scale Capital Projects throughout the County of Los Angeles for the last 12 years.

Relevant Project Experience

Tidelands Beach Restrooms, City of Long Beach, California. Assistant Construction Manager & Inspector. Construction of new and renovations to ten restrooms located within the Tidelands (beach) area of Long Beach. Three of the restrooms included complete demolition of existing structures which were then replaced by pre-fabricated modular structures. Three more of the restrooms included complete demolition of existing structures which were then replaced by ground up construction of new structures. The final four restrooms included selective demolition of the existing structures which were then rebuilt/remodeled.

Hawthorne Boulevard Overlay, City of Rolling Hills Estates, California. Senior Public Works Observer. Responsible for providing construction inspection services for the City's $355K ARHM overlay paving project.

Kraemer Memorial Park Renovation, City of Placentia, California. Senior Public Works Observer. Responsible for providing construction inspection services for the City's $1.2 million park renovation project.

Heritage Park Improvements, City of Covina, California. Construction Manager. Responsible for providing on site construction inspection services for the City's $1.3 million park project.

Valley Wall Phase 1, City of La Puente, California. Senior Public Works Observer. Responsible for providing construction inspection services for the City's $377,000 CDBG-funded paving project.

Inyo/Ardella Streets Street Improvements, City of La Puente, California. Senior Public Works Observer. Responsible for providing construction inspection services for the City's $382,000 CDBG-funded ARHM paving/street improvement project.

Loukelton and Unruh Overlay, City of La Puente, California. Senior Public Works Observer. Responsible for providing construction inspection services for the City's $391,000 ARRA-funded ARHM overlay/paving project.

Dora Guzman, Del Valle, and Temple Avenues Overlay, City of La Puente, California. Senior Public Works Observer. Responsible for providing construction inspection services for this $354,000 ARHM-overlay/paving project.

Orange Avenue/Somerset Overlay, City of Paramount, California. Senior Public Works Observer. Responsible for providing construction inspection services for the City's $391,000 ARHM-overlay/paving project.

City Hall HVAC Replacement, City of Paramount, California. Senior Public Works Observer. **Responsible for providing** construction inspection services for the HVAC replacement at the City's civic hall.

Glendora Avenue Street Improvements, City of La Puente, California. Senior Public Works Observer. Responsible for providing construction administration and construction inspection services for the project from start to finish.

Barry Knutson
Continued

Hacienda Boulevard Street Improvements, City of La Puente, California. Senior Public Works Observer. Responsible for providing construction administration and construction inspection services on the project from start to completion.

Providence Holy Cross Medical Center Tower Addition and Central Plant Upgrade, Mission Hills, California. Onsite Architectural Point of Contact. Responsible for all incoming and outgoing correspondence with the OSHPD ACO, DSE, and FLSO, owner, and contractor; processing, reviewing, and responding to all RFIs, submittals, and change orders; attending all OAC, O/H coordination, weekly IOR staff, and consultant meetings in addition to design and production meetings; assisting with change order documents and bulletin preparation; processing and approving the contractor's monthly billing; and providing QA/QC and final punch list documents; and commissioning through owner occupancy for this $153-million, 139,000-square-foot., five-story Moment-framed, five-phased hospital tower and central plant.

Kaiser Hospital West Wing Tower, Pharmacy, and Central Plant Upgrade, Los Angeles, California. Onsite Point of Contact. Responsible for all incoming and outgoing correspondence with the OSHPD ACO, DSE, and FLSO, owner, and contractor; processing, reviewing, and responding to all RFIs, submittals, and change orders; attending all OAC, O/H coordination, weekly IOR staff, and consultant meetings in addition to design and production meetings; assisting with change order documents and bulletin preparation; processing and approving the contractor's monthly billing; and providing QA/QC and final punch list documents; and commissioning through owner occupancy for this $122-million, 117,000-square-foot, four-story, four-phased, interior-braced frame, precast concrete exterior skin, 97- bed hospital tower.

Michael D. Antonovich Antelope Valley Courthouse, County of Los Angeles, Palmdale, California. Architectural Onsite Point of Contact. Responsible for all incoming and outgoing correspondence with the County of Los Angeles (owner), California State Superior Court, Los Angeles. County Sheriff's Office, Bureau of Corrections, contractor, and County inspection staff; reviewing and responding to RFIs and submittals; assisting with change order document preparation; issuing bulletins; attending all project-related meetings; preparing and issuing OAC meeting minutes; solving day-to-day issues for one of the largest courthouses in the State with a project valuation of $89 million; five stories; 397,000 square feet; internal-braced-frame structure with precast concrete and curtain wall exterior skin; basement detention capacity for 115 inmates; and capacity for 14 future courtrooms in shelled space.

Chatsworth Courthouse, County of Los Angeles, Chatsworth, California. Architectural Onsite Point of Contact. Responsible for all incoming and outgoing correspondence with the County of Los Angeles (owner), California State Superior Court, Los Angeles. County Sheriff's Office, Bureau of Corrections, contractor, and County inspection staff; reviewing and responding to RFIs and submittals; assisting with change order document preparation; issuing bulletins; attending all project-related meetings; preparing and issuing OAC meeting minutes; solving day-to-day issues for this $69-million, 158,000-square-foot, internal-braced-frame structure with a granite exterior skin, secured basement detention floor, and secured judges parking,

City Council Staff Report

DATE: March 4, 2015 CONSENT CALENDAR

SUBJECT: AWARD A CONSTRUCTION CONTRACT TO ALL AMERICAN ASPHALT, INC., A CALIFORNIA CORPORATION, IN THE AMOUNT OF $1,320,405 FOR THE BICYCLE CORRIDORS, PHASE 1, CITY PROJECT NO. 13-32

FROM: David H. Ready, City Manager

BY: Public Works & Engineering Department

SUMMARY:

Award of this contract will allow the City to proceed with construction of the Bicycle Corridors, Phase 1, City Project No. 13-32, (the "Project"), which includes new bicycle routes along the El Cielo Road, Alejo Road, Belardo Road, and Calle Encilia corridors.

RECOMMENDATION:

1. Adopt Resolution No. ____ "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, MAKING FINDINGS PURSUANT TO SECTION 891 OF THE CALIFORNIA STREETS AND HIGHWAYS CODE FOR THE INSTALLATION OF GREEN BACKGROUND FOR SHARED LANE MARKINGS AND BIKE LANE MARKINGS;" and

2. Award a construction contract (Agreement No. ____) to All American Asphalt, California corporation, for Bid Schedules A, B, C, and D, with the addition of Add Alternative Items No. 1 and No. 2 of the Alternative Bid Schedules A, B, C, and D, in the total contract amount of $1,320,405 for the Bicycle Corridors, Phase 1, City Project No. 13-32;

3. Approve a Construction Contract Change Order in the estimated amount of $50,000 to include Class 3 bicycle routes with green back (Type B) Sharrows and bike route signage on Mesquite Avenue (from Camino Real to Sunrise Way), and on Via Escuela (from Sunrise Way to Gene Autry Trail);

4. Authorize the City Manager to approve and execute construction contract change orders up to an additional amount of $50,000; and

5. Authorize the City Manager to execute all necessary documents.

BACKGROUND:

The City of Palm Springs adopted a Non-Motorized Transportation Plan in October 2011. In March 2014, Ryan Snyder prepared a 2014 Bicycle Route Plan that updated the City's bicycle routes, which was reviewed and supported by the City's Non-Motorized Transportation Committee ("NMTC"). The 2014 Bicycle Route Plan was submitted to City Council at its May 21, 2014, meeting for receipt and file with no action required by the City Council at that time. However, the 2014 Bicycle Route Plan identified recommended projects for the 2013-2014 fiscal year plus two consecutive years of Measure J funding commitments. Phase 1 of the Bicycle Corridor projects was presented to City Council on September 3, 2014, for direction and recommendation. At that time, with recommendation from the NMTC, staff identified the following first priority bicycle corridors as recommended by the 2014 Bicycle Route Plan:

1. **Escoba Dr. / El Cielo Rd. / Civic Dr. Corridor**:
   - Install Class 2 buffered bike lanes while maintaining existing two-lane configuration and on-street parking on Escoba Drive from E. Palm Canyon Drive to El Cielo Road.[1]
   - Install Class 2 buffered bike lanes while maintaining existing two-lane configuration and on-street parking on El Cielo Road from Escoba Drive to Ramon Road.[1]
   - Install Class 2 buffered bike lanes by implementing a "road diet" by eliminating two travel lanes while maintaining existing on-street parking from Ramon Road to Tahquitz Canyon Way.[1]
   - Install Class 2 colored bike lanes by eliminating on-street parking on Civic Drive from Tahquitz Canyon Way to Alejo Road.
2. **Alejo Road Corridor**:
   - Install Class 2 colored / buffered bike lanes between Belardo Road and N. Palm Canyon Dr. by eliminating on-street parking (north side adjacent to The Corridor commercial center), and by eliminating the eastbound left turn lane onto N. Palm Canyon Dr.
   - Install Class 2 colored / buffered bike lanes between N. Palm Canyon Dr. and N. Indian Canyon Dr. by eliminating on-street parking (south side adjacent to the Port Lawrence site).
   - Install Class 3 route between N. Indian Canyon Dr. and Via Miraleste with Sharrows while maintaining 2-lane configuration.[2]
   - Install Class 2 buffered bike lanes between Via Miraleste and Civic Drive while maintaining two-lane configuration and on-street parking.[2]

[1]Escoba Drive and El Cielo Road are designated as 4-lane Secondary Thoroughfare and 4-lane Major Arterial on the City's General Plan; maintaining a 2-lane configuration or implementing a "road diet" to convert from existing 4-lane configuration to 2-lane configuration will require a General Plan Amendment.

[2]Alejo Road is designated as a 4-lane Secondary Thoroughfare on the City's General Plan, and maintaining a 2-lane configuration with bike lanes will ultimately require a General Plan Amendment; implementing the proposed Class 2 bike lanes on the existing 2-lane configuration does not require a General Plan Amendment at this time.

3. **Belardo Road / Museum Drive / Tahquitz Canyon Way Corridor**:
   - Install Class 3 route on Belardo Road between Amado Road and Alejo Road with green-back Sharrows while maintaining 2-lane configuration and on-street parking.
   - Install Class 2 colored / buffered bike lanes on Belardo Road / Museum Drive between Tahquitz Canyon Way and Amado Road by eliminating on-street parking (south and east sides of Museum Drive adjacent to the Desert Fashion Plaza), but maintaining on-street parking (north and west sides of Museum Drive adjacent to the Art Museum).
   - Install Class 2 colored bike lanes on Tahquitz Canyon Way between Museum Drive and Belardo Road while maintaining on-street parking.
   - Install Class 3 route on Belardo Road between Tahquitz Canyon Way and Baristo Road with green-back (Type B) Sharrows while maintaining on-street parking.
   - Install Class 2 colored bike lanes between Baristo Road and Ramon Road while maintaining on-street parking.
   - Install Class 2 colored / buffered bike lanes between Ramon Road and Sunny Dunes Road while maintaining on-street parking.
4. **Farrell Drive Corridor**:
   - Install Class 2 colored / double buffered bike lanes between E. Palm Canyon Drive and Racquet Club Road by implementing a "road diet" by eliminating two travel lanes while maintaining existing on-street parking.[3]
5. **Calle Encilia Corridor**:
   - Install Class 2 colored / buffered bike lanes between Ramon Road and Arenas Road while maintaining on-street parking
   - Install Class 2 buffered bike lanes from Arenas Road to Alejo Road while maintaining existing traffic 2-lane configuration and on-street parking.

During consideration of implementing alternatives recommended by the City Engineer for the various bicycle routes at its September 7, 2014, meeting, the City Council discussed and approved the following:

1. **Escoba Dr. / El Cielo Rd. / Civic Dr. Corridor**:
   - The City Engineer did not recommend installation of Class 2 buffered bike lanes by implementing a "road diet" by eliminating two travel lanes while maintaining existing on-street parking from Ramon Road to Tahquitz Canyon Way, and recommended an alternative by installing a Class 3 route with Sharrows and maintaining the 4-lane configuration and on-street parking. The City Council considered eliminating on-street parking to allow for installation of Class 2 bike lanes; however, the consensus of the City Council was to maintain on-street parking and to proceed with installing a Class 3 route with Sharrows.

[3]Farrell Drive is designated a 4-lane Secondary Thoroughfare on the City's General Plan; implementing a "road diet" to convert from existing 4-lane configuration to 2-lane configuration will require a General Plan Amendment.

- The City Engineer did not recommend installation of Class 2 colored bike lanes by eliminating on-street parking on Civic Drive from Tahquitz Canyon Way to Alejo Road, and recommended an alternative by installing a Class 3 route with Sharrows and maintaining on-street parking. The City Council considered and agreed with the City Engineer's alternative in order to maintain on-street parking.
- The proposed Class 2 bike lanes on Escoba Drive (between E. Palm Canyon Drive and El Cielo Road) and El Cielo Road (between Escoba Drive and Ramon Road) were approved without discussion.

2. **Alejo Road Corridor**:
   - The City Engineer did not recommend installation of Class 2 colored / buffered bike lanes between Belardo Road and N. Palm Canyon Dr. where on-street parking and the eastbound left turn lane onto N. Palm Canyon Dr. were eliminated, and recommended an alternative by beginning a Class 3 route mid-way between Belardo Road and N. Palm Canyon Dr. to preserve on-street parking and the separate eastbound left turn lane onto N. Palm Canyon Dr.; the City Council considered and agreed with the City Engineer's alternative.
   - The proposed Class 2 colored / buffered bike lanes between N. Palm Canyon Dr. and N. Indian Canyon Dr., Class 3 route between N. Indian Canyon Dr. and Via Miraleste with Sharrows, and Class 2 buffered bike lanes between Via Miraleste and Civic Drive were approved without discussion.

3. **Belardo Road Corridor**:
   - The City Engineer did not recommend installation of Class 3 route on Belardo Road between Amado Road and Alejo Road with green-back Sharrows and suggested that the more appropriate bicycle route was to maintain the Class 1 bike path along the east side of Belaredo Road (the "Heritage Trail"); however, the consensus of the City Council was to proceed with installation of the Class 3 route with Sharrows to allow for joint use of the roadway by bicyclists.
   - The City Engineer recommended deferral of the proposed Class 2 colored / buffered bike lanes on Belardo Road / Museum Drive between Tahquitz Canyon Way and Amado Road, and Class 2 colored bike lanes on Tahquitz Canyon Way between Museum Drive and Belardo Road, given these street segments will be reconstructed as part of the Desert Fashion Plaza project. The City Council agreed with the City Engineer's recommendation to defer these portions of the Belardo Road Corridor.
   - The City Engineer did not recommend installation of green-back (Type B) Sharrows as part of the proposed Class 3 route on Belardo Road between Tahquitz Canyon Way and Baristo Road given that requirements imposed by the Federal Highway Administration (FHWA) require a formal experimental approval for use of Type B Sharrows prior to their installation; the City Council agreed with the City Engineer's recommendation.
   - Council Member Lewin proposed, and City Council agreed, that a consistent Class 2 bike lane with colored / buffered bike lanes be installed between Baristo Road and Sunny Dunes Road by narrowing the travel lanes and bike lanes.

4. **Farrell Drive Corridor**:
   - The City Engineer did not recommend installation of Class 2 colored / double buffered bike lanes between E. Palm Canyon Drive and Racquet Club Road by implementing a "road diet" by eliminating two travel lanes in order to maintain on-street parking, and recommended an alternative where the four-lane configuration is maintained with Class 2 buffered bike lanes, but existing on-street parking is eliminated. Council Member Lewin suggested a hybrid approach, recognizing that there are certain residential sections where on-street parking should be maintained, with future consideration of alternatives for each segment described as:
     - Consideration of a "road diet" between Racquet Club Road and Vista Chino to eliminate two travels lanes and provide buffered bike lanes as a means of slowing traffic.[4]
     - Consideration of the City Engineer's recommended alternative between Vista Chino and Tamarisk Road (by the Airport) to maintain the four-lane configuration with elimination of on-street parking to provide Class 2 buffered bike lanes.
     - Consideration of maintaining on-street parking for the residential sections along Farrell Drive

     The City Council agreed at that time to defer approval of the Farrell Drive Corridor until input was received from the neighborhoods and additional information on car counts was obtained.

5. **Calle Encilia Corridor**:
   - The proposed Class 2 colored / buffered bike lanes between Ramon Road and Arenas Road, and Class 2 buffered bike lanes from Arenas Road to Alejo Road were approved without discussion.

On October 1, 2014, the City Council considered the various bicycle corridors previously reviewed at its September 7, 2014, meeting in authorizing the City's on-call traffic engineering consultant (Albert A. Webb Associates) to proceed with the final design of the project. At that time, the City Manager advised the City Council that staff had discussed the Farrell Drive Corridor with the various neighborhoods, and had confirmed that maintaining on-street parking was consistently important to the neighborhoods, with the neighborhoods not unanimously agreed on the "road diet" concept of transitioning Farrell Drive to a 2-lane configuration.

The City Engineer recommended to the City Council that the City proceed with a Class 3 route with the use of Sharrows on Farrell Drive within residential sections, noting that Assembly Bill No. 1193 approved September 20, 2014, repealed requirements for cities to receive and be granted exceptions from the requirement to use design criteria and

[4] The City Engineer advised that considering the road-diet would require City Council approval of a General Plan Amendment, and that the four-lane configuration was warranted given existing traffic volumes.

uniform specifications for purposes of research, experimentation, testing, and evaluation of modified design standards. It was the City Engineer's determination that this Bill would allow the City to avoid any formal approval from the state or FHWA for the use of Type B Sharrows, or for Sharrows on streets similar to Farrell Drive (with speeds in excess of 35 miles per hour [mph]), with specific findings made by the City Council. In accordance with the Bill, adoption of a Resolution by the City Council is required in order to install green back (Type B) Sharrows, and green background for bike lane markings. Staff has prepared a Resolution to facilitate the City Council's approval of the alternative criteria allowing for green back Sharrows and green background for bike lane markings, included as **Attachment 1**. It should be noted that staff does not currently recommend the installation of Sharrows on streets with posted speed limits in excess of 35 mph.

The City Council heard from Sustainability Commissioner Vic Yepello regarding the proposed Farrell Drive Corridor. Mr. Yepello reported that the Committee was in favor of a Class 3 route through the use of Sharrows to maintain the 4-lane configuration and on-street parking, but suggested the City consider using green back (Type B) Sharrows and other signage to warn motorists regarding the shared travel lane, and requested that the City reduce the speed limit to 35 mph.

Council Member Lewin proposed that the City proceed with the hybrid approach on Farrell Drive through the use of green back (Type B) Sharrows for a Class 3 route between Tamarisk Road and Tahquitz Canyon Way with enhanced signage; to study reduction of the speed limit to 35 mph; and to install Class 2 bike lanes through implementation of a "road-diet" to a 2-lane configuration on all other segments of Farrell Drive.

Council Member Mills discussed concern for the Class 2 bike lane on Farrell Drive where it transitions into Racquet Club Road through the curved alignment, considering the high speed of traffic, and suggested further study was necessary prior to approving the concept of Class 2 bike lanes within that segment of Farrell Drive. The City Engineer recommended that a Class 2 bike lane not be extended on Farrell Drive north of Vista Chino, but that a Class 3 route with Sharrows be installed and extended around onto Racquet Club Road to Avenida Caballeros or N. Palm Canyon Dr.

Council Member Lewin advised the City Council that the NMTC recommended for Class 2 bike lanes through implementation of a "road diet" eliminating two travels lanes and maintaining on-street parking for all segments along Farrell Drive from E. Palm Canyon Dr. to Racquet Club Road with the exception of the segment between Tahquitz Canyon Way and Tamarisk Road where a Class 3 route with Sharrows would be installed. This concept was generally supported by the City Council including the extension of Class 2 bike lanes along Racquet Club Road, subject to further study.

The City's engineering consultant proceed to develop final plans for bidding based on the direction received by the City Council at its October 1, 2014, meeting, which were presented for the City Council's approval at its December 3, 2014, meeting to authorize

bidding. At that time, staff recommended that the project exclude the Racquet Club Road and Farrell Drive bicycle corridors as those corridors include implementation of a "road diet" where the existing 4-lane configuration would be revised to a 2-lane configuration which is inconsistent with the current General Plan.

On the basis that appropriate environmental analysis pursuant to the California Environmental Quality Act ("CEQA") must be completed to support an amendment to the General Plan to revise designations for Racquet Club Road and Farrell Drive from a 4-lane Secondary Thoroughfare to a modified 2-lane divided Collector roadway with Class 2 bike lanes, the City Council agreed to exclude the Racquet Club Road and Farrell Drive bicycle corridors as part of the final plans for bidding.

However, staff has initiated a traffic study to evaluate existing and future traffic volumes to determine if the various 4-lane roadways designated for Class 2 bike lanes with "road-diets" on the 2014 Bicycle Route Plan will have the capacity with a 2-lane configuration to support existing or future traffic volumes, with the qualifying criteria being the maintenance of Level of Service "D" or better in accordance with the City's General Plan Goal CR2: ***Establish improved levels of service for efficient traffic flow and provide a safe circulation system***, and General Plan Policy CR2.1: ***Maintain Level of Service D or better for the City's circulation network, as measured using "in season" peak hour conditions***. Staff will present the findings of the traffic study at a future City Council meeting, including consideration of alternative street cross-sections for Farrell Drive and Racquet Club Road that may accommodate a 4-lane configuration with Class 2 bike lanes and on-street parking.

Pavement Maintenance / Rehabilitation Improvements

The prioritization of these four bicycle corridors has also required staff to re-prioritize pavement maintenance of these corridors, to ensure that the investment in traffic striping is not duplicated in the future when the City may have ultimately scheduled a pavement rehabilitation project on the same corridor. Therefore, staff reviewed the pavement condition of each corridor and determined that City Project No. 15-01 should also include pavement maintenance measures complementary to the traffic striping improvements, as follows:

- Escoba Dr. (E. Palm Canyon Dr. to El Cielo Rd.): crack-fill/micro-mill/slurry seal
- El Cielo Rd. (Escoba Dr. to Ramon Rd.): crack-fill/micro-mill/slurry seal
- El Cielo Rd. (Ramon Rd. to Tahquitz Canyon Way): cold-mill / asphalt overlay
- Alejo Rd. (Belardo Rd. to Civic Dr.): crack-fill/micro-mill/slurry seal
- Calle Encilia (Ramon Rd. to Tahquitz Canyon Way): crack-fill/micro-mill/slurry seal

Bid Process

On January 10 and 17, 2015, the Project was advertised for bids, and at 3:00 p.m. on February 10, 2015, the Procurement and Contracting Division received four construction bids from the following contractors:

Company	Location	Bid Amount
All American Asphalt	Covina, CA	$1,160,100
Granite Construction Company	Indio, CA	$1,328,224
Tri-Star Contracting II, Inc.	Desert Hot Springs, CA	$1,341,295
Hardy and Harper, Inc.	Santa Ana, CA	$1,432,000

The Engineer's estimate was $1,321,148. The "base bid" amount is identified, as it was the basis of award of the contract. A full bid summary is included as **Attachment 2.**

The bid documents allowed for separate costs for add alternatives to the original scope of each bicycle corridor project were three options:

- Option 1: Installation of green background to bike lane markings
- Option 2: Installation of green back (Type B) Sharrows
- Option 3: Paint entire Class 2 bike lane with green background

The total cost for the add alternatives Options 1 and 2 from the low bidder is $160,305 in addition to their low bid amount of $1,160,100. Alternatively, the total cost for add alternative Option 3 to paint the entire Class 2 bike lane with green background from the low bidder is $706,398 in addition to their low bid amount of $1,160,100. Given the high cost of Option 3, staff is recommending to only include add alternatives Options 1 and 2 at the additional cost of $160,305 for a total contract amount of $1,320,405.

All American Asphalt of Covina, California submitted the lowest responsive bid. Staff reviewed the bid, references, and contractor's license, and found the Contractor to be properly licensed and qualified. A construction contract with All American Asphalt, for the Project is included as **Attachment 3**.

On February 9, 2015, staff met with the NMTC to provide an update on status of the Bicycle Corridor Project. At the meeting, the NMTC recommended that staff complete the installation of a Class 3 bicycle route through installation of Sharrows on Mesquite Avenue from Camino Real to Sunrise Way, and on Via Escuela from Sunrise Way to Gene Autry Trail. The estimated cost to include this additional work to the scope of the contract is $50,000 as shown in **Attachment 4**. Staff recommends that the City Council authorize the City Manager to approve a construction contract change order to add these additional Class 3 bicycle routes as part of the Project.

Local Business Preference Compliance

Section 7.09.030 of the Palm Springs Municipal Code, "Local Business Preference Program," requires prime contractors to use good faith efforts to sub-contract the supply of materials and equipment to local business enterprises and to sub-contract services to businesses whose work force resides within the Coachella Valley. All American Asphalt is not considered a local business, and demonstrated sufficient evidence of good faith efforts to sub-contract the supply of materials and equipment to local business enterprises.

City Council Approval of Contingency Funds

In addition to the pre-approved change order of $50,000 for the Mesquite Avenue and Via Escuela Class 3 bicycle routes, staff recommends that the City Council authorize the City Manager to approve and execute construction contract change orders up to an additional amount of $50,000 (for a total cumulative amount of $100,000 above the awarded contract amount). Staff will carefully evaluate any additional or extra work claims presented by All American Asphalt, and if valid, submit to the City Manager for his approval. In this way, work can proceed uninterrupted as staff administratively process construction contract change orders up to the authority specifically authorized herein by the City Council.

ENVIRONMENTAL IMPACT:

Section 21084 of the California Public Resources Code requires Guidelines for Implementation of the California Environmental Quality Act ("CEQA"). The Guidelines are required to include a list of classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA. In response to that mandate, the Secretary for Resources identified classes of projects that do not have a significant effect on the environment, and are declared to be categorically exempt from the requirement for the preparation of environmental documents. In accordance with Section 15301 "Existing Facilities," Class 1 projects consist of the maintenance of existing highways and streets and allows for implementation of traffic signal modifications and installation of facilities for health and safety reasons, therefore the Project is considered categorically exempt from CEQA. A copy of the CEQA Notice of Exemption is included as **Attachment 5**.

FISCAL IMPACT:

Sufficient funding has been previously budgeted and approved for the project through the Measure J Capital Fund (Fund 260), and through the Special Gas Tax Fund (Fund 133). The cost of the bicycle route traffic striping and signage is $625,834.10 and will be funded from the Measure J Program for the Non Motorized Transportation Program, and the cost of the pavement rehabilitation improvements is $694,570.90 and will be funded from Gas Tax funds.

Funds to encumber for award of the construction contract in the amount of $1,320,405 with All American Asphalt are available from the following accounts:

- 260-4500-59445; $625,834.10
- 133-4298-50292; $694,570.90

Funds to encumber for approval of the estimated amount of a $50,000 change order for the completion of Class 3 bicycle routes on Mesquite Avenue and Via Escuela is available from Measure J Account 260-4500-59445.

Sufficient funds remain available in Measure J Accounts 260-4500-59445 and 260-4493-50805 to facilitate the City Council's authorization to the City Manager to approve and execute construction contract change orders up to an additional amount of $50,000.

SUBMITTED

Prepared by:

Marcus L. Fuller, MPA, P.E., P.L.S.
Assistant City Manager/City Engineer

Approved by:

David H. Ready, Esq., Ph.D
City Manager

Attachments:

1. Resolution
2. Bid Summary
3. Agreement with Performance and Payment Bond Forms
4. Engineers Estimate for Change Order
5. CEQA Clearance: Notice of Exemption

Attachment 1

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, MAKING FINDINGS PURSUANT TO SECTION 891 OF THE CALIFORNIA STREETS AND HIGHWAYS CODE FOR THE INSTALLATION OF GREEN BACKGROUND FOR SHARED LANE MARKINGS AND BIKE LANE MARKINGS.

WHEREAS, California Assembly Bill No. 1193 approved September 20, 2014, (the "Assembly Bill"), was enacted by the California Legislature in an effort to improve and promote the use of bicycle facilities throughout the state of California; and

WHEREAS, prior to approval of the Assembly Bill, existing state law required the California Department of Transportation, (the "Department"), in cooperation with county and city governments, to establish and update minimum safety design criteria for the planning and construction of bikeways, and requires the Department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters, (the "Caltrans Design Standards"); and

WHEREAS, prior to approval of the Assembly Bill, existing state law required all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize the Caltrans Design Standards; and

WHEREAS, Section 890.6 of the California Streets and Highways Code requires that: (a) the Department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning and construction of each type of bikeway identified in Section 890.4 and roadways where bicycle travel is permitted; (b) (b) the criteria shall include, but not be limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic traffic control devices, drainage, and general safety, with consideration for the safety of vulnerable populations, such as children, seniors, persons with impaired vision, and persons of limited mobility, with the criteria to be published by January 1, 2016, and updated biennially, or more often, as needed; and (c) the criteria shall be established in consultation with the existing advisory committee of the Department dedicated to improving access for persons with disabilities; and

WHEREAS, Section 890.8 of the California Streets and Highways Code requires that the Department shall establish uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted; and

WHEREAS, the Assembly Bill was enacted to revise existing state law to authorize a local agency to utilize other minimum safety criteria than those specified in Section 890.6 that meet specified conditions if adopted by resolution at a public meeting; and

WHEREAS, the Assembly Bill amended Section 891 of the Streets and Highways Code to authorize an agency to utilize minimum safety design criteria other than those established by Section 890.6 of the California Streets and Highways Code if all of the following conditions are met: (1) the alternative criteria have been reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs; (2) the alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and (3) the alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PALM SPRINGS DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1: The above recitals are all true and correct and are hereby adopted as findings.

SECTION 2: The City Council finds that given the nature of the tourism in the City of Palm Springs, and the growing popularity of the use of the City's bicycle routes by residents and tourists alike, that additional emphasis on the shared use of the City's roadways by vehicles and bicycles is important in improving the safety of both the motorist and the bicyclist.

SECTION 3: The City Engineer has reviewed the Final Report dated December 21, 2010, for the City of Long Beach Experiment RTE 9-113E granted by the Federal Highway Administration for the placement shared lane markings, or "sharrows," augmented by green paint, for the purposes of emphasizing the shared use of the roadway by bicyclists, attached hereto and incorporated herein as Exhibit "A", (the "Long Beach Final Report").

SECTION 4: The City Engineer has recommended and the City Council has agreed that the installation of green paint as a background for bike lane markings and sharrows, for the purposes of emphasizing shared use of the roadway by bicyclists, will improve public safety as noted in the summary and conclusions from the Long Beach Final Report, in that the additional emphasis resulting from the green paint will create a heightened awareness by the motorists of bicycle usage in the lane, and that the additional emphasis has the potential to reduce the overall crash rate per bicyclist.

SECTION 5: Pursuant to Section 891 of the California Streets and Highways Code, the City Council approves alternative criteria allowing for the installation of green paint as a background for bike lane markings and sharrows.

ADOPTED this 4th day of March, 2015

AYES:
NOES:
ABSENT:
ABSTAIN:

CITY OF PALM SPRINGS, CALIFORNIA

David H. Ready, City Manager

ATTEST:

James Thompson, City Clerk

CERTIFICATION:

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF PALM SPRINGS)

I, JAMES THOMPSON, City Clerk of the City of Palm Springs, California, do hereby certify that Resolution No. ____ is a full, true, and correct copy, and was adopted at a regular meeting of the City Council held on _____ by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

James Thompson, City Clerk
City of Palm Springs, California \

EXHIBIT "A"
FOLLOWS THIS PAGE

CITY OF LONG BEACH

DEPARTMENT OF PUBLIC WORKS

333 WEST OCEAN BOULEVARD • LONG BEACH, CA 90802 • (562) 570-6383 • FAX (562) 570-6012

December 21, 2010

Mr. Bruce Friedman
Federal Highway Administration
Office of Transportation Operations
400 Seventh Street. SW, HOTO
Washington, DC 20590

FINAL REPORT: Second Street Sharrows and Green Lane In the City of Long Beach, California (RTE 9-113E)

Dear Mr. Friedman:

Enclosed is the final report for the City of Long Beach Experiment RTE 9-113E which was granted by the Federal Highway Administration for the placement of sharrows augmented by a six-foot strip of green paint down the center of the travel lane on Second Street in the Belmont Shore commercial district.

The attached report summarizes the findings of before and after studies, including initial and subsequent counts and observations which serve as the City's final progress report based on twelve months of experience and observation.

The following conclusions are made at this time:

- The green lane facility has appeared to result in an approximate doubling of usage over the first 12 months of existence.
- The facility has been found to be popular with bicyclists. Bicyclists familiar with more traditional sharrows have noted that the additional emphasis resulting from the green pavement paint appears to be creating a heightened awareness by the motorists in the lane.
- Crash experience involving bicyclists is largely unchanged, while the crash rate per bicyclist is reduced from pre-project levels.
- Crash rate not involving bicyclists was higher than in the previous year but does not appear to be related to the installation of the green painted sharrow lane. Continuing review of crash experience is suggested.

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Based upon the promising results, it is recommended that the experiment continue to be permitted for three additional years with the City reporting on an annual basis.

Sincerely,

MARK CHRISTOFFELS
Deputy Director of Public Works/City Engineer

MC:SG:db
P:/ce/mark/letters/traffic/2ndstreetbikelanereportdec2010

KOA CORPORATION
PLANNING & ENGINEERING

1120 West La Veta Avenue, Suite 660
Orange, California 92868
t: 714.973.0317 f: 714.973.9534
www.koacorporation.com

Memorandum

Date: December 21, 2010 Project #: M803000

Attn: Sumire Gant, City of Long Beach

From: Rock Miller, P.E., KOA Corporation

Subject: **Second Street Sharrows and Green Lane – Progress Report: October 2010**

Comments:

Second Street Sharrows and Green Lane

PROGRESS REPORT: OCTOBER, 2010

PROJECT PURPOSE

The City of Long Beach, California, received permission from the Federal Highway Administration to conduct an experiment along Second Street in the Belmont Shore commercial district. KOA Corporation assisted the City in securing the Request to Experiment (RTE) and by preparing the implementation design. The project provides for placement of Sharrow bicycle markings within the outer travel lanes of Second Street. Sharrows are approved for use by the State of California and they were recently approved by FHWA in the newly released 2009 edition of the Manual of Uniform Traffic Control Devices. However, to augment these devices, a six-foot strip of green paint was provided under the RTE down the center of the outer travel lanes to further indicate the appropriate position for bicyclists using the roadway and to emphasize the expected location for bicyclists to general traffic.

PRE PROJECT CONDITIONS AND BICYCLE USAGE

Second Street is a four-lane divided roadway passing through a commercial district of Long Beach known as Belmont Shore. The commercial district is approximately ¾ mile long and features 13 traffic signals densely spaced. Daily traffic levels are about 35,000 vehicles per day, and the corridor is known for frequent vehicular traffic congestion. Second Street is the nearest through arterial to the beach area of Long Beach and is a desired route for bicyclists traveling along the Beach. Bicycle usage is visibly higher than in other areas of Long Beach and Los Angeles County, due to a variety of factors, including limited parking, pleasant weather, friendly terrain, and a major City commitment to improving bicycling.

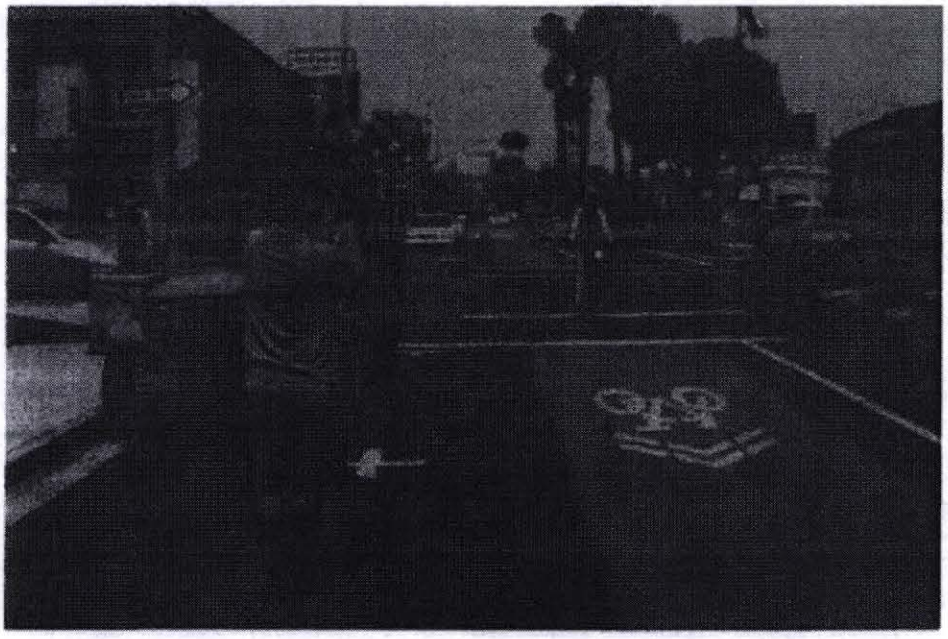
Upon FHWA approval of the demonstration, the City of Long Beach conducted a comprehensive analysis of bicycle usage of the roadway area prior to implementation of any changes. Bicycle traffic data was collected for three days from June 5-7, 2009, on Second Street at Corona Avenue with the assistance of the Long Beach Cyclists non-profit organization. The survey recorded 1200 cyclists over the 3-day period (Friday/Saturday/Sunday). The survey noted where each cyclist was riding, on the roadway or on the sidewalk.

The survey noted that 45% of cyclists were riding within the "door zone" where they could be struck by an opening door. 11% were riding within the right lane "taking the lane", the position that is unlikely to be involved in a crash with a vehicle door opening. This position may also provide better visibility for motorists on side streets and driveways of approaching cyclists. Most of the remaining cyclists were riding or walking on the sidewalk. This usage pattern is used as the benchmark for conditions prior to project implementation.

INITIAL IMPLEMENTATION

Second Street was resurfaced within the project limits immediately prior to installation of the special treatments. The sharrow markings and green paint were applied overnight on June 24 and June 25, 2009. The new shared lanes were officially opened to traffic on Saturday June 27 in a "ribbon cutting" ceremony. Approximately 200 persons attended the opening festivity and rode bicycles on the shared lanes. The event received local newspaper publicity (Long Beach Press Telegram) for several days prior to and following implementation. Portable changeable message signs were provided on each end of the project area to advise all travelers about the Shared Bicycle/Auto Lane Ahead. Poster-signs were also provided in the median of 2nd Street at various locations indicating to Ride the Shared Lane.

FIGURE 1 – CYCLIST BEYOND DOOR ZONE



City staff and KOA staff have monitored the facility since its opening on a regular basis to insure that any issues are addressed. Informal observations continued through the summer, and a formal 3-day usage survey was repeated in late summer.

The installation did not generate any immediate concerns over safety to cyclists or improper usage by motorists. Over 3 million motorists and 50,000 cyclists used the facility in the first three months following implementation. Individual cyclists who use the lane appear to be very satisfied and comfortable. Many members of the project team have ridden bicycles within the lane and found the experience to be favorable.

Generally no incidents of rage or concern have been observed, noted, or recorded. Motorists occasionally follow slower cyclists, but it appears evident that they are not falling behind the flow of traffic and end up queued at the next red light. There is little net travel time loss from following cyclists. Motorists also sometimes change lanes to avoid slower cyclists, just as they do to avoid a car waiting for a parking space.

The project visibly increased the number of cyclists that choose to use the shared lane, but many cyclists continue to ride in the door zone or on the sidewalk. Interviews with individual cyclists indicate that they do not know they can ride on the green lane, or they do not wish to use the lane.

Some cyclists were observed to travel in the door zone to pass to the right of stopped vehicles in front of them, especially during peak flow periods when automobile traffic is extremely sluggish (similar to motorcycles on a freeway, except cyclists generally pass on the right). This activity probably also occurred before the lane was implemented.

The project included the use of special custom Share the Road signs, modified from standard to show the bicycle in line in front of the vehicle. These signs were installed about 2 months after the lane was marked. After installation, it was hoped that the signs may help cyclists to understand that they may ride in the lanes. Spot surveys of usage of the lanes indicate that there appears to be a gradual trend toward less use of undesirable riding locations, but there was no substantial change in usage that is attributed to the signs alone.

Public reaction has been generally positive. Most persons who have inquired about the project have reacted positively after they understand the goal and purpose. Some persons initially believed they could not drive their automobiles in the green lane. The number of these is not substantial enough to reduce overall equal use of both travel lanes, but it is the most frequent concern heard from motorists. When told that it is a shared lane, most persons have accepted and understood the purpose of the project.

The project has received a lot of discussion on internet websites and discussion boards. Videos of cyclists using the facility can be found on You Tube, and many references can be found on a web search for Long Beach Sharrows. The majority of this feedback has been positive among cyclist groups.

Local cyclists have asked for more sharrows to be installed at more frequent intervals within the lanes. There was originally one sharrow on the green paint at the start of each 200-foot block. A second sharrow was added near the end of each block in April, 2010.

Figure 2 – Modified Share the Road Signs

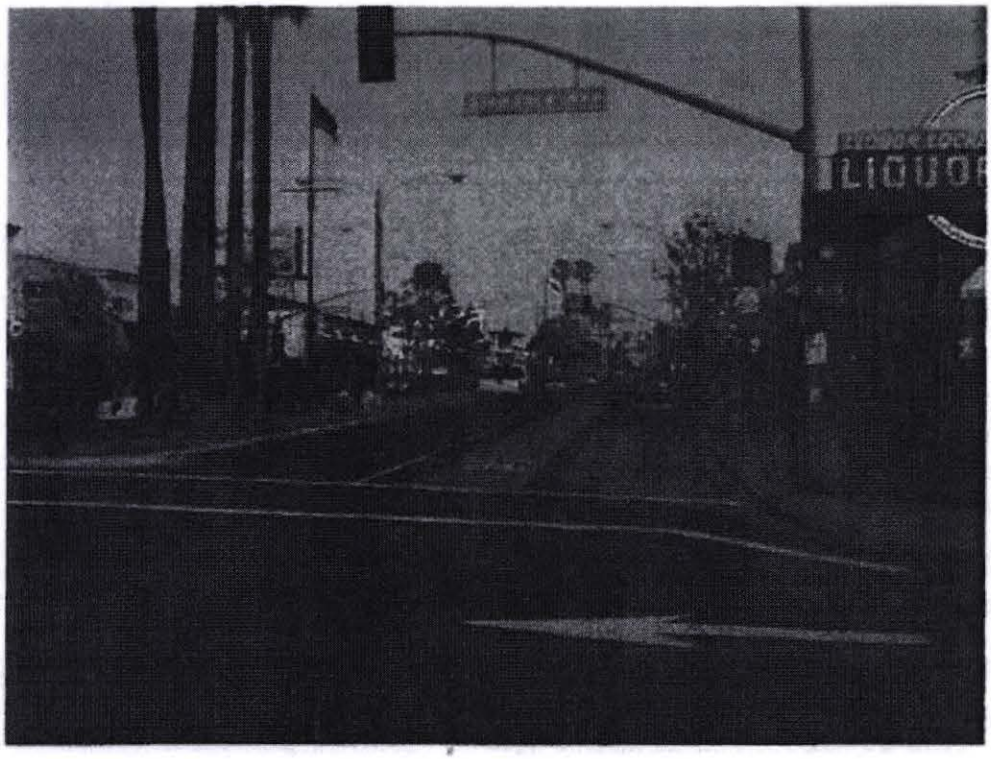
The east end of the facility has also attracted attention in the area where the green lane begins. The green stripe begins in the second block while cyclists are intended to merge from a bike lane east of the project area toward the center of the lane in the first block. A request has been made to extend the green lane and sharrows so that it begins at the intersection where the bicycle lane ends. A treatment similar to a bike box is being considered so that bicyclists are positioned in front of vehicles at the entry point to the green lane.

The paint used for the green lane does not have strong reflective properties. The paint utilizes a standard FAA specification for green paint used adjacent to airport runways. It has been requested that the paint be enhanced to show the green color more properly at night when the coloring is nearly undistinguishable. This has been countered by concern that the paint may be slippery when wet. Reflective glass beads used to create reflectivity also may increase slipperiness.

A suggestion has also been made to modify the Share the Road signs to show the green stripe on the sign as background for the bicycle and vehicle. These types of changes are being considered.

Most pending suggestions appear to be intended to improve public awareness of the proper usage of the green lane especially for bicyclists. Additional measures are being considered to improve awareness.

Figure 3 – Typical Block with Traffic and Land Use



The project was presented to the California Traffic Control Devices Committee in September, 2009. The State Committee voted to allow the experiment to continue and requested that monitoring reports be prepared and submitted to the committee. Committee members had concerns over a California Vehicle Code provision that requires bicyclists to ride as far to the right as is reasonably safe. The width of the green stripe may encourage cyclists to ride further to the left than the law intends. Committee members also expressed some concern over the need for proper or consistent usage of colored pavement. For this application, paint is being used in an area where motorists and bicyclists are expected to be joint users. In other California experiments under way colored pavement is being used in areas for long stretches within Class II bicycle lanes where motor vehicles should not be present.

The Committee also requested that the project attempt to collect or obtain data regarding comparative use of Sharrows at similar locations where the lane has not been painted. The project team indicated that they would attempt to provide this information where it is reasonably available from other communities.

PRE-PROJECT CRASH HISTORY

The crash history for Second Street was analyzed for the 12 months prior to implementation, with focus upon bicycle related crashes. Crash history is based upon Long Beach Police accident reports taken. The previous year found 34 accident reports, including 5 that were bicycle related. The actual written report for each bicycle related crash was closely analyzed to help establish a benchmark for the types of bicycle crashes that were being reported. A summary of each bicycle related crash is presented below:

DR #08-0056526 7/31/08 8:35 AM - Near Bay Shore:
Summary: Vehicle 1 N/B vehicle stopped in crosswalk to make Right Turn on Red to go E/B collided with a W/B (bicyclist, age 14) proceeding straight while riding on the sidewalk in wrong direction over the adjacent bridge. A pedestrian R/W violation was indicated on the report, but probably wrong way bicycle riding is a factor. Report clearly suggests bicyclist was riding, not walking the bicycle. The bicyclist was a minor injury, complaint of pain, cared by parents.

DR #08-0059045 8/9/09, 14:47 PM at Santa Ana Ave:
Summary: Vehicle 1 was stopped S/B and proceeded to make a Right Turn on Red to travel W/B and collided with V2, an E/B adult female bicyclist proceeding straight near the north curb in the street traveling in the wrong direction. Unknown Primary Collision Factor was noted in the police report. The bicyclist reported a minor scratch and complaint of pain

DR #09-0011287 2/13/09 18:00 PM - 100' west of Park Ave:
Summary: Vehicle 1 E/B adult male bicyclist proceeding straight collided with Vehicle 2, an E/B parked vehicle when its driver opened their door into the bicyclist. The report noted "Other hazardous movement". No injuries

DR #09-0031743 5/1/09 1138 AM - Near Glendora:
Summary: Report was coded to involve vehicle 1 E/B proceeding straight collided with W/B vehicle #2 backing. Unsafe starting or backing. One injury, complaint of pain. Report narrative does not match coding. Narrative indicates vehicle #2 (67 yr male) was riding bicycle near parked cars and moved left to pass a parked vehicle that was parked too far from the adjacent curb. V2 swerved into vehicle 1 while avoiding the parked vehicle.

DR #09-0036132, 5/17/09, 1630 pm, Near Park:
Summary: vehicle 1 E/B stopped collided with vehicle 2 E/B stopped. Unsafe speed. No injuries. Narrative indicates car was stopped at green light in heavy traffic and was rear ended by bicyclist who was inattentive.

Summary:

- 2 wrong way bicyclists
- One "door"
- One swerve to avoid door
- One rear end by bicycle.

Four of the five crashes are of the type that appear to be unrelated to the use of the green painted bicycle lane. These include wrong way and door related accidents. It is also noted that the detailed narrative in the crash reports often conflicted with the check-box coding that would normally be used for aggregate analysis. The check-boxes do not appear to do a good job allowing information to be summarized precisely.

PRIOR YEARS CRASH EXPERIENCE

Crash experience was also compiled for prior years to determine typical annual experience for the roadway. Crashes were not analyzed in detail, but annual crashes and annual crashes involving bicycles were noted. The results are as follows:

Year (June-June)	Total Crashes Reported	Total Bicycle Involved
2008-2009	34	5
2007-2008	41	5
2006-2007	35	2
2005-2006	n/a	n/a
2004-2005	37	3
2003-2004	45	5
2002-2003	42	4
2001-2002	42	4
2000-2001	46	2

THREE MONTHS USAGE REPORT

The bicycle counts and utilization study conducted before the green lanes were installed was repeated on 2nd Street thru Belmont Shore in mid-September (2010). A comparative analysis of the results is indicated below.

Three Months Usage – Comparative Analysis

Measure	Before Green Lane	After Green Lane	Change
Total Cyclists (Fri, Sat, Sun)	1252	1614	+364
On Sidewalk	533	415	-118
In Door Zone	612	667	+55
In Green Lane Area	160	561	+401
In Left Lane	15	19	+4

Perhaps the most significant change is related to the total number of cyclists counted. While seasonal effects could apply, the after-green count showed nearly 400 more cyclists over the 3-day count period, a 29% increase

in total bicyclist usage. It should also be noted that the increase in the number of cyclists riding on the area occupied by the green lane was also approximately equal to the total increase. We believe it is reasonable to assume that the presence of the green lane has been responsible for most of the increase in net usage.

One project goal was to reduce the number of cyclists on the sidewalk. The counts showed a 17% decrease in the number of cyclists using the sidewalk. They have evidently migrated to the street. A secondary goal of this project is was to move cyclists out of the door zone. The number of cyclists riding in the door zone increased slightly on a numerical basis, but the proportion of all cyclists riding in the door zone decreased. It is probable that some new bicyclists attracted to the facility did not ride within the painted area of the lanes.

Anecdotally, more car drivers seem to be using the left lane. Measurements of traffic prior to implementation indicated near equal use of both lanes. Some motorists are now observed to change to the left lane to pass slower cyclists. But others are observed to change back to the right lane after passing cyclists. There are other reasons for motorists to wish to avoid the curb lane, due to parallel parking, stopping buses, and cars waiting for pedestrians before turning right from the roadway. Due to overall capacity limitations and congestion, a significant shift in lane usage will not likely be measurable. Current bicycle usage is about one per 2-3 minutes, so few motorists will encounter a cyclist enough to produce a significant shift in lane use.

The painted green lane appears to be very successful in attracting cyclists to the facility and encouraging attracted cyclists to use the green lanes. 34% of all cyclists counted were using the green lane as designed, up from 12% before it was painted. And while there was reported initial confusion and fear about right use of the shared lane by both motorists and cyclists, time has passed and both groups have learned to share the space safely.

Interviews with selected restaurant and coffee shops have also indicated that they believe business generated by additional cyclists has improved. They are generally in favor of the experiment and have become more receptive to measures that would increase bicycle parking in the area.

TWELVE MONTH USAGE REPORT

The green lane facility was in place for one year at the start of summer of 2010. Bicycle usage counts were repeated during the mid summer to measure usage trends. The counts were also taken over a 3-day period (Friday/Saturday/Sunday). The results are indicated in the table below, however the results generally indicate that bicycle traffic has virtually doubled in the corridor over the past 12 months. There is no reason to explain the increase in usage other than the presence of the green lanes.

Summer 2010 Usage Table - Friday / Saturday / Sunday Combined

Measure	Before Green Lane	After Green Lane	Change
Total Cyclists (Fri, Sat, Sun)	1320	2428	+1176 (94%)
On Sidewalk	533	513	-20 (-3%)
In Door Zone	612	867	+255 (+42%)
In Green Lane Area	160	937	+777 (485%)
In Left Lane	15	111	+96 (680%)

The trend in usage seems to be a general extension of the 3-month usage pattern. Numerical usage of the sidewalk has been largely unchanged, but the percentage of all bicyclists riding on the sidewalk has been reduced. Usage of the green lanes is much higher than the usage of this portion of the roadway prior to implementation of the green lanes.

The number of cyclists riding in the "door zone" is higher than for the previous survey, but the percentage of bicyclists in the door zone is reduced. It is suggested that the green lanes have successfully attracted bicycle traffic to the facility, but the lanes have not been as effective in attracting existing bicycle traffic from the door zone to the green lane. Observations have also noted that bicyclists often travel in the door zone to pass to the right of queued vehicles due to traffic congestion.

12 Month Crash Comparison

A study of reported accidents was conducted for the 12 months following implementation of the Green Lanes. The "After Year" was defined as June 1, 2009 to June 1, 2010.

There were a total of 50 accident reports, including 5 that were bicycle related for all collisions on Second Street from Bay Shore to Livingston. The total number of accidents was higher than in the prior year, but it is not apparent that the increase is due to the installation and use of the green painted bicycle lane. The total number of accidents involving bicycles was the same as the 12 months prior to implementation of the green lanes. Since usage of the green lanes has increased from the previous year, the accident rate per bicyclist has been reduced.

Each of the bicycle-related accidents was analyzed further to understand the types of crashes that were occurring. Summaries of the five crashes are as follows:

Bicycle Detail

DR #09-0062945 8/22/09 15:45 PM - Near Pomona.

Summary: Other. Vehicle 1 (bicycle) proceeding straight in collision with vehicle 2 stopping to back up for a parking maneuver, resulting in injury to the bicyclist. Vehicle 1 was riding in the green lane per report. Minor injury, bike ride-able, refused treatment.

DR #09-0064689 8/29/09 14:43 PM - Near Glendora.

Summary: Vehicle 1 (bicycle) was E/B proceeding straight and collided with vehicle 2 who was making a westbound left turn. Brake failure was cited for the bicyclist. Brake failure was noted because bicycle was a fixed gear bicycle and had no traditional brakes. The report noted heavy congestion. The left turn vehicle may have turned across stopped vehicle traffic and struck the bicyclist who was passing to the right of stopped traffic and traveling in the door zone. Or may have just been poor visibility. Taken to hospital for treatment and released.

DR #09-0076356 10/10/09 13:09 PM - Near Santa Ana.

Summary: Vehicle 1 E/B was stopped to allow car in front to parallel-park in an empty space. Vehicle was struck by vehicle 2 (bicycle) proceeding straight at unsafe speed in rear. Bicyclist fled scene. V1 driver said bicyclist admitted to being intoxicated and had no valid identification to present. No injuries noted.

DR #10-0023646 4/6/10 10:46 AM - Near Granada.

Summary: Coded as Vehicle 1 E/B proceeding straight collided with vehicle 2 E/B straight, unknown PCF. Report narrative indicated that the bicyclist said a passing vehicle hit his handlebars while changing lanes to pass him. Driver said bicyclist suddenly drifted to the left and hit the car. Report was unable to assign fault. Bicyclist was 81 yrs and was transported to hospital as precaution. Visible injuries were scrape and pain in shoulder

DR #10-0028162 4/23/10 20:20 pm - Near Park.

Summary: Vehicle 1 W/B was proceeding straight and collided (rear end) with W/B bicycle, due to unsafe speed. Bicyclist was pushed forward into a stopped municipal bus. Vehicle 1 DUI and cited. Vehicle 1 was observed to be swerving in its lane before the collision.

A brief summary is as follows:

- Two rear End by bicycle
- One left turn hit through bicyclist
- One unsafe passing
- One rear end by Automobile

The types of accidents reported seem at a glance to be different than the types noted before the green lane was introduced. There have been no reported crashes on the sidewalks, no reported "doorings", and no crashes involving motorists overtaking bicyclists since the green lane was painted. The types of crashes are too widely varied to draw any more detailed conclusions from the reports.

Since the annual total crash experience for the roadway in the past 12 months was higher than the annual average, it is appropriate to continue to monitor overall crash experience to determine if a trend is visible.

COMMENTS BY LAW ENFORCEMENT PERSONNEL

The project area is a popular nightlife corridor, with many bars and restaurants along the route. A traffic enforcement officer assigned to the project area filed this general comment and report on the green sharrow lanes:

"This email is in regards to the Sharrow lane in Belmont Shore (2nd St). I have noticed since the inception that, for the most part the lane is used the way that its designer intended it to be used, that people ride in the lane at approximately 10-15MPH and not completely disrupt the flow of traffic."

"I have noticed that on Friday and Saturday nights (between the hours of 2200-0300) a lot of the party goers on 2nd St are riding their bicycles to the bars. I have seen that bar patrons will ride their bicycles at a very slow pace in the lane and backing up traffic. I have seen bicycle riders pulling their friends on skateboards to their next destination. I don't think people are educated in the use of the lane because they are still riding their bikes on the sidewalk too."

"These are just some of the issues that I have seen regarding the Sharrow lane."

Other significant issues reported include an incident where an officer cited a bicyclist riding properly in the green lane for riding too far to the left of parked cars (as well as for riding with headphones on). Long Beach police have been advised that bicyclists riding in the green paint should not be cited for riding too far to the left.

Also a transit vehicle did not realize the lane could be used by general traffic initially and stopped for passengers in the left lane (on the first day of implementation).

SUMMARY AND CONCLUSIONS

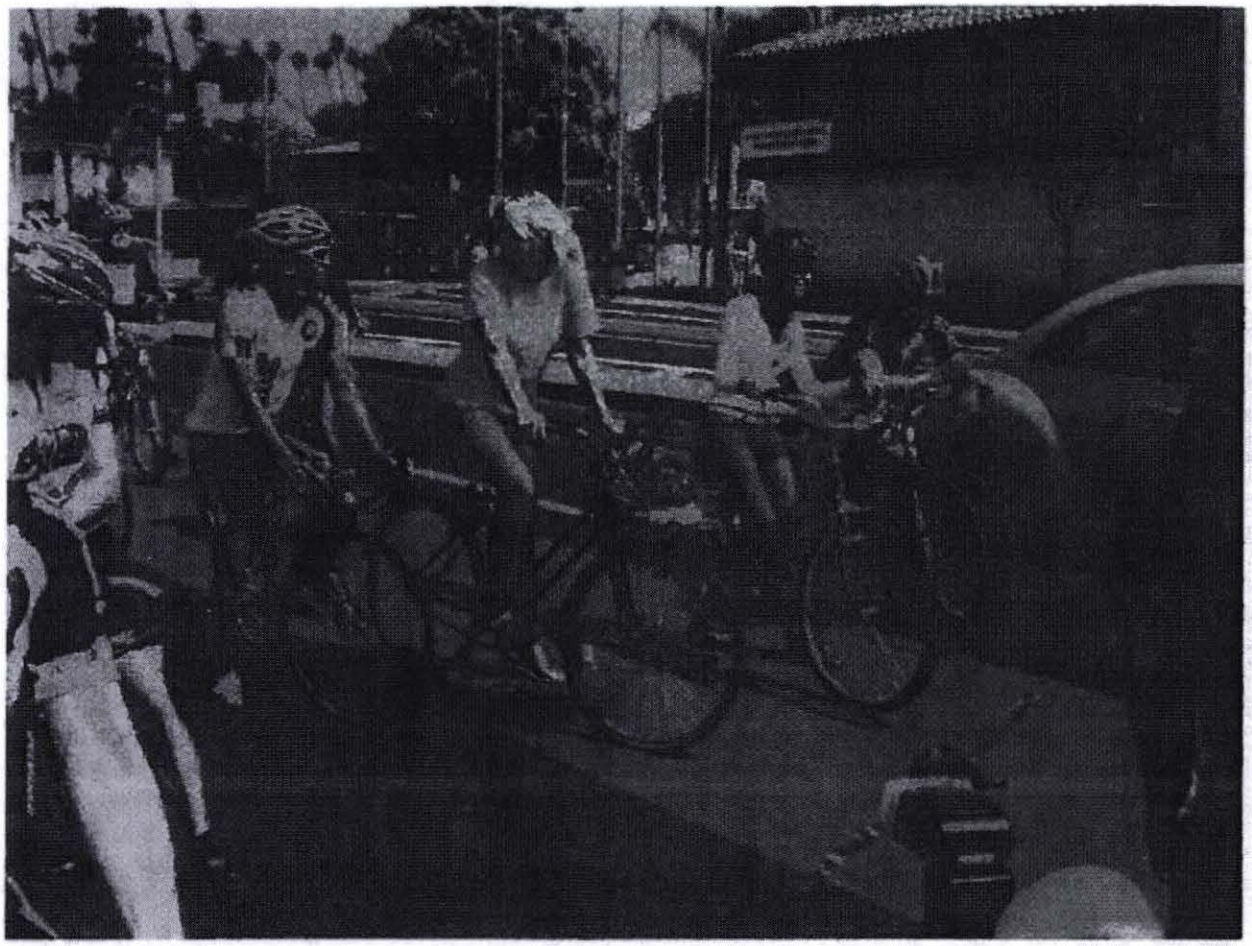
The following conclusions are made at this time:

- The green lane facility has appeared to result in an approximate doubling of usage over the first 12 months of existence.
- The facility has been found to be popular with bicyclists. Bicyclists familiar with more traditional sharrows have noted that the additional emphasis resulting from the green pavement paint appears to be creating a heightened awareness by the motorists of bicycle usage in the lane.
- Crash experience involving bicyclists is largely unchanged, while the crash rate per bicyclist is reduced from pre-project levels.
- Crash rate not involving bicyclists was higher than in the previous year but does not appear to be related to the installation of the green painted sharrow lane. Continuing review of crash experience is suggested.

Based upon the promising results, it is recommended that the experiment continue to be permitted. FHWA may also wish to allow other agencies to experiment with similar or different sharrow treatments.

Figure 3 – Opening Day Ceremony

(Pictured: Tony Cruz, City's Professional Cycling Ambassador; Andrea White-Kjoss, CEO BikeStation Long Beach; Suja Lowenthal, Member Long Beach City Council)



NEXT STEPS

The project remains a demonstration for FHWA and for California at this time. Based upon results to date, the project is considered a success in raising awareness and attracting cycling in the cooridor. There is a need to educate more bicyclists on proper use of the lanes, but their use has not been misunderstood by new bicyclists.

Continued maintenance of the green paint has been a frequently asked question. If the treatment is ultimately approved for permanent usage, the City will consider a long life slurry treatment with green pigment, but the cost

of such a treatment was not found justifiable for a trial implementation, especially if it had to be removed at the end of the experiment.

The City intends to continue to review the existing treatment and take actions that are advisable to improve the success of the experiment. The City has also fielded numerous inquiries by other Cities and bicycle advocates about the experiment and has provided available information to inquiring parties. The Long Beach Press Telegram newspaper has run a few additional articles and USA Today has also reviewed the facility.

The project has won an award from the Institute of Transportation Engineers (ITE) for innovative design. A technical article about the lanes can be found at the following location that may require an ITE membership to view:

http://www.ite.org/councils/Ped_Bike/newsletters/PBCfall09.pdf

Other relevant sites with press coverage or commentary include:

http://www.presstelegram.com/news/ci_12700564
http://la.streetsblog.org/2009/06/29/cyclists-pumped-about-long-beachs-green-sharrows/
http://www.lbpost.com/brian/7156
http://www.youtube.com/watch?v=ec_aEo4pJeqE

Attachment 2

BICYCLE CORRIDORB, PHASE 1

CITY PROJECT 13-32

BID SUMMARY

Bid Opening: February 10, 2015

BID SCHEDULE A				ALL AMERICAN ASPHALT		GRANITE CONSTRUCTION		TRI-STAR CONSTRUCTING		HARDY & HARPER	
BID ITEM	ITEM DESCRIPTION	QUANT.	UNIT	UNIT Price	Estimate	UNIT PR.	TOTAL	UNIT PR.	TOTAL	UNIT PR.	TOTAL
1	Initial Modification	1	LS	$44,000.00	$44,000.00	$36,500.45	$36,500.45	$21,483.00	$21,483.00	$45,000.00	$45,000.00
2	Traffic Control	1	LS	$27,000.00	$27,000.00	$53,000.00	$53,000.00	$10,353.00	$10,353.00	$46,000.00	$46,000.00
3	Remove Existing Traffic Striping, Markings, and Pavement Markers	1	LS	$3,150.00	$3,150.00	$3,000.00	$3,000.00	$14,337.00	$14,337.00	$7,112.45	$7,112.45
4	Construct White Lane Lines (Raised Markers) Per Caltrans Standard Plan A20A, Detail 13.	4,234	LF	$0.32	$1,354.88	$0.30	$1,270.20	$0.60	$2,540.40	$0.30	$1,270.20
5	Construct Double Yellow Lines (Raised Markers) Per Caltrans Standard Plan A20A, Detail 23.	6,825	LF	$1.05	$7,166.25	$1.00	$6,825.00	$1.80	$12,285.00	$1.00	$6,825.00
6	Construct Yellow Two-Way Left Turn Lane (Raised Markers) Per Caltrans Standard Plan A20D, Detail 33.	4,884	LF	$0.95	$4,639.80	$0.90	$4,395.60	$2.88	$14,065.92	$0.90	$4,395.60
7	Construct White Channelizing Line (Raised Markers) Per Caltrans Standard Plan A20D, Detail 38C.	2,595	LF	$1.31	$3,399.45	$1.25	$3,243.75	$1.80	$4,671.00	$1.25	$3,243.75
8	Apply 6" White Thermoplastic Bike Lane Line Per Caltrans Standard Plan A20D, Detail 39.	9,596	LF	$0.42	$4,030.32	$0.40	$3,838.40	$0.53	$5,085.88	$0.40	$3,838.40
9	Apply 6" White Thermoplastic Bike Lane Intersection Line Per Caltrans Standard Plan A20D, Detail 39A.	10,739	LF	$0.32	$3,436.48	$0.30	$3,221.70	$0.39	$4,188.21	$0.30	$3,221.70
10	Apply 4" White Thermoplastic Solid Line	21,008	LF	$0.32	$6,722.56	$0.30	$6,302.40	$0.32	$6,722.56	$0.30	$6,302.40
11	Apply 4" White Thermoplastic Diagonal Buffer Markings @ 24' Spacing	8,648	LF	$0.21	$1,816.08	$0.20	$1,729.60	$1.20	$10,377.60	$0.20	$1,729.60
12	Apply White Thermoplastic "Bike Lane" Legend Per Caltrans Standard Plan A24D and CA MUTCD Figure 9C-3.	56	EA	$105.00	$5,880.00	$100.00	$5,600.00	$83.78	$4,691.68	$100.00	$5,600.00
13	Paint Curb Red	2,463	LF	$1.37	$3,374.31	$1.30	$3,201.90	$1.20	$2,955.60	$1.30	$3,201.90
14	Install Post and Sign Per City Of Palm Springs Standard Dwg. 624. Sign Per Plan.	66	EA	$183.75	$12,127.50	$175.00	$11,550.00	$288.93	$19,069.78	$175.00	$11,550.00
15	Apply White Thermoplastic Shared Roadway Bicycle Marking Per Caltrans Revised Standard Plan A24C @ 250' Max.	51	EA	$105.00	$5,355.00	$100.00	$5,100.00	$53.86	$2,748.86	$100.00	$5,100.00
16	Apply White Thermoplastic Pavement Word Marking Per Caltrans Standard Plan A24D. Wording Per Plan.	10	EA	$105.00	$1,050.00	$100.00	$1,000.00	$154.39	$1,543.90	$100.00	$1,000.00
17	Apply 12" White Thermoplastic Limit Line Per City of Palm Springs Standard 625.	151	LF	$2.10	$317.10	$2.00	$302.00	$3.12	$471.12	$2.00	$302.00
18	Construct Lane Drop At Intersection Line (Raised Markers) Per Caltrans Revised Standard Plan A20C, Detail 37C	300	LF	$1.31	$393.00	$1.25	$375.00	$0.66	$198.00	$1.25	$375.00
19	Apply White Thermoplastic Type IV (Left) Arrow Per Caltrans Revised Standard Plan A24A.	54	EA	$63.00	$3,402.00	$60.00	$3,240.00	$71.81	$3,877.74	$60.00	$3,240.00
20	Apply White Thermoplastic Type IV (Right) Arrow Per Caltrans Revised Standard Plan A24A.	7	EA	$63.00	$441.00	$60.00	$420.00	$71.81	$502.67	$60.00	$420.00
21	Apply White Thermoplastic Type I (Through) Arrow Per Caltrans Revised Standard Plan A24A.	1	EA	$63.00	$63.00	$60.00	$60.00	$71.81	$71.81	$60.00	$60.00
22	Apply 12" White Thermoplastic Basic Crosswalk (10' Width) Per Caltrans Revised Standard Plan A24F	324	SF	$2.10	$680.40	$2.00	$648.00	$3.12	$1,010.88	$2.00	$648.00
23	Adjust Traffic Signal Video Detection Zones For Approach	4	EA	$1,725.00	$6,900.00	$3,000.00	$12,000.00	$3,590.46	$14,361.84	$4,000.00	$16,000.00
24	Abandon Existing Vehicle Detection Loop and Install New Vehicle Detection Loop	19	EA	$310.00	$5,890.00	$250.00	$4,750.00	$299.21	$5,684.99	$300.00	$5,700.00
25	Micro-Milling 0.25 inches on Escoba Drive from E. Palm Canyon Dr. to El Cielo Rd.for slurry seal.	86,100	SF	$0.16	$13,776.00	$0.15	$12,915.00	$0.14	$12,054.00	$0.16	$13,776.00
26	Crack-sealing, crack-filling, construction of Rubber Polymer Modified Slurry (RPMS) and all appurtenant work on Escoba Drive from E. Palm Canyon Dr. to El Cielo Rd.	86,100	SF	$0.26	$22,386.00	$0.50	$43,050.00	$0.42	$36,162.00	$0.37	$31,857.00
27	Micro-Milling 0.25 inches on El Cielo Road (from Escoba Drive to Ramon Road) for slurry seal.	297,700	SF	$0.16	$47,632.00	$0.15	$44,655.00	$0.14	$41,678.00	$0.16	$47,632.00
28	Crack-sealing, crack-filling, construction of Rubber Polymer Modified Slurry (RPMS), and all appurtenant work on El Cielo Road (from Escoba Drive to Ramon Road).	297,700	SF	$0.28	$83,356.00	$0.40	$119,080.00	$0.42	$125,034.00	$0.37	$110,149.00
29	Cold Mill Existing AC Pavement - Variable Thickness (0"-2") on El Cielo Road (from Ramon Road to Tahquitz Canyon Way)	53,000	SF	$0.18	$9,480.00	$0.20	$10,600.00	$0.18	$9,540.00	$0.30	$15,900.00
30	Crack-sealing, crack-filling, construction of 2" A.C. Overlay, and all appurtenant work on El Cielo Road (from Ramon Road to Tahquitz Canyon Way)	2,310	TON	$92.22	$213,028.20	$110.00	$254,100.00	$110.00	$254,100.00	$105.00	$242,550.00
31	Remove Existing Ramp and Construct Type B Access Ramp	5	EA	$4,577.74	$22,888.70	$4,500.00	$22,500.00	$2,649.48	$12,747.40	$5,000.00	$25,000.00
32	Upgrade Existing Curb Ramp with Truncated Domes	11	EA	$666.08	$7,546.00	$1,500.00	$16,500.00	$627.63	$6,903.83	$2,000.00	$22,000.00
33	Field Orders	1	LS	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00	$25,000.00
				TOTAL	$396,682.93	TOTAL	$716,974.00	TOTAL	$488,476.77	TOTAL	$716,090.00

BID SCHEDULE A

ALTERNATIVE ADDITIVE BID SCHEDULE ITEMS				ALL AMERICAN ASPHALT		GRANITE CONSTRUCTION		TRI-STAR CONSTRUCTING		HARDY & HARPER	
BID ITEM	ITEM DESCRIPTION	QUANT.	UNIT	UNIT Price	Estimate	UNIT PR.	TOTAL	UNIT PR.	TOTAL	UNIT PR.	TOTAL
1	Paint Green Background To Bike Lane Markings	56	EA	$560.00	$31,360.00	$420.00	$23,520.00	$459.44	$25,728.64	$450.00	$25,200.00
2	Paint Green Background To Shared Roadway Markings.	51	EA	$370.00	$18,870.00	$220.00	$11,220.00	$212.66	$10,845.66	$250.00	$12,750.00
3	Paint Green Background To Entire Bike Lane	56,870	SF	$3.50	$199,045.00	$3.30	$187,671.00	$4.02	$228,617.40	$3.50	$199,045.00

BICYCLE CORRIDORS, PHASE 1

CITY PROJECT 13-32

BID SUMMARY

Bid Opening: February 10, 2015

BID SCHEDULE B				ALL AMERICAN ASPHALT		GRANITE CONSTRUCTION		TRI-STAR CONSTRUCTING		HARDY & HARPER	
BID ITEM	ITEM DESCRIPTION	QUANT.	UNIT	UNIT Price	Estimate	UNIT PR.	TOTAL	UNIT PR.	TOTAL	UNIT PR.	TOTAL
1	Initial Mobilization	1	LS	$9,500.00	$9,500.00	$3,000.60	$3,000.60	$3,152.00	$3,152.00	$30,000.00	$30,000.00
2	Traffic Control	1	LS	$2,000.00	$2,000.00	$9,300.00	$9,300.00	$4,189.00	$4,189.00	$30,000.00	$30,000.00
3	Remove Existing Traffic Striping, Markings , and Pavement Markers	1	LS	$10,500.00	$10,500.00	$10,000.00	$10,000.00	$6,865.00	$6,865.00	$10,705.60	$10,705.60
4	Construct Double Yellow Lines (Raised Markers) Per Caltrans Standard Plan A20A, Detail 23.	6,904	LF	$1.05	$7,249.20	$1.00	$6,904.00	$1.80	$12,427.20	$1.00	$6,904.00
5	Construct White Channelizing Line (Raised Markers) Per Caltrans Standard Plan A20D, Detail 38C.	250	LF	$1.31	$327.50	$1.25	$312.50	$1.80	$450.00	$1.25	$312.50
6	Apply 6" White Thermoplastic Bike Lane Line Per Caltrans Standard Plan A20D, Detail 39.	11,161	LF	$0.42	$4,686.02	$0.40	$4,472.40	$0.53	$5,925.93	$0.40	$4,472.40
7	Apply 6" White Thermoplastic Bike Lane Intersection Line Per Caltrans Standard Plan A20D, Detail 39A.	4,039	LF	$0.32	$1,292.48	$0.30	$1,211.70	$0.39	$1,575.21	$0.30	$1,211.70
8	Apply 4" White Thermoplastic Solid Line	6,002	LF	$0.32	$1,920.64	$0.30	$1,800.60	$0.32	$1,920.64	$0.30	$1,800.60
9	Apply 4" White Thermoplastic Diagonal Buffer Markings @ 24' Spacing	6,311	LF	$0.21	$1,325.31	$0.20	$1,262.20	$1.20	$7,573.20	$0.20	$1,262.20
10	Apply White Thermoplastic "Bike Lane" Legend Per Caltrans Standard Plan A24D and CA MUTCD Figure 9C-3.	43	EA	$105.00	$4,515.00	$100.00	$4,300.00	$83.78	$3,602.54	$100.00	$4,300.00
11	Paint Curb Red	460	LF	$1.36	$625.60	$1.30	$598.00	$1.20	$552.00	$1.30	$598.00
12	Install Post And Sign Per City Of Palm Springs Standard 624. Sign Per Plan.	31	EA	$183.75	$5,696.25	$175.00	$5,425.00	$279.91	$8,677.21	$175.00	$5,425.00
13	Apply White Thermoplastic Shared Roadway Bicycle Marking Per Caltrans Revised Standard Plan A24C @ 250' Max.	22	EA	$105.00	$2,310.00	$100.00	$2,200.00	$53.86	$1,184.92	$100.00	$2,200.00
14	Apply White Thermoplastic Pavement Word Marking Per Caltrans Standard Plan A24D. Wording Per Plan.	12	EA	$105.00	$1,260.00	$100.00	$1,200.00	$154.39	$1,852.68	$100.00	$1,200.00
15	Apply 12" White Thermoplastic Limit Line Per City of Palm Springs Standard 625.	184	LF	$2.10	$386.40	$2.00	$368.00	$3.12	$574.08	$2.00	$368.00
16	Apply White Thermoplastic Type IV (Left) Arrow Per Caltrans Revised Standard Plan A24A.	2	EA	$63.00	$126.00	$60.00	$120.00	$71.81	$143.62	$60.00	$120.00
17	Apply White Thermoplastic Type IV (Right) Arrow Per Caltrans Revised Standard Plan A24A.	2	EA	$63.00	$126.00	$60.00	$120.00	$71.81	$143.62	$60.00	$120.00
18	Field Orders	1	LS	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00
				TOTAL	$63,856.40	TOTAL	$62,595.00	TOTAL	$70,808.85	TOTAL	$111,000.00

BID SCHEDULE B

ALTERNATIVE ADDITIVE BID SCHEDULE ITEMS				ALL AMERICAN ASPHALT		GRANITE CONSTRUCTION		TRI-STAR CONSTRUCTING		HARDY & HARPER	
BID ITEM	ITEM DESCRIPTION	QUANT.	UNIT	UNIT Price	Estimate	UNIT PR.	TOTAL	UNIT PR.	TOTAL	UNIT PR.	TOTAL
1	Paint Green Background To Bike Lane Markings	43	EA	$560.00	$24,080.00	$420.00	$18,060.00	$549.03	$23,608.29	$450.00	$19,350.00
2	Paint Green Background To Shared Roadway Markings.	22	SF	$490.00	$10,780.00	$220.00	$4,840.00	$254.13	$5,590.86	$250.00	$5,500.00
3	Paint Green Background To Entire Bike Lane	40,755	SF	$3.50	$142,642.50	$3.30	$134,491.50	$4.04	$164,650.20	$3.30	$134,491.50

BICYCLE CORRIDORS, PHASE 1
CITY PROJECT 13-32
BID SUMMARY

Bid Opening: February 10, 2015

BID SCHEDULE C				ALL AMERICAN ASPHALT		GRANITE CONSTRUCTION		TRI-STAR CONSTRUCTING		HARDY & HARPER	
BID ITEM	ITEM DESCRIPTION	QUANT.	UNIT	UNIT Price	Estimate	UNIT PR.	TOTAL	UNIT PR.	TOTAL	UNIT PR.	TOTAL
1	Initial Mobilization	1	LS	$49,700.00	$49,700.00	$18,000.00	$18,000.00	$9,854.00	$9,854.00	$30,000.00	$30,000.00
2	Traffic Control	1	LS	$2,400.00	$24,000.00	$15,000.45	$15,000.45	$7,461.00	$7,461.00	$30,872.45	$30,872.45
3	Construct White Lane Lines (Raised Markers) Per Caltrans	98	LF	$0.32	$31.36	$0.30	$29.40	$0.60	$58.80	$0.30	$29.40
4	Construct Double Yellow Lines (Raised Markers) Per Caltrans Standard Plan A20A, Detail 23.	7,162	LF	$1.05	$7,520.10	$1.00	$7,162.00	$1.80	$12,891.60	$1.00	$7,162.00
5	Construct Yellow Median Island (Raised Markers) Per Caltrans Standard Plan A20A, Detail 30.	237	LF	$1.05	$248.85	$1.00	$237.00	$3.60	$853.20	$1.00	$237.00
6	Construct White Channelizing Line (Raised Markers) Per Caltrans Standard Plan A20D, Detail 38C.	1,296	LF	$1.31	$1,697.76	$1.25	$1,620.00	$1.80	$2,332.80	$1.25	$1,620.00
7	Apply 6" White Thermoplastic Bike Lane Line Per Caltrans Standard Plan A20D, Detail 39.	11,016	LF	$0.42	$4,626.72	$0.40	$4,406.40	$0.53	$5,838.48	$0.40	$4,406.40
8	Apply 6" White Thermoplastic Bike Lane Intersection Line Per Caltrans Standard Plan A20D, Detail 39A.	12,146	LF	$0.32	$3,886.72	$0.30	$3,643.80	$0.39	$4,736.94	$0.30	$3,643.80
9	Apply 4" White Thermoplastic Solid Line	9,108	LF	$0.32	$2,914.56	$0.30	$2,732.40	$0.32	$2,914.56	$0.30	$2,732.40
10	Apply 4" White Thermoplastic Diagonal Buffer Markings @ 24' Spacing	9,396	LF	$0.21	$1,973.16	$0.20	$1,879.20	$1.20	$11,275.20	$0.20	$1,879.20
11	Apply White Thermoplastic "Bike Lane" Legend Per Caltrans Standard Plan A24D and CA MUTCD Figure 9C-3.	67	EA	$105.00	$7,035.00	$100.00	$6,700.00	$83.78	$5,613.26	$100.00	$6,700.00
12	Paint Curb Red	3,577	LF	$1.37	$4,900.49	$1.30	$4,650.10	$1.20	$4,292.40	$1.30	$4,650.10
13	Install Post And Sign Per City Of Palm Springs Standard 624. Sign Per Plan.	101	EA	$183.75	$18,558.75	$175.00	$17,675.00	$292.04	$29,496.04	$175.00	$17,675.00
14	Apply White Thermoplastic Shared Roadway Bicycle Marking Per Caltrans Revised Standard Plan A24C @ 250' Max.	13	EA	$105.00	$1,365.00	$100.00	$1,300.00	$53.86	$700.18	$100.00	$1,300.00
15	Apply White Thermoplastic Pavement Word Marking Per Caltrans Standard Plan A24D. Wording Per Plan.	3	EA	$105.00	$315.00	$100.00	$300.00	$154.39	$463.17	$100.00	$300.00
16	Apply 12" White Thermoplastic Limit Line Per City of Palm Springs Standard 625.	19	LF	$2.10	$39.90	$2.00	$38.00	$3.12	$59.28	$2.00	$38.00
17	Construct Lane Drop At Intersection Line (Raised Markers) Per Caltrans Revised Standard Plan A20C, Detail 37C.	165	LF	$1.31	$216.15	$1.25	$206.25	$0.66	$108.90	$1.25	$206.25
18	Apply White Thermoplastic Type IV (Left) Arrow Per Caltrans Revised Standard Plan A24A.	11	EA	$63.00	$693.00	$60.00	$660.00	$71.81	$789.91	$60.00	$660.00
19	Apply White Thermoplastic Type IV (Right) Arrow Per Caltrans Revised Standard Plan A24A.	10	EA	$63.00	$630.00	$60.00	$600.00	$71.81	$718.10	$60.00	$600.00
20	Adjust Traffic Signal Video Detection Zones For Approach	8	EA	$1,670.00	$10,020.00	$3,000.00	$18,000.00	$3,590.46	$21,542.76	$4,000.00	$24,000.00
21	Abandon Existing Vehicle Detection Loop. Install New Vehicle Detection Loop.	6	EA	$310.00	$1,860.00	$650.00	$3,900.00	$777.94	$4,667.64	$700.00	$4,200.00
22	Micro-Milling 0.25 inches on Alejo Road from Belardo Road to Civic Drive for slurry seal.	509,600	SF	$0.16	$81,536.00	$0.15	$76,440.00	$0.13	$66,248.00	$0.16	$81,536.00
23	Crack-sealing, crack-filling, construction of Rubber Polymer Modified Slurry (RPMS), and all appurtenant work on Alejo Road from Belardo Road to Civic Drive.	509,600	SF	$0.26	$132,496.00	$0.35	$178,360.00	$0.42	$214,032.00	$0.37	$188,552.00
24	Field Orders	1	LS	$15,000.00	$15,000.00	$15,000.00	$15,000.00	$15,000.00	$15,000.00	$15,000.00	$15,000.00
				TOTAL	$371,264.52	TOTAL	$378,640.00	TOTAL	$421,968.22	TOTAL	$428,000.00

BID SCHEDULE C

ALTERNATIVE ADDITIVE BID SCHEDULE ITEMS				ALL AMERICAN ASPHALT		GRANITE CONSTRUCTION		TRI-STAR CONSTRUCTING		HARDY & HARPER	
BID ITEM	ITEM DESCRIPTION	QUANT.	UNIT	UNIT Price	Estimate	UNIT PR.	TOTAL	UNIT PR.	TOTAL	UNIT PR.	TOTAL
1	Paint Green Background To Bike Lane Markings	67	EA	$560.00	$37,520.00	$420.00	$28,140.00	$477.37	$31,983.79	$450.00	$30,150.00
2	Paint Green Background To Shared Roadway Markings.	13	SF	$925.00	$12,025.00	$220.00	$2,860.00	$220.96	$2,872.48	$250.00	$3,250.00
3	Paint Green Background To Entire Bike Lane	65,216	SF	$3.50	$228,256.00	$3.30	$215,212.80	$3.99	$260,211.84	$3.30	$215,212.80

BICYCLE CORRIDORS, PHASE 1
CITY PROJECT 13-32
BID SUMMARY

Bid Opening: February 10, 2015

BID SCHEDULE D				ALL AMERICAN ASPHALT		GRANITE CONSTRUCTION		TRI-STAR CONSTRUCTING		HARDY & HARPER	
BID ITEM	ITEM DESCRIPTION	QUANT.	UNIT	UNIT Price	Estimate	UNIT PR.	TOTAL	UNIT PR.	TOTAL	UNIT PR.	TOTAL
1	Initial Mobilization	1	LS	$16,200.00	$16,200.00	$11,000.00	$11,000.00	$5,186.00	$5,186.00	$24,000.00	$24,000.00
2	Traffic Control	1	LS	$6,400.00	$6,400.00	$19,912.55	$19,912.55	$6,523.00	$6,523.00	$24,000.00	$24,000.00
3	Remove Existing Traffic Striping, Markings, and Pavement Markers	1	LS	$2,625.00	$2,625.00	$2,500.00	$2,500.00	$5,552.00	$5,552.00	$8,577.55	$8,577.55
4	Construct Double Yellow Lines (Raised Markers) Per Caltrans Standard Plan A20A, Detail 23	2,415	LF	$1.05	$2,535.75	$1.00	$2,415.00	$1.80	$4,347.00	$1.00	$2,415.00
5	Construct Yellow Median Island (Raised Markers) Per Caltrans Standard Plan A20A, Detail 30.	593	LF	$1.05	$622.65	$1.00	$593.00	$3.60	$2,134.80	$1.00	$593.00
6	Construct Yellow Two-Way Left Turn Lane (Raised Markers) Per Caltrans Standard Plan A20D, Detail 33.	1,586	LF	$0.95	$1,506.70	$0.90	$1,427.40	$2.88	$4,567.68	$0.90	$1,427.40
7	Construct White Channelizing Line (Raised Markers) Per Caltrans Standard Plan A20D, Detail 38C.	1,335	LF	$1.31	$1,748.85	$1.25	$1,668.75	$1.80	$2,403.00	$1.25	$1,668.75
8	Apply 6" White Thermoplastic Bike Lane Line Per Caltrans Standard Plan A20D, Detail 39.	9,033	LF	$0.42	$3,793.86	$0.40	$3,613.20	$0.53	$4,787.49	$0.40	$3,613.20
9	Apply 6" White Thermoplastic Bike Lane Intersection Line Per Caltrans Standard Plan A20D, Detail 39A.	6,310	LF	$0.32	$2,019.20	$0.30	$1,893.00	$0.39	$2,460.90	$0.30	$1,893.00
10	Apply 4" White Thermoplastic Solid Line	7,907	LF	$0.32	$2,530.24	$0.30	$2,372.10	$0.32	$2,530.24	$0.30	$2,372.10
11	Apply 4" White Thermoplastic Diagonal Buffer Markings @ 24' Spacing	6,530	LF	$0.21	$1,371.30	$0.20	$1,306.00	$1.20	$7,836.00	$0.20	$1,306.00
12	Apply White Thermoplastic "Bike Lane" Legend Per Caltrans Standard Plan A24D and CA MUTCD Figure 9C-3.	37	EA	$105.00	$3,885.00	$100.00	$3,700.00	$83.78	$3,099.86	$100.00	$3,700.00
13	Paint Curb Red	450	LF	$1.36	$612.00	$1.30	$585.00	$1.20	$540.00	$1.30	$585.00
14	Install Post And Sign Per City Of Palm Springs Standard 624. Sign Per Plan.	30	EA	$183.75	$5,512.50	$175.00	$5,250.00	$288.83	$8,664.90	$175.00	$5,250.00
15	Apply White Thermoplastic Shared Roadway Bicycle Marking Per Caltrans Revised Standard Plan A24C @ 250' Max.	3	EA	$105.00	$315.00	$100.00	$300.00	$53.86	$161.58	$100.00	$300.00
16	Apply White Thermoplastic Pavement Word Marking Per Caltrans Standard Plan A24D. Wording Per Plan.	13	EA	$105.00	$1,365.00	$100.00	$1,300.00	$154.39	$2,007.07	$100.00	$1,300.00
17	Apply White Thermoplastic Type IV (Left) Arrow Per Caltrans Revised Standard Plan A24A.	20	EA	$63.00	$1,260.00	$60.00	$1,200.00	$71.81	$1,436.20	$60.00	$1,200.00
18	Apply White Thermoplastic Type IV (Right) Arrow Per Caltrans Revised Standard Plan A24A	6	EA	$63.00	$378.00	$60.00	$360.00	$71.81	$430.86	$60.00	$360.00
19	Abandon Existing Vehicle Detection Loop and Install New Vehicle Detection Loop.	7	EA	$310.00	$2,170.00	$650.00	$4,550.00	$777.94	$5,445.58	$700.00	$4,900.00
20	Micro-Milling 0.25 inches on Calle Encilia from Ramon Road to Tahquitz Canyon Way for slurry seal.	146,300	SF	$0.16	$23,408.00	$0.15	$21,945.00	$0.14	$20,482.00	$0.16	$23,408.00
21	Crack-sealing, crack-filling, construction of Rubber Polymer Modified Slurry (RPMS), and all appurtenant work on Calle Encilia, from Ramon Road to Tahquitz Canyon Way.	146,300	SF	$0.26	$38,038.00	$0.48	$70,224.00	$0.42	$61,446.00	$0.37	$54,131.00
22	Field Orders	1	LS	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00
				TOTAL	$128,297.05	TOTAL	$168,115.00	TOTAL	$152,042.16	TOTAL	$177,000.00

BID SCHEDULE D

ALTERNATIVE ADDITIVE BID SCHEDULE ITEMS				ALL AMERICAN ASPHALT		GRANITE CONSTRUCTION		TRI-STAR CONSTRUCTING		HARDY & HARPER	
BID ITEM	ITEM DESCRIPTION	QUANT.	UNIT	UNIT Price	Estimate	UNIT PR.	TOTAL	UNIT PR.	TOTAL	UNIT PR.	TOTAL
1	Paint Green Background To Bike Lane Markings	37	EA	$560.00	$20,720.00	$420.00	$15,540.00	$566.95	$20,977.15	$1.00	$37.00
2	Paint Green Background To Shared Roadway Markings.	3	SF	$1,650.00	$4,950.00	$220.00	$660.00	$262.42	$787.26	$1.00	$3.00
3	Paint Green Background To Entire Bike Lane	38,967	SF	$3.50	$136,454.50	$3.30	$128,657.10	$4.13	$161,016.31	$1.00	$38,967.00

TOTAL OF BID SCHEDULES A THROUGH D:	$1,160,100.00	$1,328,224.00	$1,341,295.00	$1,432,000.00
	1	2	3	4

2/11/2015 **THE LOWEST RESPONSIVE, RESPONSIBLE BIDDER IS ALL AMERICAN ASPHALT WITH TOTAL BID AMOUNT OF $1,160,100.00**

Attachment 3

AGREEMENT
(CONSTRUCTION CONTRACT)

THIS AGREEMENT made this 4th day of March, 2015, by and between the City of Palm Springs, a charter city, organized and existing in the County of Riverside, under and by virtue of the laws of the State of California, hereinafter designated as the City, and All American Asphalt, Inc., a California corporation, hereinafter designated as the Contractor.

The City and the Contractor, in consideration of the mutual covenants hereinafter set forth, agree as follows:

ARTICLE 1 -- THE WORK

For and in consideration of the payments and agreements to be made and performed by City, Contractor agrees to furnish all materials and perform all work required to complete the Work as specified in the Contract Documents, and as generally indicated under the Bid Schedule(s) for the Project entitled:

BICYCLE CORRIDORS, PHASE 1
CITY PROJECT NO. 13-32

The Work comprises the construction of bicycle lanes along the El Cielo Corridor from Escoba Drive to Tahquitz Canyon Way and portions of Escoba and Civic Drive; Alejo Road between Belardo Road and Civic Drive; the Belardo Corridor between Alejo and Sunny Dunes; and Calle Encilia between Ramon Road and Alejo Road. The work includes micro-milling, slurry seal, cold milling, asphalt concrete overlay, removal of existing traffic striping, pavement markings and markers, installation of thermoplastic bike lane lines, thermoplastic bike lane markings, thermoplastic crosswalks, curb painting, signs, and all appurtenant work.

ARTICLE 2 -- COMMENCEMENT AND COMPLETION

The Work to be performed under this Contract shall commence on the date specified in the Notice to Proceed by the City, and the Work shall be fully completed within the time specified in the Notice to Proceed.

The City and the Contractor recognize that time is of the essence of this Agreement, and that the City will suffer financial loss if the Work is not completed within the time specified in Article 2, herein, plus any extensions thereof allowed in accordance with applicable provisions of the Standard Specifications, as modified herein. They also recognize the delays, expense, and difficulties involved in proving in a legal proceeding the actual loss suffered by the City if the Work is not completed on time. Accordingly, instead of requiring any such proof, the City and the Contractor agree that as liquidated damages or delay (but not as a penalty), the Contractor shall pay the City the sum specified in Section 6-9 of the Special Provisions for each calendar day that expires after the time specified in Article 2, herein. In executing the Agreement, the Contractor acknowledges it has reviewed the provisions of the Standard Specifications, as modified herein, related to liquidated damages, and has made itself aware of the actual loss incurred by the City due to the inability to complete the Work within the time specified in the Notice to Proceed.

ARTICLE 3 -- CONTRACT PRICE

The City shall pay the Contractor for the completion of the Work, in accordance with the Contract Documents, in current funds the Contract Price(s) named in the Contractor's Bid Proposal and Bid Schedule(s), and any duly authorized Construction Contract Change Orders approved by the City. The amount of the initial contract award in accordance with the Contractor's Bid Proposal is **One Million Three Hundred Twenty Thousand Four Hundred and Five Dollars ($1,320,405)**.

Contractor agrees to receive and accept the prices set forth herein, as full compensation for furnishing all materials, performing all work, and fulfilling all obligations hereunder. Said compensation shall cover all expenses, losses, damages, and consequences arising out of the nature of the Work during its progress or prior to its acceptance including those for well and faithfully completing the Work and the whole thereof in the manner and time specified in the Contract Documents; and, also including those arising from actions of the elements, unforeseen difficulties or obstructions encountered in the prosecution of the Work, suspension of discontinuance of the Work, and all other unknowns or risks of any description connected with the Work.

ARTICLE 4 -- THE CONTRACT DOCUMENTS

The Contract Documents consist of the Notice Inviting Bids, Instructions to Bidders, the prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations, the accepted Bid and Bid Schedule(s), List of Subcontractors, Local Business Preference Program – Good Faith Efforts, Non-Discrimination Certification, Non-Collusion Declaration, Bidder's General Information, Bid Security or Bid Bond, this Agreement, Worker's Compensation Certificate, Performance Bond, Payment Bond, Standard Specifications, Special Provisions, the Drawings, Addendum Number 1, and all Construction Contract Change Orders and Work Change Directives which may be delivered or issued after the Effective Date of the Agreement and are not attached hereto.

ARTICLE 5 -- MUTUAL OBLIGATIONS

For and in consideration of the payments and agreements to be made and performed by the City, the Contractor agrees to furnish all materials and perform all work required for the above stated project, and to fulfill all other obligations as set forth in the aforesaid Contract Documents.

City hereby agrees to employ, and does hereby employ, Contractor to provide the materials, complete the Work, and fulfill the obligations according to the terms and conditions herein contained and referred to, for the Contract Price herein identified, and hereby contracts to pay the same at the time, in the manner, and upon the conditions set forth in the Contract Documents.

Contractor specifically acknowledges and agrees to be bound by the Wage Rates and Labor Code requirements specified in the Contract Documents, including the requirement to furnish electronic certified payroll records directly to the Labor Commissioner (via the Division of Labor Standards Enforcement), and shall pay the general prevailing rate of per diem wages as determined by the Director of the Department of Industrial Relations of the State of California.

ARTICLE 6 -- PAYMENT PROCEDURES

The Contractor shall submit Applications for Payment in accordance with the Standard Specifications as amended by the Special Provisions. Applications for Payment will be processed by the City Engineer as provided in the Contract Documents.

ARTICLE 7 -- NOTICES

Whenever any provision of the Contract Documents requires the giving of a written Notice between the parties, it shall be deemed to have been validly given if delivered in person to the individual or to a member of the firm or to an officer of the corporation for whom it is intended, or if delivered at or sent by registered or certified mail, postage prepaid, to the last business address known to the giver of the Notice.

ARTICLE 8 -- INDEMNIFICATION

The Contractor agrees to indemnify and hold harmless the City, and all of its officers and agents from any claims, demands, or causes of action, including related expenses, attorney's fees, and costs, based on, arising out of, or in any way related to the Work undertaken by the Contractor hereunder. This Article 8 incorporates the provisions of Section 7-15 "Indemnification," of the Special Provisions, which are hereby referenced and made a part hereof.

ARTICLE 9 -- NON-DISCRIMINATION

The Contractor represents and agrees that it does not and will not discriminate against any subcontractor, consultant, employee, or applicant for employment because of race, religion, color, sex, or national origin in any matter including without limitation employment upgrading, demotion, transfers, recruitment, recruitment advertising, layoff, termination, rates of pay, or other forms of compensation and selection for training, including apprenticeship.

ARTICLE 10 -- MISCELLANEOUS

Terms used in this Agreement which are defined in the Standard Specifications and the Special Provisions will have the meanings indicated in said Standard Specifications and the Special Provisions. No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically, but without limitation, monies that may become due and monies that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

The City and the Contractor each binds itself, its partners, successors, assigns, and legal representatives, to the other party hereto, its partners, successors, assigns, and legal representatives, in respect of all covenants, agreements, and obligations contained in the Contract Documents.

SIGNATURES ON NEXT PAGE

IN WITNESS WHEREOF, the City and the Contractor have caused this Agreement to be executed the day and year first above written.

CITY OF PALM SPRINGS, CALIFORNIA

By _____
David H. Ready
City Manager

ATTEST:

By _____
James Thompson
City Clerk

APPROVED AS TO FORM:

By _____
Douglas Holland
City Attorney

RECOMMENDED:

By _____
Marcus L. Fuller,
Assistant City Manager/City Engineer

APPROVED BY THE CITY COUNCIL:

Date _____

Agreement No. _____

CONTRACTOR

By: All American Asphalt, Inc.
Firm/Company Name

By: _____
Signature (notarized)

Name: _____

Title: _____

By: _____
Signature (notarized)

Name: _____

Title: _____

PERFORMANCE BOND – PUBLIC WORKS

KNOW ALL MEN BY THESE PRESENTS,

WHEREAS, the City of Palm Springs, a charter city, organized and existing in the County of Riverside, California, as Obligee, (hereinafter referred to as the "City"), has awarded to the undersigned Contractor, (hereinafter referred to as the "Contractor"), an agreement for the work described as follows:

BICYCLE CORRIDORS, PHASE 1
CITY PROJECT NO. 13-32

(hereinafter referred to as the "Public Work"); and

WHEREAS, the work to be performed by the Contractor is more particularly set forth in that certain Agreement (Construction Contract) for the said Public Work awarded to the Contractor and approved by the City for the Project hereinabove named, (hereinafter referred to as the "Contract"), which Contract is incorporated herein by this reference; and

WHEREAS, the Contractor is required by said Contract to perform the terms thereof, and to provide a bond both for the performance and guaranty thereof.

NOW, THEREFORE, we, the undersigned Contractor, as Principal, and:

_____,
a corporation organized and existing under the laws of the State of _____, and duly authorized to transact business under the laws of the State of California, as Surety, are held and firmly bound unto the City in the sum of _____ Dollars ($_____), said sum being *not less than 100 percent* of the total amount payable by the City under the terms to the said Contract, for which amount well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH, that if the bounden Contractor, his or its heirs, executors, administrators, successors, or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and agreements in the said Contract and any alteration thereof made as therein provided, on his or its parts, to be kept and performed at the time and in the manner therein specified, and in all respects according to their intent and meaning; and shall faithfully fulfill the one year guarantee of all materials and workmanship; and indemnify and save harmless the City, its officers and agents, as stipulated in said Contract, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

The said Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of the Contract or to the work to be performed thereunder or the Specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration of addition to the terms of the Contract, or to the Public Work or to the Specifications.

No final settlement between the City and the Contractor shall abridge the right of any beneficiary hereunder, whose claim may be unsatisfied.

PERFORMANCE BOND – PUBLIC WORKS
(CONTINUED)

Contractor and Surety agree that if the City is required to engage the services of an attorney in connection with enforcement of the bond, each shall pay City's reasonable attorney's fees incurred, with or without suit, in addition to the above sum.

SIGNED AND SEALED, this ____ day of _____, 20__.

CONTRACTOR: All American Asphalt
Check one: ____ individual, ___ partnership, _X_ corporation

(This Performance Bond must be signed by representatives and/or officers having appropriate authority to bind the Contractor and Surety to the terms of the Performance Bond.)

CONTRACTOR:

By:

_____
signature
(NOTARIZED)

Print Name and Title:

_____

By:

_____
signature
(NOTARIZED)

Print Name and Title:

_____

SURETY:

By

_____
signature
(NOTARIZED)

Print Name and Title:

_____

By submitting this Performance Bond, the Contractor and Surety acknowledge the provisions of the Contract Documents with regard to Section 6-4 "Default by the Contractor", as further amended by the Special Provisions.

PERFORMANCE BOND – PUBLIC WORKS
(CONTINUED)

The rate of premium on this bond is $_____ per thousand.

The total amount of premium charged: $_____

(The above must be filled in by corporate surety).

IMPORTANT: Surety companies executing bonds must possess a certificate of authority from the California Insurance Commissioner authorizing them to write surety insurance defined in Section 105 of the California Insurance Code, and if the work or project is financed, in whole or in part, with Federal, grant, or loan funds, it must also appear on the Treasury Department's most current list (Circular 570 as amended). THIS IS A REQUIRED FORM.

Any claims under this bond may be addressed to:

(Name and Address of Surety) _____

_____

_____

(Name and Address of Agent or Representative for service of process in California if different from above) _____

_____

_____

(Telephone Number of Surety and Agent or Representative for service of process in California) _____

_____

_____

PAYMENT BOND – PUBLIC WORKS

KNOW ALL MEN BY THESE PRESENTS,

WHEREAS, the City of Palm Springs, a charter city, organized and existing in the County of Riverside, California, as Obligee, (hereinafter referred to as the "City"), has awarded to the undersigned Contractor, (hereinafter referred to as the "Contractor"), an agreement for the work described as follows:

BICYCLE CORRIDORS, PHASE 1
CITY PROJECT NO. 13-32

(hereinafter referred to as the "Public Work"); and

WHEREAS, the work to be performed by the Contractor is more particularly set forth in that certain Agreement (Construction Contract) for the said Public Work awarded to the Contractor and approved by the City for the Project hereinabove named, (hereinafter referred to as the "Contract"), which Contract is incorporated herein by this reference; and

WHEREAS, said Contractor is required to furnish a bond in connection with said Contract and pursuant to Section 9550 of the California Civil Code.

NOW, THEREFORE, we, the undersigned Contractor, as Principal, and:
_____, a corporation organized and existing under the laws of the State of _____, and duly authorized to transact business under the laws of the State of California, as Surety, are held and firmly bound unto the City, and to any and all persons, companies, or corporations entitled to file stop payment notices under Section 9100 of the California Civil Code, in the sum of _____ Dollars ($_____), said sum being *not less than 100 percent* of the total amount payable by the City under the terms to the said Contract, for which amount well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH, that, if said Contractor, his or its heirs, executors, administrators, successors, or assigns, or Subcontractor s, shall fail to pay for any materials, provisions or other supplies, implements, machinery, or power used in, upon, for, or about the performance of the Public Work contracted to be done, or to pay any person for any work or labor of any kind, or for bestowing skills or other necessary services thereon, or for amounts due under the Unemployment Insurance Code with respect to such work or labor, or for any amounts required to be deducted, withheld, and paid over to the Employment Development Department from the wages of employees of paid Contractor and his Subcontractors pursuant to Section 13020 of the Unemployment Insurance Code with respect to such work and labor as required by the provisions of Sections 9550 through 9560 of the Civil Code, the Surety or Sureties hereon will pay for the same in an amount not exceeding the sum specified in this bond, otherwise the above obligation shall be void. In addition to the provisions herein above, it is agreed that this bond will inure to the benefit of any and all persons, companies, and corporations entitled to serve stop payment notices under Section 9100 of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

PAYMENT BOND – PUBLIC WORKS
(CONTINUED)

The Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration, or additions to the terms of the said Contract or to the work to be performed thereunder or the Specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration, or addition to the terms of the Contract or to the work or to the Specifications.

No final settlement between the City and the Contractor hereunder shall abridge the right of any beneficiary hereunder, whose claim may be unsatisfied.

Contractor and Surety, an admitted surety insurer, further agree that if the City or any entity or person entitled to file stop payment notices is required to engage the services of an attorney in connection with the enforcement of this bond, each shall be liable for the reasonable attorney's fees incurred, with or without suit, in addition to the above sum.

SIGNED AND SEALED, this ____ day of _____, 20__.

CONTRACTOR: _____ All American Asphalt _____

Check one: ____ individual, ___ partnership, X corporation

(This Payment Bond must be signed by representatives and/or officers having appropriate authority to bind the Contractor and Surety to the terms of the Payment Bond.)

EXECUTED FOR THE CONTRACTOR:

By:

_____
signature
(NOTARIZED)

Print Name and Title:

_____

By:

_____
signature
(NOTARIZED)

Print Name and Title:

_____

EXECUTED FOR THE SURETY:

By

_____
signature
(NOTARIZED)

Print Name and Title:

_____

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PAYMENT BOND – PUBLIC WORKS
(CONTINUED)

The rate of premium on this bond is $_____ per thousand.

The total amount of premium charged: $_____

(The above must be filled in by corporate surety).

IMPORTANT: Surety companies executing bonds must possess a certificate of authority from the California Insurance Commissioner authorizing them to write surety insurance defined in Section 105 of the California Insurance Code, and if the work or project is financed, in whole or in part, with Federal, grant, or loan funds, it must also appear on the Treasury Department's most current list (Circular 570 as amended). THIS IS A REQUIRED FORM.

Any claims under this bond may be addressed to:

(Name and Address of Surety) _____

_____

_____

(Name and Address of Agent or Representative for service of process in California if different from above) _____

_____

_____

(Telephone Number of Surety and Agent or Representative for service of process in California) _____

_____

_____

Attachment 4

ENGINEER'S ESTIMATE
Sharrows and Signage for Mesquite and Via Escuela

Agency: City of Palm Springs
Date of Estimate: February 20, 2015
Prepared by: Savat Khamphou, P.E.

Mesquite Avenue (from Camino Real to Sunrise) 0.6 mi.
Via Escuela (from Sunrise to Gene Autry Trail) 1.3 mi.

No.	Description	Quantity	Unit	Unit Price	Total
1	Initial Mobilization	1	LS	$5,000	$5,000
2	Traffic Control	1	LS	$5,000	$5,000
4	Bike lane markings (Sharrows)	82	EA	$105	$8,610
5	Paint Green Background to Shared Lane Markings	82	EA	$250	$20,500
6	Bike lane signs	40	EA	$250	$10,000
				Total Construction =	$49,110
				TOTAL =	**$50,000**

Attachment 5

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Riverside
P.O. Box 751
Riverside, CA 92502-0751

From: (Public Agency): City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262
(Address)

Project Title: Bicycle Corridors, Phase I (Measure J), CP 13-32

Project Applicant: City of Palm Springs

Project Location - Specific:
Throughout the City of Palm Springs along the following Corridors: El Cielo (including Escoba & Civic); Belardo btw. Alejo & Sunny Dunes; Calle Encilia btw. Alejo & Ramon; Alejo btw. Civic & Belardo; Farrell; & Racquet Club

Project Location - City: Palm Springs Project Location - County: Riverside

Description of Nature, Purpose and Beneficiaries of Project:
The Work comprises the construction of bicycle lanes along the the various corridors throughout the City. The work includes removal and replacement of existing traffic striping, pavement markers, installation of thermoplastic lane lines, markings, crosswalks, signs, curb painting and resurfacing of needed roadways.

Name of Public Agency Approving Project: City of Palm Springs

Name of Person or Agency Carrying Out Project: City of Palm Springs

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: 15301 (c) & (f) Existing Facilities
- ☐ Statutory Exemptions. State code number:

Reasons why project is exempt:
This is a project that will add safety enhancements by installing bicycle lane lines, markings, signs and resurfacing existing roadway in conjunction with existing facilities.

Lead Agency Contact Person: Marcus L. Fuller Area Code/Telephone/Extension: (760) 323-8253

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☒ No

Signature: Marcus Fuller Date: 12/22/2014 Title: City Engineer

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR:

Revised 2011